

DRAFT Tool for Long-Range Transit Plans

Purpose

This tool is designed to assist transit agencies in developing long-range transit plans that are successfully coordinated with the regional vision for growth as set forth in [VISION 2050](#)'s multicounty planning policies (MPPs). VISION 2050 is the region's long-range plan for growth and includes a transit-focused Regional Growth Strategy that directs growth to centers and high-capacity transit station areas. Implementation of VISION 2050 relies on the continued implementation of a high-capacity transit network found within the region's transit agency long-range plans and local comprehensive plans. VISION 2050 also supersedes Growing Transit Communities as the region's equitable Transit-Oriented Development (TOD) strategy. PSRC recommends this tool be consulted throughout the planning process.

Note: RCW 81.104.040 requires Sound Transit to develop a system plan that is in conformity with PSRC's regional plans. RCW 81.112.350 requires Sound Transit to plan consistently with an equitable TOD strategy (VISION 2050). PSRC encourages all transit agencies in the region to develop and adopt long-range transit plans (LRTP) that are consistent with regional plans and to engage with PSRC throughout that planning process.

Resources

The following resources offer additional context to the policy objectives in the checklist as well as tools and data that may assist in long-range planning for transit in the central Puget Sound region.

- Regional Plans: [VISION 2050](#), [Regional Transportation Plan](#), and [Regional Economic Strategy](#)
- [Plan Review Manual webpage](#) – access information about the review and certification process and find PSRC resources by policy area
- [VISION 2040 → VISION 2050](#) – summary of what changed in VISION 2050
- [VISION 2050 Policy Matrix](#) – a comparison of multicounty planning policies and actions from VISION 2040 to VISION 2050
- [Opportunity Mapping Tool](#)

Submittal Information

Please complete the following information. Submit a draft plan to PSRC so we may offer comments and then send the final adopted plan, as well.

Transit Agency _____ Staff name, email, phone number _____

Consultant name, email, phone number (if applicable) _____

Submittal Type:

- Draft plan, anticipated completion of board review _____
- Final plan, date adopted _____ link to official adoption action (ex: board minutes) _____

Weblink to transit plan _____

Weblinks to supporting documents, if applicable:

Appendices (if separate from plan document) _____

SEPA determination _____

Public Involvement Plan/Webpage _____

Using the Checklist

[PSRC will create a legend and highlight checklist items that are new or emphasized under VISION 2050.]

Regional Collaboration and Regional Growth Strategy

The plan should:	Page Reference
<ul style="list-style-type: none"> ▪ Demonstrate coordination with jurisdictions, federally recognized tribes, ports, adjacent regions, military installations, and other transit agencies with common borders or within the transit service area. Specifically, ensure long-range transit plans and local comprehensive plans are founded in the same growth assumptions and have coordinated horizon years. (MPP-RC-1, MPP-RC-4, MPP-RC-5) 	
<ul style="list-style-type: none"> ▪ Cite how residential and employment allocations in VISION 2050's Regional Growth Strategy and local growth targets are used in the development of the transit plan. (VISION 2050 sets forth specific goals for residential and employment growth in regional growth centers and high-capacity transit station areas in MPP-RGS-8.) 	
<ul style="list-style-type: none"> ▪ Demonstrate how investments support designated regional centers. (MPP-RC-7-9) 	
<ul style="list-style-type: none"> ▪ Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities. (MPP-RC-2) 	
<ul style="list-style-type: none"> ▪ Identify a range of funding sources for planned future service, considering long-term operational costs and capital costs (ex: new infrastructure, fleet expansion). (MPP-RC-10, MPP-T-6) 	

Environment and Climate Change

The plan should:	Page Reference
<ul style="list-style-type: none"> ▪ Describe how impacts of transportation on air and water quality are minimized. (MPP-En-3) 	
<ul style="list-style-type: none"> ▪ Address health disparities when siting transit facilities and infrastructure. (MPP-RC-3, MPP-En-4, MPP-En-8, MPP-T-5) 	

<ul style="list-style-type: none"> Support reduction of greenhouse gas emissions, in support of state, regional, and local reduction goals, specifically through transit service and access, fleet electrification, and other clean energy options. (MPP-CC-1, MPP-CC-3, MPP-En-3, MPP-T-29) 	
<ul style="list-style-type: none"> Pursue partnerships with health departments, environmental agencies, private entities, and employers or other strategies aimed at reducing vehicle miles traveled and/or incentivizing transportation alternatives to reduce greenhouse gas emissions. (MPP-CC-12, MPP-Ec-7, MPP-T-12) 	
<ul style="list-style-type: none"> Identify strategies to protect transportation facilities against disasters, as well as emergency response programs. (MPP-T-31) 	

