

Southeast MPO Long-Range Transportation Plan Outline

Prepared by: SEMO Regional Planning Commission

Prologue: National Directives, Goals and Objectives

The Long Range Transportation Plan, or Metropolitan Transportation Plan (MTP), is mandated by the federal government through a series of federal statutes accompanied by a host of regulations. This first section identifies the national objectives of metropolitan transportation planning, and directs the reader to additional reading in **Appendix X** to review the Federal purposes of the Public Transportation Program.

National Policy Statement of MAP-21, Metropolitan Transportation Planning Section

a. Policy – It is in the national interest:

1. To encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this Section; and
2. To encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d) of 23 U.S.C.

National Objectives – Metropolitan Transportation Planning

MAP-21 continues the requirement to develop an MTP (and a Transportation Improvement Program (TIP)) in order to accomplish these national objectives:¹ Specifically, “to accomplish the objectives in 1-4, metropolitan planning organizations, in cooperation with the State and public transportation operators, shall develop long-range transportation plans (also referred to as the MTP) and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State,” as per MAP-21:

The contents of the MTP and also the TIP “...for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.”

The current transportation act, MAP-21 contains the “National Objectives” that the legislation expects to be accomplished in part through the statewide and metropolitan transportation planning process.

¹ SEC. 1201. METROPOLITAN TRANSPORTATION PLANNING of MAP-21 amending 23 U.S.C. Section 134

The Metropolitan Transportation Planning National Objectives contained in MAP-21 are:

1. Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight,
2. Foster economic growth and development within and between States and urbanized areas,
3. Minimize transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes, and
4. Encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the eight planning factors.

Also included in this same federal legislation is a section stating that this “scope of the planning process should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.” This is an important statement since there are significant resources dedicated to do metropolitan planning and MPOs are not the same, SEMPO is one of many small MPOs and has extremely limited resources.

Factors and Requirements Considered in the Metropolitan Transportation Planning Process

Federal legislation identifies several factors that must be considered to fulfill the MAP-21 planning process requirements². The following section describes the newest regulatory items that SEMPO must consider in the development of the Metropolitan Transportation Plan.

The Scope of the Planning Process: The Eight Planning Factors

The eight planning factors are identified as the process to achieve one of four national objectives detailed in the Metropolitan Transportation Planning National Objectives section included in the plan.

- (h)(1) The metropolitan planning process for a metropolitan planning area under this section is carried over from the previous federal transportation legislation and shall provide for consideration of projects and strategies that will:
- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - (B) increase the safety of the transportation system for motorized and non-motorized users;
 - (C) increase the security of the transportation system for motorized and non-motorized users;
 - (D) increase the accessibility and mobility of people and freight;

² Section 134, 23 U.S.C., subsection h1 and h2 for national performance goals

- (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) promote efficient system management and operation; and
- (H) emphasize the preservation of the existing transportation system.³

Subsection h2 describes the continued linkage from the initial Metropolitan Transportation Planning Objectives and the planning factors above, to the performance based approach intended to produce a performance based outcome to federal transportation planning:

(h)(2) Performance-based approach:

- (A) In general, the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in section 150(b) of this title and in section 5301(c) of title 49.

23 U.S.C. Sec. 150. National Goals and Performance Management Measures⁴

- a. Declaration of Policy – Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.
- b. National Goals – It is in the interest of the United States to focus the Federal-aid highway program on the following national goals⁵:
 1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 2. Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair.
 3. Congestion reduction – To achieve a significant reduction in congestion on the National Highway System.
 4. System reliability – To improve the efficiency of the surface transportation system.
 5. Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

³ Or, comparable 23 U.S.C. Section 135(d)

⁴ Section 150 of Title 23

⁵ Appropriated out of the Highway Trust Fund (other than the Mass Transit Account)

6. Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

SEMPO is addressing these national goals by anticipating the future integration into the metropolitan transportation planning process, by reference, the goals, objectives, performance measures, and targets described in MoDOT’s state transportation plans and transportation processes, when developed, as well as any plans developed under Chapter 53 of Title 49 by providers of public transportation, required as part of a performance-based program.

