

THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM CONTRIBUTION TOWARDS ACHIEVING THE PERFORMANCE GOALS OF VISION 2050 AND THE ESTABLISHED TARGETS FOR THE NATIONAL PERFORMANCE MEASURES

This appendix documents the expected contribution of projects programmed in the 2027-2030 transportation improvement program for Southeastern Wisconsin (TIP) towards achieving the performance goals of VISION 2050—the year 2050 regional land use and transportation plan—and the targets for the National performance measures (NPM). Per Federal requirements, targets have been established by the Commission for the transit state-of-good-repair and highway safety, pavement/bridge condition, system and freight reliability, and congestion mitigation and air-quality (CMAQ) performance measures; and targets have been established by area transit operators and the Commission for the transit safety performance measures.

CONTRIBUTION OF PROJECTS IN THE 2027-2030 TIP TOWARDS ACHIEVEMENT OF VISION 2050 PERFORMANCE GOALS

Performance measures have long been utilized by the Commission in the development of, and in the monitoring the implementation of, its regional transportation plans, including VISION 2050. Specifically, regional performance measures based on plan goals and objectives were established and used during the development of VISION 2050 to evaluate the effectiveness of alternative regional land use and transportation plans and the preliminary and final recommended plans. Thus, implementation of the various transportation elements of VISION 2050 would contribute to the achievement of the plan goals. VISION 2050 also identified a number of measures for the monitoring of the performance of the transportation system as transportation projects are implemented.¹ Examples of transportation performance measures that are monitored include pavement/bridge condition, level of traffic congestion and delay, vehicle and pedestrian/bicycle crashes, air-quality emissions, and transit quality.

The 2027-2030 TIP includes about \$3.5 billion in expenditures for transit, arterial roadway, bicycle/pedestrian, and other transportation-related projects in Southeastern Wisconsin. These TIP projects are consistent with, and serve to implement, the transportation-related goals and recommendations of VISION 2050, including recommendations related to transit, bicycle/pedestrian facilities, transportation system management, travel demand management, arterial streets and highways, and freight facilities.

Table 1 shows the potential contribution of the projects programmed to be implemented (constructed or operating) within the period of the 2027-2030 TIP towards achieving select transportation goals and performance measures identified in VISION 2050. Some projects programmed to be implemented in the TIP are more focused in their impact toward achievement of VISION 2050 goals, such as safety projects, congestion mitigation and air quality (CMAQ) projects, and bicycle/pedestrian projects. However, other programmed projects have much broader contributions toward the achievement of the VISION 2050 goals.

¹ Table 3.11 of Chapter 3 of Volume III (3rd Edition) of the VISION 2050 report identifies the performance measures that are monitored and the frequency of their monitoring—annually as part of the Commission’s annual report, every four years as part of an interim plan update, or every 10 years as part of a major plan update.

Table 1
Potential Contribution of Projects Towards Achieving VISION 2050 Goals

Select VISION 2050 Goal	Associated Performance Measures	Projects Programmed in 2025-2028 TIP ^a		
		Project Types	Quantity	Amount of Total Funds Programmed (\$)
Maintain State of Good Repair of Transit System	--	Capital Transit Preservation Projects ^b	65 Projects	289,572,518
Expand and Improve Transit Service	Transit Service Area and Quality	Transit Improvement and Expansion Projects ^c	30,000 People Served with Improved Transit	3,655,750
Expand and Improve Bicycle/Pedestrian Facilities	Miles of Bicycle and Pedestrian Facilities	Expansion and Improvement of Pedestrian/Bicycle Facilities ^d	44 Miles	48,260,669
Maintain State of Good Repair of Arterial Roadways and Bridges	Pavement and Bridge Condition	Resurfacing, Reconditioning, and Reconstruction ^e of Arterial Roadways/ Rehabilitation and Replacement of Bridges	470 Miles/313 Bridges	2,540,488,966
Reduce Vehicular Congestion	Miles of Arterials Experiencing Congestion and Excessive Delay	Reconstruction of Arterials with Additional Lanes and New Arterials	6 Miles	844,902,068
Reduce Vehicular Crashes	Number and Rate of Crashes	Highway Safety Projects ^f	37 Projects	57,534,498
Reduce Air-Quality Emissions	Transportation Emission Levels	Congestion Mitigation and Air-Quality Projects	37.7 Kilograms (kg) Per Day Emission Reduction ^g	89,829,733

^a Unless otherwise indicated, includes only projects that have construction programmed within the 2027-2030 TIP.

