

The Commission is administratively modifying the 2019-2022 TIP to revise Tables E.3, E.5, and E.8 of Appendix E. Tables E.5 and E.8 are being revised to reflect the current targets for the National Highway System (NHS) and freight performance measures established as part of the third amendment to VISION 2050, as adopted by the Commission on June 19, 2019. While the short-term targets for the Federal transit asset management (TAM) performance measures did not change as part of the VISION 2050 amendment, Table E.3 is also being revised to clarify that the year 2019 targets would remain the targets throughout the four years of the TIP unless additional State or Federal funds become available. The current targets for the congestion mitigation and air quality performance measures were evaluated, but not changed, as part of the VISION 2050 amendment. A summary of the process followed, for establishing these targets can be found at this [link](#). In addition, a [webpage](#) was created on the Commission’s 2019-2022 TIP website that provides all of the current short-term targets for the Federal performance measures, and a brief description of which of the various types of projects in the TIP that would contribute to their achievement.

**Table E.3 (Revised)**  
**Regional Transit Asset Management Targets**

Asset Class	Asset Examples	Performance Measure	Year 2019 Target <sup>a</sup>
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	< 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	< 30
Facilities			
Support	Maintenance and Administrative Facilities	Percent of facilities within an asset class, rated below 3 on condition reporting system	< 15
Passenger	Rail Terminals, Bus Transfer Stations	Percent of facilities within an asset class, rated below 3 on condition reporting system	0
Parking	Park-Ride Lots with Direct Capital Responsibility	Percent of facilities within an asset class, rated below 3 on condition reporting system	0
Infrastructure			
Fixed Guideway	Track Segments, Exclusive Bus Rights-of-Way, Catenary Segments, and Bridges	Percent of segments that have performance restrictions	0

<sup>a</sup> The 2020 through 2022 targets for these performance measure will be the same as the 2019 target, unless additional Federal and State funding become available for transit capital projects.

Source: SEWRPC

**Table E.5 (Revised)**  
**NHS Pavement and Bridge Targets Established for the Southeastern Wisconsin Metropolitan Planning Area and Seven-County Region**

Performance Measure	Metropolitan Planning Area		Seven-County Region	
	Year 2017 Baseline Data	Resulting Year 2021 Target	Year 2017 Baseline Data	Resulting Year 2021 Target
Interstate NHS Pavement Condition				
Percentage of Lane-Miles in Good Condition	61.1	≥ 61.8	59.0	≥ 59.7
Percentage of Lane-Miles in Bad Condition	4.4	≤ 4.3	4.6	≤ 4.5
Non-Interstate NHS Pavement Condition				
Percentage of Lane-Miles in Good Condition	17.6	≥ 17.8	18.9	≥ 19.1
Percentage of Lane-Miles in Bad Condition	6.8	≤ 6.7	6.6	≤ 6.5
Percentage of NHS Bridge Deck Area in Good Condition	58.3	≥ 59.0	58.0	≥ 58.7
Percentage of NHS Bridge Deck Area in Bad Condition	1.3	≤ 1.3	1.3	≤ 1.3

Source: WisDOT and SEWRPC

**Table E.8 (Revised)**  
**Travel Time Reliability and Freight Reliability Targets Established for the Southeastern Wisconsin Metropolitan Planning Area and Seven-County Region**

Performance Measures	Metropolitan Planning Area		Seven-County Region	
	Baseline (2017) Data	Year 2021 Targets <sup>a</sup>	Baseline (2017) Data	Year 2021 Targets <sup>a</sup>
NHS Travel Time Reliability				
Percent of Person-Miles Traveled on the Interstate NHS that are Reliable	83.9	≥ 81.9	84.5	≥ 81.9
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.9	≥ 91.2	90.8	≥ 91.2
Freight Travel Time Reliability on the Interstate System Freight Reliability Index	1.54	≤ 1.72	1.49	≤ 1.72

<sup>a</sup> Based on the preliminary recommended year 2050 targets.

Source: Wisconsin Department of Transportation and SEWRPC