Rulemaking by the FHWA regarding the establishment of performance measures and standards shall be completed no later than 1 year after rulemaking to establish performance targets that reflect these measures and standards. Upon the establishment of these targets and measures by MoDOT and FHWA, SEMPO will either adopt MoDOT’s targets or establish alternative measures.

General Federal Requirements of the Metropolitan Transportation Plan

a. General Requirements:

1. Development of long-range plans and TIPs: To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome based approach to planning for metropolitan areas of the State.
2. Contents: The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.
3. Process of development: The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

Section 1: The Metropolitan Transportation Plan

Metropolitan Transportation Planning Concept

A good starting point is to review several important concepts: the Metropolitan Transportation Plan, an Urbanized Area, the Metropolitan Planning Organization, and the Metropolitan Planning Area.

A Metropolitan Transportation Plan (MTP), referred to as a Long-Range Transportation Plan in the past, is a requirement for all urbanized areas that have a Metropolitan Planning Organization (MPO).

An Urbanized Area (UA) is an area that contains a city of 50,000 or more in population plus the incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census Bureau⁶.

When an area has been identified as an urbanized area, by the US Department of Commerce Census Bureau, and designated as such by the Office of Management and Budget, a transportation planning organization such as a Metropolitan Planning Organization must be formed by agreement of the Governor of the state and “units of general purpose local governments representing 75% of the affected metropolitan population” to coordinate metropolitan transportation planning and transportation related investments⁷.

A Metropolitan Planning Organization is a transportation policy-making body made up of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. Federal legislation passed in the early 1970s required the formation of an MPO for any urbanized area (UA). The MPO mandate is still in the Federal legislation today.

This policy-making organization, made up of representatives from local governments, key transportation entities, and transportation authorities, has five “core” functions⁸:

1. To establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
2. Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.
3. Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon for at least 20 years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life.
4. Develop a Transportation Improvement Program based on the long-range transportation plan and designed to serve the area’s goals, using spending, regulating, operating, management, and financial tools.
5. Involve the general public and all the significantly affected sub-groups in the four essential functions listed above.

⁶ <http://www.trbcensus.com/urbanized.html>

⁷ Federal Surface Transportation Assistance Act of 1973

⁸ The Metropolitan Transportation Planning Process: Key Issues. A Publication of the Metropolitan Capacity Building Program. <http://www.planning.dot.gov/documents/BriefingBook/BBook.htm>

A Metropolitan Planning Area (MPA) is defined in the Code of Federal Regulations⁹ as the geographic area in which the metropolitan planning process must be carried out¹⁰. “The MPA boundary shall, as a minimum, cover the Urbanized Area and the contiguous area(s) likely to become urbanized within the twenty- year forecast period covered by the transportation plan. The MPA boundary may encompass the entire Metropolitan Statistical Area or Consolidated Metropolitan Statistical Area, as defined by the Census Bureau.”

And, as with prior legislation, the 3C process is continued. “The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.”

For an MPO such as SEMPO, the MTP is updated at least every 5 years, and more frequently if the MPO elects to and must have at least a twenty-year planning horizon, meaning that the plan tries to anticipate the needs and required resources twenty years into the future.

Goals and Objectives of SEMPO

Vision:

Goal 1:

Objective 1.1:

Objective 1.2:

Goal 2:

Objective 2.1:

Objective 2.2:

The Southeast Metropolitan Planning Organization

SEMPO is the designated MPO for the Cape Girardeau-Jackson-East Cape Girardeau urbanized area and consists of a Board of Directors, a Technical Planning Committee (TPC), and the planning and administrative staff.

The Board of Directors consists of appointed representatives of the City of Cape Girardeau, Jackson, Cape Girardeau County, the Cape Transit Authority, Southeast Missouri State University, the Cape Special Road District, and the Southeast Missouri Regional Planning Commission (SEMO RPC) as voting members and East Cape Girardeau, Alexander County, Scott County, the SEMO Port Authority, Bootheel RPC, MoDOT, IDOT, FHWA-MO Division, FHWA-IL Division, FTA Region 5, and FTA Region 7 as ex-officio

⁹ 23 CFR 450.308

¹⁰ Detailed in 23 CFR 450.308

members. The TPC consists of representatives from these agencies' professional staffs and acts in an advisory capacity.