^b Does not include the \$542 million in operating funds programmed in the 2027-2030 TIP to maintain the existing transit service.

^c Includes both transit operating and capital expansion projects programmed in the 2027-2030 TIP.

^d Does not include the bicycle lanes, paved shoulders, and other bicycle accommodations that could be provided as part of the 406 miles of programmed resurfacing, reconditioning, and reconstruction (non-freeway) projects.

^e Includes both reconstruction to same capacity and reconstruction with additional traffic lanes.

^f Represents stand-alone safety projects and does not include the safety improvements associated with other projects, such as those potentially included in reconstruction, resurfacing and reconditioning projects.

^g Includes estimated reductions for the ozone precursors nitrogen oxides (NO_x) and volatile organic compounds (VOCs) and for fine inhalable particles (PM_{2.5}) for Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funding. Includes both operating and capital projects.

Source: SEWRPC

For example, projects involving arterial resurfacing, reconditioning, and reconstruction, while primarily addressing the condition of pavement, could also address safety, provide bicycle/pedestrian accommodations, and address congestion and air quality by improving traffic flow (such as providing signal coordination).

CONTRIBUTION OF PROJECTS IN THE 2027-2030 TIP TOWARDS ACHIEVEMENT OF NATIONAL PERFORMANCE MEASURE TARGETS

To establish a consistent nationwide process for monitoring the effectiveness of Federal transportation investments, MAP-21, enacted in 2012, created a framework for a national performance management approach to transportation decision-making on investments with Federal highway and transit funding. In implementing the management approach, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have developed specific highway and transit performance measures, and requirements for States, transit operators, and Metropolitan Planning Organizations (MPOs) to establish and report targets, along with the monitoring of achievement of the targets, for each performance measure. Table 2 shows the performance measures established by FHWA and FTA. The Commission is responsible for establishing performance targets for all of the performance measures for Southeastern Wisconsin and is required to report in VISION 2050 the established performance targets. In addition, the Commission is required to include in the TIP a description of how the projects programmed in the TIP promote the achievement of the performance targets. Depending on the performance measure, targets are established for the Southeastern Wisconsin metropolitan planning area or for a specific urbanized area—such as the Milwaukee urbanized area.

The Commission has established regionwide targets per Federal regulations for the performance measures relating to transit safety, transit asset management, highway safety, pavement and bridge condition, system reliability along the NHS, freight reliability along the Interstate, and CMAQ. The congestion-related CMAQ performance targets were established jointly with WisDOT staff, which were updated in 2024. Beginning in 2026, the Commission staff, working with WisDOT, Illinois Department of Transportation (IDOT), and Chicago Metropolitan Area Planning (CMAP) staffs, established congestion-related CMAQ targets for the Round Lake Beach urbanized area, which is largely located in the State of Illinois. The performance targets for the FHWA safety, NHS condition and reliability, and freight reliability measures were initially established based on the methodology developed for VISION 2050. The performance targets that the Commission is solely responsible are based on the year 2050 targets recently reviewed in updated as part of the 2024 update of VISION 2050.

The projects listed in the TIP include a number of projects programmed to be implemented (constructed or operating) within the period of the TIP that would be expected to contribute to the achievement of these targets. The remainder of this section summarizes the targets established for each of the performance measures, and how the TIP contributes to the targets established for the national performance measures.

Transit Asset Management Targets

Table 3 shows the short-term targets for the transit asset management performance measures that were established by the Commission. The \$290 million of funds programmed for implementing capital-related transit preservation projects² (such as vehicle capitalized maintenance and replacement projects and facility repair and upgrade projects) within the four-year period of the TIP are expected to contribute to the achievement of these targets. The capital-related transit preservation projects programmed in the TIP were provided by transit operators based on their processes for monitoring the condition of their vehicles and

² The 2027-2030 TIP includes \$766 million programmed for transit operation and capital projects, with \$476 million, or 62 percent, for operating-related projects and \$290 million, or 38 percent, is for capital-related projects.

