



## WORKING WITH PARTNERS

A partnership is a relationship in which Metro and an external organization work together to help advance opportunities and conditions for travelers to use alternatives to driving alone. Partnerships enable Metro to leverage public and private resources to design and deliver services, facilities, access, policies, program/product design and incentives. Partners have included local, regional and state agencies; employers, institutions, schools, community and human service organizations, other transit providers, property owners or managers, and other businesses and entities.

Metro forms a variety of partnerships with local jurisdictions, community organizations, and other stakeholders. These partnerships are mainly related to service and infrastructure. The guidelines for partnerships are described in more detail below. When a proposed or changed partnership agreement addresses specific routes, services or infrastructure, Metro shall ensure that the proposal incorporates adequate public outreach to the affected communities.

### Service partnerships

Metro seeks to actively collaborate with cities, communities and private companies to explore service partnerships that:

- Are mutually beneficial to the agency and customers
- Extend service in complementary ways to current fixed-route bus service
- Extend mobility benefits to communities that have corridors below their target service level
- Enable more service hours, or extend service efficiencies
- Support transit options for low-income workers.

Services provided via a partnership may reflect the needs identified by the partner and may be implemented in a variety of ways, including alternative services. More information about alternative services partnerships can be found in the Planning Alternative Services section.

For fixed-route service, Metro is open to forming partnerships with cities, communities and private companies that would fully or partially fund transit service. The “Adding, Reducing and Changing Service” section establishes investment priorities for new Metro resources: Priority 1, Passenger loads (crowding); Priority 2, Schedule reliability; Priority 3, All-Day and Peak-Only Network (corridors connecting centers); and Priority 4, Route productivity. Metro will use new Metro resources to address priorities 1 and 2 first; Metro encourages partners to do the same.

Metro will make exceptions to these investment priorities to leverage partner funding according to the following:

- 1 Service funded fully by Metro’s partners generally will be implemented at the next feasible service change subject to operational infrastructure constraints and contract terms<sup>†</sup>.

<sup>†</sup> Operational infrastructure constraints include but are not limited to bus fleet availability to run new service (including potential maintenance downtime requirements), base capacity limitations, and operator availability.

- 2 On corridors identified for priority 3 investments (as below their target service levels in the All-Day and Peak-Only Network), Metro will direct new Metro resources remaining after addressing priority 1 and 2 needs—subject to operational infrastructure constraints—to those corridors for which partners agree to fund at least one-third of investments to help meet target service levels, regardless of these corridors' positions in the prioritized investment list (as published in the annual Service Guidelines Report).

### Infrastructure partnerships

Local jurisdictional partners may also enact transit-supportive land-use policy or may make infrastructure investments that support transit. These partnerships can include:

- Zoning measures that support increased density and mixed-uses within Urban Growth Areas
- Investments in cycling and pedestrian facilities that significantly enhance access to transit service
- Parking management programs that provide new sources of park-and-ride spaces or transit layover or make more efficient use of off-street parking to support transit ridership and /or operations
- Urban design guidelines that support transit and active transportation
- In-fill over greenfield development prioritization
- Street network connectivity improvements
- Other land-use measures that contribute to higher concentrations of potential transit riders.