SEMPO was formally established with the development of membership, bylaws, and the completion of a Memorandum of Understanding in February of 2013. The MOU was drafted with cooperation of the organizations making up the Board of Directors and was approved by the Governors of Missouri and Illinois on XXXX.

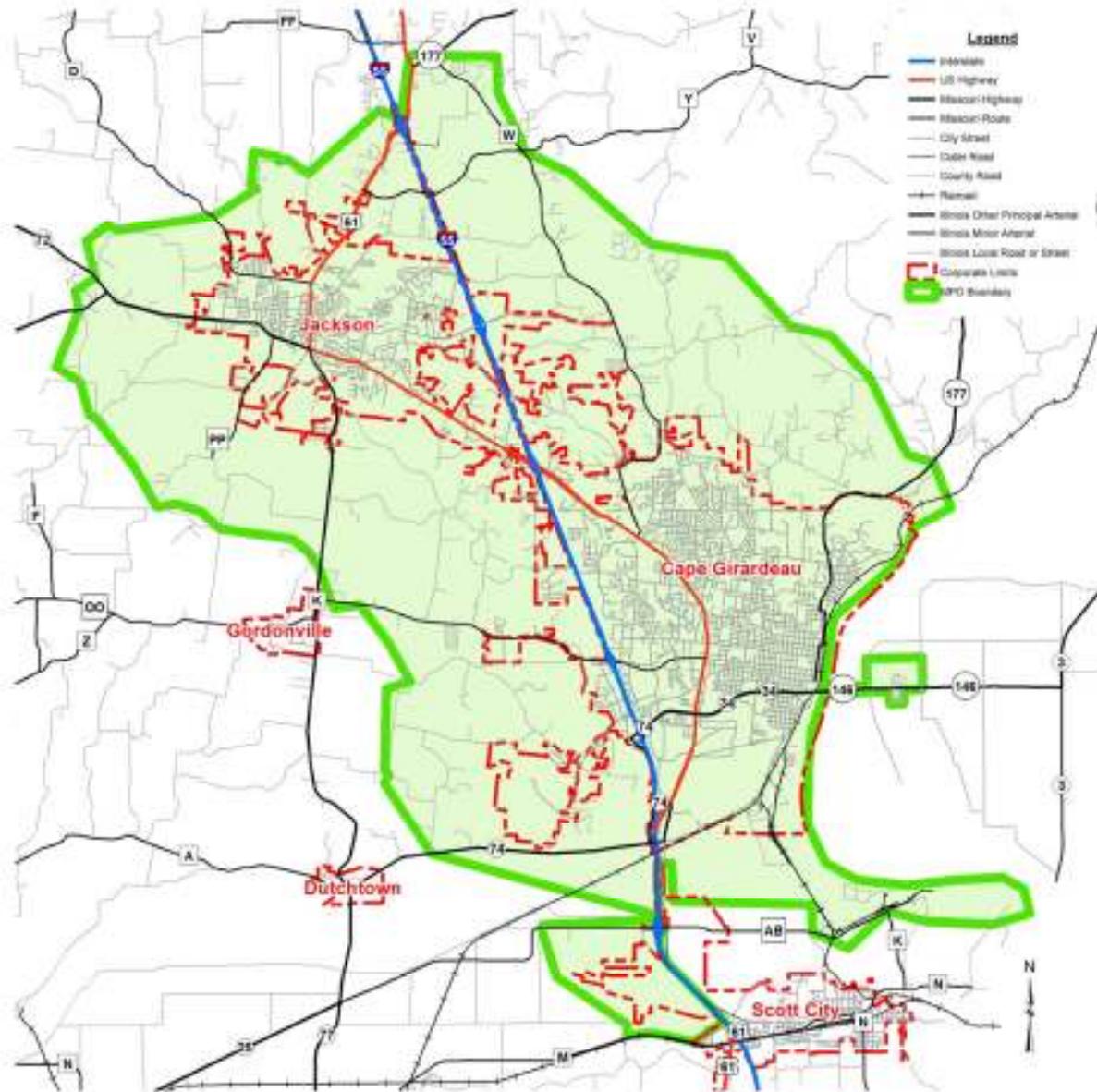
This MTP is the first such plan for SEMPO and uses population, land use, socio-economic data, traffic data, accident data, and other information that may affect the transportation system in an effort to plan not just for five to ten years out but also for long-range planning up to at least twenty years into the future.