Table 2
National Performance Measures

Performance Measure Areas	Performance Measures
FTA Section 53 Funding (including Sections 5307, 5310, 5311, 5337, and 5339) Measures	
Transit Asset Management	Percentage of Revenue Vehicles Exceeding the Useful Life Benchmark (ULB) Percentage of Non-Revenue Service Vehicles Exceeding the ULB Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale Percentage of Track Segments Having Performance Restrictions
Transit Safety	Number of Reportable Fatalities Rate of Reportable Fatalities Per Vehicle Revenue Miles Rate of Reportable Fatalities Per Vehicle Revenue Miles Number of Reportable Injuries Rate of Reportable Injuries Per Vehicle Revenue Miles Number of Reportable Events Rate of Reportable Safety Events Per Vehicle Revenue Miles Mean Distance Between Major Mechanical Failures
FHWA Highway Safety Improvement Program (HSIP) Measures	
Number of Fatalities and Serious Injuries	Number of Fatalities Number of Serious Injuries Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
Rate of Fatalities and Serious Injuries	Rate of Fatalities per 100 Million Vehicle Miles Travelled (MVMT) Rate of Serious Injuries per 100 MVMT
FHWA National Highway Performance Program (NHPP) Measures	
Condition of Pavements on the Interstate System	Percentage of Pavement of the Interstate System in Good Condition Percentage of Pavement of the Interstate System in Poor Condition
Condition of Pavements on the National Highway System (NHS) Excluding the Interstate	Percentage of Pavement of the Non-Interstate NHS in Good Condition Percentage of Pavement of the Non-Interstate NHS in Poor condition
Condition of Bridges on the NHS	Percentage of NHS Bridges Classified as in Good Condition Percentage of NHS Bridges Classified as in Poor Condition
Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable
Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-interstate NHS that are Reliable
Greenhouse Gas Emissions	Percent Change of NHS Tailpipe CO2 Emissions
FHWA National Highway Freight Program (NHFP) Measures	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
FHWA Congestion Mitigation and Air-Quality Improvement Program (CMAQ) Measures	
On-Road Source Emissions	Estimate of Emission Reductions for Projects Funded by CMAQ
Traffic Congestion	Peak Hour Excessive Delay (PHED) Per Capita Percentage of Non-Single Occupancy Vehicles

Source: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Southeastern Wisconsin Regional Planning Commission

Table 3
Transit Asset Management Baseline and Targets

Asset Class	Asset Examples	Performance Measure	Year 2024 Data	Short-Term Targets ^a
Rolling Stock				
Buses, Other Passenger Vehicles, and Railcars	Bus, Cutaway, Van, Minivan, and Streetcars	Percent of revenue vehicles that have either met or exceeded their useful life benchmark	12.2%	<30%
Equipment				
Non-revenue service vehicles and equipment over \$50,000	Route Supervisor Vehicles, Maintenance Trucks, Pool Vehicles, DPF Cleaning System, Bus Wash Systems, Fare Collection systems, Vehicle Lifts	Percent of vehicles and equipment that have either met or exceeded their useful life benchmark	53.3%	<30%
Facilities				
Support	Maintenance and Administrative Facilities	Percent of facilities within an asset class, rated below 3 on condition reporting system	41.7%	<15%
Passenger	Rail Terminals, Bus Transfer Stations	Percent of facilities within an asset class, rated below 3 on condition reporting system	0.0%	0%
Parking	Park-and-Ride Lots with Direct Capital Responsibility	Percent of facilities within an asset class, rated below 3 on condition reporting system	0.0%	0%
Infrastructure				
Fixed Guideway	Track Segments, Exclusive Bus Rights-of-Way, Catenary Segments, and Bridges	Percent of segments that have performance restrictions	0.0%	0%

^a Short-term targets (2018 and beyond) for these performance measures will be based on the original year 2018 target until additional Federal and State funding becomes available for transit capital projects.

