

**2020 REVIEW AND UPDATE OF VISION 2050:
A REGIONAL LAND USE AND TRANSPORTATION PLAN
FOR SOUTHEASTERN WISCONSIN**

Chapter 1

INTRODUCTION

VISION 2050—the year 2050 regional land use and transportation plan for Southeastern Wisconsin—was completed and adopted by the Southeastern Wisconsin Regional Planning Commission in July 2016,¹ and later amended on three occasions. The plan is intended to provide a long-range vision for land use and transportation in the seven-county Southeastern Wisconsin Region. The recommendations presented in VISION 2050 are intended to shape and guide land use development and transportation improvement, including public transit, arterial streets and highways, freight, and bicycle and pedestrian facilities, to the year 2050. In addition, VISION 2050 includes a fiscally constrained transportation plan, that includes the public transit and arterial highway elements of VISION 2050 that may be expected to be implemented given existing and reasonably expected future funding and the current limitations on State and Federal funding. The plan also identifies possible ways to address the transit and highway funding gap so that VISION 2050 can be fully implemented.

VISION 2050 was developed through extensive public involvement, with valuable input and guidance provided by concerned residents and the Commission’s Advisory Committees on Regional Land Use Planning and Regional Transportation Planning, Environmental Justice Task Force, Jurisdictional Highway Planning Committees in each county, and VISION 2050 task forces on key areas of interest. The process used to develop the plan was intended to engage the public and elected officials in the planning process and expand public knowledge on the implications of existing and future land use and transportation

¹ VISION 2050, as adopted in 2016, is documented in SEWRPC Planning Report Number 55, “VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin.”

development in Southeastern Wisconsin. The Advisory Committees on Regional Land Use and Regional Transportation Planning, which include population proportional representation of the municipalities and counties in the Region and representation from State and Federal agencies, unanimously approved the plan in June 2016.

Following its adoption in 2016, VISION 2050 has been amended on three occasions:

- In June 2018, VISION 2050 was amended to include targets for national safety performance measures to meet Federal transportation planning requirements.
- In December 2018, VISION 2050 was amended to incorporate land use changes to accommodate additional residents and jobs directly or indirectly related to the Foxconn manufacturing campus. In addition, VISION 2050 was amended to incorporate transportation improvements to serve the Foxconn manufacturing campus area, including both highway and transit improvements. As part of the plan amendment, based on recent changes in State funding for transportation projects, staff also updated the analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050, which resulted in revisions to the fiscally constrained transportation plan.
- In June 2019, VISION 2050 was amended to include targets for national performance measures related to transit asset management, National Highway System (NHS) pavement and bridge condition, NHS reliability, freight reliability, and congestion mitigation and air-quality improvement to meet Federal transportation planning requirements.

Every four years, the Commission conducts an interim review and update of the regional land use and transportation plan, in part to address Federal requirements. The subsequent chapters of this interim plan update include an assessment of the implementation to date of VISION 2050, a review of the year 2050 forecasts underlying the plan, and a monitoring of current transportation system performance. The review also examines whether it remains reasonable for the recommendations in VISION 2050 to be accomplished over the next 30 years, given the implementation of the plan to date and available and anticipated funding.