

# VISION Consistency Tool for Long-Range Transit Plans

Note: The tool shown here is for illustrative purposes. To fill out the tool, visit [www.psrc.org/our-work/plan-review](http://www.psrc.org/our-work/plan-review).

This tool is intended to help transit agencies integrate VISION 2050 into their long-range transit plans. State law requires regional transit agencies (Sound Transit) to develop a system plan that is in conformance with PSRC's regional plans (VISION 2050 and the Regional Transportation Plan). Additionally, PSRC recommends that all transit agencies within the region consult this tool throughout their long-range planning process, as follows:

**Plan Update Scoping:** Use checklist items as guidance for scoping the extent of plans or plan updates. New or expanded issue areas in VISION 2050 are identified to support this process.

**Draft Plan Review:** Submit draft plans to PSRC prior to adoption. Completing and submitting this tool and providing early drafts to PSRC helps identify potential consistency issues early in the process.

**System Plan Conformance Review (for Sound Transit):** PSRC will use the tool, in conjunction with VISION 2050 and the Regional Transportation Plan, to review any proposed system plan for conformance. Demonstrating inclusion of the necessary information in the checklist will help facilitate a positive review. *Note: The PSRC Executive Board is the final decision-making body for conformance review.*

**Regional Collaboration:** The tool provides transit agencies an opportunity to highlight innovative policies and programs. This supports sharing of best practices across the region and benefits agencies as they apply for grants and awards.

## Resources

- Regional Plans: [VISION 2050](#), [Regional Transportation Plan](#), and [Regional Economic Strategy](#)
- [VISION 2040 to 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
- [Plan Review webpage](#) – access information about the review and certification process and find [PSRC guidance](#) and other resources by policy area. See previous [certification reports](#) for areas for future work.

## Using the Checklist

| The plan should:  | Page Reference  |
|---|---|
| <p>⊖ Demonstrate coordination with jurisdictions and agencies, including tribes, ports, military installations, special purpose districts, adjacent regions, and other transit agencies with common borders or within the transit service area. (MPP-RC-1, RC-4-5)</p> <p>Indicates new or expanded emphasis in VISION 2050 , and other transit agencies with common borders or within the transit service area. (MPP-RC-1, RC-4-5)</p> | <p>Please indicate where each item is addressed in the plan. If the reference is broader than a page number, indicate so in the reference box. If further explanation is required, address in the space below each section.</p> |
| <p>✓ Describe 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. (MPP-RGS-8)</p> <p>Provides relevant VISION 2050 policies or actions</p>   |   |
| <p>✓ Demonstrate how investments support designated regional centers. (MPP-RC-7-9)</p>  |   |

## Regional Collaboration and Regional Growth Strategy

| The plan should:  | Page Reference |
|---|----------------|
| <p>⊖ Demonstrate coordination with jurisdictions and agencies, including tribes, ports, military installations, special purpose districts, adjacent regions, and other transit agencies with common borders or within the transit service area (MPP-RC-1, RC-4-5)</p>           |                |
| <p>⊖ Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2)</p> |                |
| <p>⊖ Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and implementing transit plans (MPP-RC-3)</p>   |                |
| <p>⊖ Describe 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<sup>1</sup> (MPP-RGS-8)</p>   |                |

<sup>1</sup> The region has a goal to attract 65% of new residential growth and 75% of employment growth to regional growth centers and high-capacity transit station areas.

|   |  |
|---|--|
| ⚙️ Prioritize investments that support designated regional centers, high-capacity transit areas with a station area plan, and local centers (MPP-RC-7-9)            |  |
| ✓ Identify funding sources or options for planned future service; demonstrate consistency with the financial strategy in the Regional Transportation Plan (MPP-T-6) |  |

Additional comments on Regional Collaboration and Regional Growth Strategy or additional documents to share [optional]: \_\_\_\_\_

## Environment and Climate Change

| The plan should:   | Page Reference |
|--|----------------|
| ⚙️ Reduce impacts of transportation on air and water quality and climate change (MPP-En-3)   |                |
| ⚙️ Support achieving regional greenhouse gas emission reduction goals through transit service and access, fleet electrification, and other clean energy options (MPP-CC-1, MPP-CC-3, MPP-En-3, MPP-T-29)   |                |
| ✓ Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers, in support of greenhouse gas emissions reduction goals (MPP-CC-12, MPP-T-12) |                |

Additional comments on Environment and Climate Change or additional documents to share [optional]: \_\_\_\_\_

## Land Use / Development Patterns

| The plan should:   | Page Reference |
|--|----------------|
| ✓ Make investments that support the development of regional and local centers and high-capacity transit station areas (MPP-DP-9, MPP-DP-12, MPP-T-21)  |                |
| ✓ Identify the transit service and access strategies and guidelines used to ensure that facilities and services are designed to fit in the context of the communities in which they are located (MPP-T-21)   |                |
| ✓ 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)  |                |
| ✓ If surplus lands are used for transit-oriented development located in or near manufacturing/industrial centers, demonstrate how development is coordinated with the local jurisdiction to support maintaining a focus on protecting industrial zoning and jobs |                |

Additional comments on Development Patterns or additional documents to share [optional]: \_\_\_\_\_

## Housing, Economy, and Public Services

| The plan should:   | Page Reference |
|--|----------------|
| ✓ Plan transit investments to connect job centers and housing to improve living conditions for residents, attract and retain a talented workforce, and meet the demands of the regional economy (MPP-Ec-6, MPP-T-23)   |                |
| ✓ Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods (MPP-DP-4) |                |

Additional comments on Housing, Economy, and Public Services or additional documents to share [optional]: \_\_\_\_\_

## Transportation

| The plan should:   | Page Reference |
|--|----------------|
| ✓ Promote the development of an efficient, multimodal transportation system that supports the Regional Growth Strategy in collaboration with other agencies and jurisdictions (MPP-T-7)  |                |
| ✓ Protect the investment in the existing transit system and lower overall life-cycle costs through effective maintenance and preservation programs (MPP-T-2)   |                |
| ✓ Strategically expand capacity and increase efficiency of the transit system consistent with the Regional Growth Strategy (MPP-T-8)   |                |
| ✓ Demonstrate how the plan ensures mobility choices for people with special transportation needs, and provides access to opportunity, while preventing/minimizing negative impacts to people of color, people with low-income and people with special transportation needs (MPP-T-9, MPP-T-10) |                |
| ✓ 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)  |                |
| 🌀 Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)   |                |
| ✓ Emphasize transportation investments that provide alternatives to single occupancy vehicle travel, increase travel options, especially to and within centers, and support compact, pedestrian- and transit-oriented densities and development (MPP-T-12-13, T-15, T-19)                      |                |
| 🌀 Identify strategies to protect transit facilities against disasters, as well as emergency response programs (MPP-T-31)   |                |

Additional comments on Transportation or additional documents to share [optional]: \_\_\_\_\_

How does the long-range transit plan provide a foundation or direction for the agency's Transit Development Plans (TDPs)? \_\_\_\_\_

## Discussion Questions | Innovation, Engagement, and Racial Equity

The following questions address VISION 2050's intention for more inclusive, equitable development and engagement in planning and the desired outcomes for equity. 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? How were people with special transportation needs and/or specialized transportation service providers engaged in the development of this plan? Were any new or innovative engagement techniques employed to reach historically underrepresented groups?
- How was racial equity considered in the planning process and addressed in the plan? Do you have examples of innovative policies that work to advance racial equity?
- Are there any additional innovative policies or programs to highlight from the plan?