Source: National Transit Database and the Southeastern Wisconsin Regional Planning Commission

facilities and prioritizing their maintenance and replacement (given the level of available funding). Per Federal requirements, since 2018 all of the transit operators in Southeastern Wisconsin have developed, and updated quadrennially, transit asset management plans to assist in maintaining a state-of-good repair for their vehicles and facilities.³ These plans were updated by the transit operators in 2026.

Transit Safety Targets

Table 4 shows the regional transit safety targets by mode of transit service established by the area transit operators and the Commission. Similar to the transit asset management targets, it is expected that many of the transit preservation-related projects programmed in the TIP would contribute towards maintaining or improving the safe operation and use of transit vehicles and facilities by minimizing exposure and risk of the public and transit operator personnel to potentially unsafe vehicles, equipment, and facilities. Per Federal requirements, all of the appropriate transit operators in the Region developed transit safety plans to assist the operators in the safe operation of their systems.

Highway Safety Targets

Table 5 shows the short-term targets for each of the four years of the TIP that have been established by the Commission for the five national highway safety performance measures. In particular, the \$58 million of highway safety projects programmed for implementation would particularly serve to assist in the achievement of these targets. A total of about \$54 million of FHWA Highway Safety Improvement Program (HSIP) funds was programmed for these and other highway projects with elements approved for HSIP funds. The projects approved for HSIP funds are reviewed and prioritized based on their ability to reduce crashes and their achievement of the goals of the State's Strategic Highway Safety Plan. Other projects listed in the TIP—such as transit improvement and expansion, bicycle/pedestrian projects, and highway projects—can also contribute to the achievement of the safety targets. For example, the programmed arterial resurfacing, reconditioning, and reconstruction projects can include elements that reduce the number of crashes, such as improving the roadway cross-section and the horizontal/vertical alignments, adding/modifying signage and pavement markings, and controlling access. In addition, the TIP projects related to the improvement and expansion of transit services and bicycle/pedestrian facilities are expected to reduce the growth in vehicle travel, conflicts, and crashes, as they encourage increased travel on safer facilities and safer services while reducing travel by automobile and demand on the Region's roadways.

Pavement and Bridge Condition Targets

Table 6 shows the short-term targets that have been established by the Commission for the performance measures related to pavement and bridge conditions on the NHS within the Region's metropolitan planning area. Of the \$2.15 billion of programmed resurfacing, reconditioning, and reconstruction⁴ projects that would potentially contribute to improving pavement and bridge condition of NHS roadways, about \$1.38 billion is programmed for about 67 miles of and 105 bridges along the Interstate portion of the NHS in Southeastern Wisconsin (as shown in Table 7). This includes the IH 94 east-west freeway reconstruction projects. Another \$775 million is programmed for about 209 miles of and 136 bridges along the non-Interstate portion of the NHS in Southeastern Wisconsin.

System Reliability and Freight Reliability Targets

Table 8 shows the short-term targets that have been established by the Commission for the performance measures related to system reliability on the statewide NHS and the interstate freight reliability within the Region's metropolitan planning area. The \$844 million associated with reconstruction of arterials with

³ The Commission staff assisted a number of transit operators in Southeastern Wisconsin in achieving the transit asset management plan requirements. Principally, the Commission is working with the smaller transit operators (those having less than 100 vehicles) in the Region to prepare group transit asset management plans.

⁴ Includes both reconstruction to same capacity and reconstruction with additional traffic lanes.

Table 4
Regional Transit Safety Five-Year Average Performance and Targets

Mode of Transit Service	Number of Fatalities	Number of Fatalities per 1 Million VRM	Number of Injuries	Number of Injuries per 1 Million VRM	Number of Safety Events	Number of Safety Events per 1 Million VRM	Mean Distance Between Major Mechanical Failure (Miles) ^b
Five-Year Average Annual Regional Transit Safety Performance: 2020-2024							
Fixed Route	1.20	0.07	106	6.16	103	5.62	4,724
Fixed Route Rail ^a	0.20	2.13	34.00	38.39	7.00	74.64	16,169
Non-Fixed Route	0.20	0.05	30.00	6.95	33.00	7.65	97,007
Regional Transit Safety Targets: Years 2023 and 2050							
Fixed Route	1.08	0.06	95.40	5.54	92.70	5.06	5,197
Fixed Route Rail ^a	0.18	1.92	3.24	34.55	6.30	67.18	17,786
Non-Fixed Route	0.18	0.04	26.82	6.26	29.52	6.89	106,708

