An aerial photograph of a city area, likely St. Louis, Missouri, showing a grid of streets and a river. The Mississippi River is visible at the bottom of the image. The text is overlaid on the map. The text reads: "Wisconsin and Minnesota MPO / RPC / DOT Transportation Conference August 24, 2011 Ron Chicka, Director Metropolitan Interstate Council".

**Wisconsin and Minnesota
MPO / RPC / DOT
Transportation Conference**

August 24, 2011

**Ron Chicka, Director
Metropolitan Interstate Council**

Transportation Bill – Reauthorization

MN MPO Perspective

- Minimum 100,000 pop. / Grandfather existing to “opt in”
- Role in protect / maintain existing infrastructure
- Urban areas
 - 90% of public transit commuters
 - GDP generation
 - Most all congestion issues (all modes)
 - Forum for addressing all of the modal needs of the urban area

Transportation Bill – Reauthorization

The Future?

Local Elected Officials are the MPO (to borrow from AMPO)

- Citizen Involvement / locally driven
- Investment in our Infrastructure
- Bi-state needs / projects (a few in room here)
- Uniqueness (adaptability to many tasks/fields)
- Multimodal expertise (Lakers to Sidewalk)
- Resources are there / could be (modeling, performance measures, air quality)
- Simple value-added capacity
- Nearly 50 years of service (20 yrs with ISTEA principles)


Transportation Bill – Reauthorization

Should Planning BE Considered a Luxury (in these times)?

Q: What entity might do our work if the State had this choice at its discretion?

Q: What entity is better positioned/informed to make decisions at the urbanized level?

Q: How does the State perceive our future and how might we “market” ourselves better?

An aerial photograph of a city area, likely St. Louis, Missouri, showing a grid of streets and a river. The Mississippi River is visible at the bottom of the image. The text is overlaid on the map. The text reads: "Wisconsin and Minnesota MPO / RPC / DOT Transportation Conference August 24, 2011 Ron Chicka, Director Metropolitan Interstate Council". The map shows streets such as Front St N, 3rd St N, 3rd St S, 4th St S, 5th St S, 6th St S, 7th St S, 8th St S, 9th St S, 10th St S, 11th St S, 12th St S, 13th St S, 14th St S, 15th St S, 16th St S, 17th St S, 18th St S, 19th St S, 20th St S, 21st St S, 22nd St S, 23rd St S, 24th St S, 25th St S, 26th St S, 27th St S, 28th St S, 29th St S, 30th St S, 31st St S, 32nd St S, 33rd St S, 34th St S, 35th St S, 36th St S, 37th St S, 38th St S, 39th St S, 40th St S, 41st St S, 42nd St S, 43rd St S, 44th St S, 45th St S, 46th St S, 47th St S, 48th St S, 49th St S, 50th St S, 51st St S, 52nd St S, 53rd St S, 54th St S, 55th St S, 56th St S, 57th St S, 58th St S, 59th St S, 60th St S, 61st St S, 62nd St S, 63rd St S, 64th St S, 65th St S, 66th St S, 67th St S, 68th St S, 69th St S, 70th St S, 71st St S, 72nd St S, 73rd St S, 74th St S, 75th St S, 76th St S, 77th St S, 78th St S, 79th St S, 80th St S, 81st St S, 82nd St S, 83rd St S, 84th St S, 85th St S, 86th St S, 87th St S, 88th St S, 89th St S, 90th St S, 91st St S, 92nd St S, 93rd St S, 94th St S, 95th St S, 96th St S, 97th St S, 98th St S, 99th St S, 100th St S. The text is centered on the map.

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STAA Summary

NEW Critical Asset Improvement Program (CAI)

- Eligible facilities - Highway on the NHS, highway bridge on a Federal-aid highway
- Six-year quantifiable performance targets for each state
- States to submit a CAI plan for approval to the USDOT. Two year updates required.
 - Condition of eligible facilities
 - Multi-year investment strategy
- USDOT funding upon CAI plan approval
- State submittal of annual report → progress in meeting performance targets