Land Use / Development Patterns

The plan should:	Page Reference
<ul style="list-style-type: none"> Demonstrate coordination with local jurisdictions between investments in street infrastructure and planned transit investments. (MPP-DP-3) 	
<ul style="list-style-type: none"> Ensure transit infrastructure investments serve community development objectives, contribute to a sense of community/place, and are appropriate to the local context. (MPP-DP-9, MPP-DP-12, MPP-T-21) 	
<ul style="list-style-type: none"> Be coordinated with local jurisdictions and other transit agencies to ensure that city, county, or service area boundaries do not interrupt transit service between destinations, communities, and/or regional centers. Provide service connections at these boundaries, if necessary. (MPP-DP-13, MPP-DP-14) 	
<ul style="list-style-type: none"> Coordinate planning for rail and high-capacity transit, if applicable, with local jurisdictions and other transit agencies, including transfer and network connection optimization. (MPP-DP-13, MPP-DP-14) 	
<ul style="list-style-type: none"> Offer strategies for ensuring customer access and plan for access/egress modes at stops/stations. (MPP-DP-15) 	
<ul style="list-style-type: none"> Coordinate with developers and jurisdictions during the permitting/design phase of large projects to evaluate transit access and/or service feasibility. (MPP-DP-17, MPP-DP-22) 	

<ul style="list-style-type: none"> ▪ Demonstrate consideration of county and local boundaries (and any planned incorporations or annexations) and the associated financial impacts of setting or re-evaluating transit service area boundaries, if applicable. (MPP-DP-29, MPP-DP-45, MPP-DP-54) 	
<ul style="list-style-type: none"> ▪ Evaluate potential residential and commercial displacement when siting transit facilities and infrastructure. (MPP-DP-23, MPP-H-12) 	
<ul style="list-style-type: none"> ▪ Match service level to the appropriate market. If applicable, demonstrate how transit service in rural areas is at rural service levels and focuses on connecting cities and towns in the rural area. (MPP-DP-31) 	

Housing, Economy, and Public Services

The plan should:	Page Reference
<ul style="list-style-type: none"> ▪ Demonstrate coordination with local jurisdictions, developers, and housing stakeholders to provide transit service access to residents of affordable housing investments. (MPP-H-8) 	
<ul style="list-style-type: none"> ▪ Support economic development activity by designing transit to serve major origins/destinations, including employment centers, airports, schools and job training centers, and arts/cultural institutions. (MPP-Ec-1, MPP-Ec-5, MPP-Ec-10, MPP-Ec-20, MPP-T-23) 	
<ul style="list-style-type: none"> ▪ Address the mobility needs for underserved groups, such as community services and health and human services facilities. Coordinate with local jurisdictions so that facilities are sited where transit is already operating or could be provided in the future. (MPP-PS-18) 	

Transportation

The plan should:	Page Reference
<ul style="list-style-type: none"> ▪ Provide a long-range vision for maintenance and preservation of transit agency assets that provides the basis for agency transit asset management (TAM) and maintenance and preservation plans. (MPP-T-2) 	

<ul style="list-style-type: none"> Provide a foundation and direction for shorter-term plans, such as Transit Development Plans (TDPs) and operations analyses to ensure alignment of future assumptions. (MPP-T-3) 	
<ul style="list-style-type: none"> Support the goals of and coordinate with the most recent Regional Transportation Plan (RTP). (MPP-T-7) 	
<ul style="list-style-type: none"> Establish or support transit service guidelines that ensure efficient transit service and an objective process for allocating transit service to ensure system efficiency and maximize impact. (MPP-T-8) 	
<ul style="list-style-type: none"> Coordinate with special needs transportation providers and comply with state and federal requirements for accessible service, which may include paratransit service. (MPP-T-10, MPP-T-11) 	
<ul style="list-style-type: none"> Address corridor planning considerations, specifically right-of-way availability for high-capacity transit projects. Does the plan use existing rights-of-way, when feasible? (MPP-T-20) 	
<ul style="list-style-type: none"> Evaluate emerging technologies and integrate flexibility to respond to changing mobility patterns, demand, and market forces, ensuring resilient and sustainable transit service. Equity of access to new technologies and programs should be considered. (MPP-T-33, MPP-T-34) 	
<ul style="list-style-type: none"> Maximize multi-modal connections and connections to high-capacity transit, supporting transportation among regional growth centers and manufacturing/industrial centers. (MPP-T-12, MPP-T-19) 	

Engagement & Innovation

The following questions address VISION 2050's intention for more inclusive, equitable development and engagement in planning. Responses are an opportunity for the transit agency to highlight the most noteworthy aspects of the plan and the planning process. Responses also further demonstrate how the plan is working to implement VISION 2050 and how the plan meets conformity requirements (for Sound Transit).

How were local jurisdictions within the transit service area engaged to ensure alignment between land use and transportation planning?

How were other stakeholders (e.g., community members, tribes, ports, military installations, other transit agencies, and special purpose districts) engaged during the planning process? Were any new or innovative engagement techniques employed to reach historically underrepresented groups?

Are there any additional innovative policies or programs to highlight from the plan?