Note: Performance categories are based on safety performance criteria established under the National Public Transportation Safety Plan pursuant to 49 CFR Part 673, Public Transportation Agency Safety Plan. Regional transit safety targets represent a 10 percent improvement from the previous regional five-year safety performance averages. FTA published the final PTASP rule in April 2024 to implement additional transit safety measures in the Bipartisan Infrastructure Law related to passenger and transit worker safety, which will be included in future reports.

^a The targets do not pertain to Metra commuter rail service because Metra is regulated by the Federal Railroad Administration (FRA).

^b The targets for system reliability represent a 10 percent increase in the mean distance between major mechanical failures, to reflect anticipated maintenance improvements. Rural or reduced reporters, including Western Kenosha County Transit, Walworth County, and the Cities of Hartford, West Bend, and Whitewater, are not required by the Federal Transit Administration to report data on major mechanical failures, and are therefore not included in the five-year annual average.

Source: Southeastern Wisconsin Regional Planning Commission and National Transit Database

Table 5
Targets for Safety-Related Performance Measures

Performance Measure	Metropolitan Planning Area				
	2020-2024 Baseline Data	2023-2027 Target	2024-2028 Target	2025-2029 Target	2026-2030 Target
Number of Fatalities	159.6	116.5	114.8	113.1	111.5
Fatality Rate	1.069	0.736	0.723	0.709	0.695
Number of Serious Injuries	969.8	479.7	456.1	433.7	412.4
Serious Injury Rate	6.497	3.001	2.843	2.694	2.554
Number of Non-Motorized Fatalities and Serious Injuries	182.2	108.1	104.0	100.1	96.4

Performance Measure	Seven-County Region				
	2020-2024 Baseline Data	2023-2027 Target	2024-2028 Target	2025-2029 Target	2026-2030 Target
Number of Fatalities	170.6	129.3	127.4	125.5	123.6
Fatality Rate	1.069	0.764	0.750	0.735	0.721
Number of Serious Injuries	1,034.8	499.6	473.7	449.2	425.9
Serious Injury Rate	6.485	2.882	2.719	2.568	2.425
Number of Non-Motorized Fatalities and Serious Injuries	184.8	110.9	106.7	102.6	98.6

Source: Fatality Analysis Reporting System (FARS), Wisconsin Traffic Operations and Safety Laboratory, and the Southeastern Wisconsin Regional Planning Commission

Table 6
NHS Pavement and Bridge Condition

Performance Measure	Metropolitan Planning Area		Seven-County Region	
	Year 2024 Baseline Data	Year 2029 Target	Year 2024 Baseline Data	Year 2029 Target
Interstate NHS Pavement Condition				
Percentage of Pavement in Good Condition	60.8	≥63.4%	61.0	≥61.1%
Percentage of Pavement in Poor Condition	0.0	≤4.3%	0.0	≤4.4%
Non-Interstate NHS Pavement Condition				
Percentage of Pavement in Good Condition	22.4	≥18.2%	25.4	≥19.6%
Percentage of Pavement in Poor Condition	5.5	≤6.5%	5.2	≤6.4%
NHS Bridge Condition				
Percentage of NHS Bridges by Deck Area in Good Condition	39.3	≥55.9%	40.7	≥55.9%
Percentage of NHS Bridges by Deck Area in Poor Condition	2.4	≤2.0%	1.4	≤2.0%

Source: WisDOT and the Southeastern Wisconsin Regional Planning Commission

Table 7
Potential Contribution of Highway Preservation, Improvement, and
Expansion Projects Towards Pavement and Condition Performance Measures

Facility and Project Type	Number of Projects ^a	Number of Miles ^a	Percent of Facility/NHS ^b	Number of Bridges	Total Deck Surface Area	Percent of NHS ^c	Total Funds Programmed (\$) ^d
Interstate	14	67.3	31.4	105	251,791	29.7	1,376,448,476
Non-Interstate	117	209.1	20.1	136	124,266	25.2	774,510,870
NHS Total	131	276.3	22.0	241	376,057	28.0	2,150,959,346

^a Includes only projects that have construction programmed within the 2027-2030 TIP.