Southeast Metropolitan Planning Organization Demographics

HOLD

Geographic Region Covered by the MTP

The MTP covers the entire MPA of the MPO. The SEMPO Metropolitan Planning Area, as delineated by the SEMPO Board of Directors and approved by the Governors of Missouri and Illinois, contains the urbanized area and portions of unincorporated, non-urbanized areas within Cape Girardeau and Scott Counties in Missouri and Alexander County in Illinois, with an approximate population of XX,XXX. The MPA covers approximately XXX square miles, with XXX square miles in Cape Girardeau County, XX in Alexander County, and X in Scott County.



Metropolitan Plan Development

Developing the SEMPO Metropolitan Transportation Plan is a cooperative process that includes planning, technical and engineering staffs of SEMPO members, the Missouri and Illinois Departments of Transportation, natural resource agencies, local elected officials, non-profit organizations, private agencies, and community residents.

Public participation in the development and future updates of this plan is a priority for SEMPO. Open meetings and opportunities to address the TPC and Board of Directors occur at every meeting. Participation in focus groups and ad hoc committees occurs on an “as needed” basis, with information access provided in person at the SEMPO offices, online on the MPO’s website, documentation made

available at public venues, and availability of formal policy documents such as the Public Participation Plan.

For SEMPO, the Metropolitan Transportation Plan development process began with an inventory of the current transportation system as an inter-related, multi-modal system, followed by street and roadway traffic counts for average annual daily traffic (AADT), and intersection turning movements.

From here, the current population from the 2010 census was used as a base population and an estimate of future population growth was forecast out to 2035. 2010-2035 growth rates are based on the Missouri State Demographer forecasts and US Census Bureau data. SEMPO staff also inventoried the current land uses within the MPA in preparation for forecasting land uses for the MTP planning horizon out to 2035 through the use of parcel data from Cape Girardeau, Scott, and Alexander Counties.

Based on population growth forecasts, the next step was to develop an estimate of future development and housing growth for the SEMPO area. Housing was evaluated through 2010 census data and building permits, to help determine a level of existing housing stock, and then using an average household size to estimate the number of additional housing units needed, staff used subdivided but undeveloped parcels to identify potential residential building sites. Undeveloped parcels suitable for residential development were allocated to remaining estimated unmet housing needs to meet the total number of housing units required for 2035.

Known and probable future commercial development locations were identified and located throughout the SEMPO area. For this, studies of development plans and existing land use and transportation plans for the region were used, in addition to consultation with city, county, and state professionals and local business leaders.

Using estimates of future land use needs allows the modeling of estimated future travel demand. To accomplish this, SEMPO hired a travel demand modeling consultant to develop a model to forecast future travel demand in the MPA.

Determining the future demand for travel and strategies for accommodating this demand allows the planning staff to determine the general level and type of infrastructure that will be necessary over the next 20 years and to develop estimates for the cost of new transportation infrastructure.

The Relationship between the Transportation Plan and Other Local Plans

The Metropolitan Transportation Plan takes into consideration the local comprehensive and special purpose plans such as special districts, zoning and land use, transit and roadway plans, airport and aviation plans, water and rail transport, air quality and congestion plans if available.

In addition to this, the MTP strives to be consistent with local growth and economic development plans. Local and regional plans used in the development of this plan include:

- Cape Girardeau County Hazard Mitigation Plan
- Cape Girardeau County Emergency Management Plan
- City of Cape Girardeau Comprehensive Plan

- City of Jackson Comprehensive Plan
- City of Cape Girardeau Future Land Use Plan
- City of Jackson Future Land Use Plan
- Village of East Cape Girardeau Plans
- Transit Plans
- