

Checklist for Transit Now speed and reliability partnership Requirements and priority criteria

Partner(s): _____

Proposal location: _____

Proposed implementation date: _____

Applicant: Please complete both pages of this checklist and include with your proposal.

Requirements

Yes/No	Speed and reliability partnership requirements
	Capital improvements or traffic operations changes will be made along a RapidRide or core service connection corridor. Which one(s)? _____
	The traffic operations changes are projected by Metro to result in transit speed improvements of 10 percent or more on each affected core route for 12 core hours of weekday operation. The speed improvements are projected to be met in both directions and during six-hour weekday am and pm peak as well as six-hour midday.
	Proposed service will be managed by Metro and available to the general public.
	Proposed service will operate primarily on local streets and arterials, not primarily on state or interstate highways.
	Proposed new partnership hours fit within the calendar year limit of half of total new service hours funded by Transit Now.

If the answer to all applicable requirements above is "yes," your proposal is eligible and will be reviewed against the priority criteria on the next page.

Priority criteria for eligible speed and reliability partnership

Yes/No	Speed and reliability partnership priorities—in priority order Note: Direct financial partnerships have priority over speed and reliability partnerships
	The capital investment or traffic operations change by the partner or partners will create a transit speed and reliability benefit along a continuous RapidRide corridor.
	The partner(s) will commit to additional traffic operations management actions that achieve transit priority in excess of the required projected 10% travel-time savings.
	The improvements can be completed within five years.
	<p>The partner(s) will commit to provision of complementary actions that improve operations or ridership, such as:</p> <ul style="list-style-type: none"> ___ Implementing innovative transit signal phases and timing; ___ Providing the infrastructure, preferably fiber, required to support communication between transit signal priority equipment in the field and from the field back to the applicable agency and to Metro; ___ Adding curb space for transit terminal or layover; ___ Establishing parking management to increase the attractiveness of ridesharing; ___ Implementing pass subsidy and promotional programs that achieve higher ridership; ___ Taking other actions that improve the pedestrian environment.