^b There are 214.0 miles of Interstate NHS and 1,040.6 miles of non-Interstate NHS in Southeastern Wisconsin.

^b The total surface area is about 847,631 square feet for Interstate NHS bridges and about 492,644 square feet for non-Interstate bridges in Southeastern Wisconsin.

^d Some projects programmed in the TIP along the NHS may include portions of highway that are not on the NHS. include multiple bridges, with some of those bridges being along the NHS and some of those bridges not along the NHS. As the total funds programmed is listed by each project, the total funds programmed may include funding for sections of highway that are not on the NHS.

Source: Southeastern Wisconsin Regional Planning Commission

Table 8
Travel Time Reliability and Freight Reliability Targets

Performance Measure	Year 2024 Baseline Data	Year 2029 Targets
Travel Time Reliability		
Percent of Person-Miles Traveled on the Interstate NHS that are Reliable	89.7	≥ 82.9
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	92.0	≥ 92.3
Freight Reliability		
Truck Travel Time Reliability Index	1.59	≤ 1.70

Source: WisDOT, Traffic Operations and Safety Laboratory, Inrix, Inc., and the Southeastern Wisconsin Regional Planning Commission

additional lanes and for new arterials being implemented within the four-year period of the TIP would potentially contribute to the achievement of these targets. Specifically, as shown in Table 9, about \$823 million is programmed for about 4 miles, or about 1.6 percent, of the Interstate portion of the NHS and about \$22 million is programmed for about 2.5 miles, or 0.2 percent, of the non-Interstate portion of the NHS.

Other projects programmed for implementation within the period of the TIP, such as transit improvement, transit expansion, and bike and pedestrian projects, have secondary effects on system reliability and freight reliability. Such projects promote alternatives to driving for residents, thereby reducing the number of vehicles on a roadway. Highway safety projects can also contribute to system reliability and freight reliability by reducing non-recurring congestion resulting from vehicle crashes. Other spot safety improvements, such as additional turn lanes or access management, can improve traffic flow as well.

CMAQ Targets

Tables 10 and 11 shows the short-term targets that have been established jointly by the Commission and WisDOT for the congested-related CMAQ performance measures in the Milwaukee and Round Lake Beach urbanized areas. Table 12 shows the short-term targets established by the Commission for the emission-related CMAQ performance measure for the State. The \$90 million of CMAQ funding programmed for projects within the four-year period of the TIP would contribute to the achievement of each target. Specifically, it is estimated that these projects, once initiated, would reduce volatile organic compounds (VOCs) emissions in Southeastern Wisconsin by 8.266 kilograms (kg) per day, Nitrogen Oxides (NO_x) emissions by 26.626 kg per day, and particulate matter (PM_{2.5}) emissions by 2.824 kg per day. However, emissions reductions are not limited to CMAQ projects. Other bus replacement, transit improvement and expansion, bicycle, pedestrian, and environmental enhancement projects including projects that optimize traffic signal timing along corridors, the purchase of alternative fuel buses or trucks, and the construction of alternative fuel facilities and equipment, that are programmed in the TIP with other funding sources can be expected to contribute to meeting the emissions reduction performance measure.

With respect to the congestion-related measures, traffic flow projects programmed with CMAQ and other funds are expected to contribute to the achievement of the Peak Hour Excessive Delay (PHED) target. Additionally, the transit improvement and expansion projects and bicycle/pedestrian projects would be expected to provide some relief to system delay. With respect to the performance measure relating to non-single occupancy vehicles (SOV), it is expected that transit improvement, transit expansion, and bicycle/pedestrian projects would contribute to the achievement of this target, as such projects promote alternatives to automobile travel. As shown on Table 13, about \$51 million is programmed for such projects, including the operation of improved transit service for the City of Kenosha's transit system and the implementation of 43 bicycle and pedestrian projects. Additionally, it is expected that bicycle and pedestrian accommodations that are integrated along arterial streets and highways would also contribute to the achievement of this target.

Table 9
Potential Contribution of Highway Improvement and Expansion Projects Towards the Travel Time and Freight Reliability Performance Measures

Facility Type	National Highway System (NHS)			
	Number of Projects ^a	Number of Miles	Percent of Facility/NHS ^b	Total Funds Programmed (\$)
Interstate	1	3.5	1.6%	823,310,868
Non-Interstate	2	2.5	0.2%	21,591,200
Total	3	6.0	0.5%	844,902,068

^a Includes only projects that have construction programmed within the 2027-2030 TIP.

^b There are 214.0 miles of Interstate NHS and 1,040.6 miles of non-Interstate NHS in Southeastern Wisconsin.

Source: Southeastern Wisconsin Regional Planning Commission

Table 10
CMAQ Annual Hours of PHED per Capita Targets

Performance Measure	Year 2025 Baseline Data	Year 2027 Target	Year 2029 Target
Milwaukee Urbanized Area ^a	9.5	≤ 9.5	≤ 9.5
Round Lake Beach Urbanized Area ^b	5.1	≤ 5.1	≤ 5.1

^a Targets established jointly by the Wisconsin Department of Transportation and SEWRPC.

^b Targets established jointly by the Wisconsin Department of Transportation, Illinois Department of Transportation, Chicago Metropolitan Area Planning, and SEWRPC.

Source: University of Wisconsin-Madison Transportation Operations and Safety Laboratory, Inrix, Inc., Wisconsin Department of Transportation, Illinois Department of Transportation, Chicago Metropolitan Area Planning, and SEWRPC

Table 11
CMAQ Percent of Non-SOV Travel Targets

Performance Measure	Year 2025 Baseline Data ^c	Year 2027 Target	Year 2029 Target
Milwaukee Urbanized Area ^a	29.3	≥ 26.0	≥ 23.5
Round Lake Beach Urbanized Area ^b	27.6	≥ 25.9	≥ 25.9

^a Targets established jointly by the Wisconsin Department of Transportation and SEWRPC.

^b Targets established jointly by the Wisconsin Department of Transportation, Illinois Department of Transportation, Chicago Metropolitan Area Planning, and SEWRPC.

^c From the 2020-2024 American Community Survey Journey to Works data.

Source: U.S. Bureau of the Census, Wisconsin Department of Transportation, Illinois Department of Transportation, Chicago Metropolitan Area Planning, and SEWRPC

Table 12
Regional Emission-Related CMAQ Targets

Performance Measure	Years 2022-2025 Baseline Data^a	Years 2026-2027 Target^b	Years 2026-2029 Target^b
Reduction in VOC ^c (kg/day)	5.293	7.063	10.695
Reduction in NO _x ^d (kg/day)	25.765	22.034	30.899
Reduction in PM _{2.5} ^e (kg/day)	3.821	1.839	2.814

^a Emission reductions estimated for all of the projects implemented with CMAQ funding over the four-year period of 2018 through 2021.

^b While not required by regulations, WisDOT and SEWRPC jointly developed two- and four-year emission reduction targets for the State. The targets for the Southeastern Wisconsin Region were established based on its share of the statewide projects estimated to be implemented within the MPA and the Region.

^c Volatile organic compounds.

^d Nitrogen oxides.

^e Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller.

Source: Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission

Table 13
**Potential Contribution of Transit Improvement and Expansion and
Bike and Pedestrian Projects Towards CMAQ Performance Measures**

Project Type	Number of Projects^a	Number of Miles	Total Funds Programmed (\$)
Transit Expansion	1	30.4	3,655,750
Bike and Pedestrian	43	44.4	48,260,669
Total	44	74.8	51,198,419

^a Includes only projects that have construction or operating costs programmed within the 2027-2030 TIP.

Source: Southeastern Wisconsin Regional Planning Commission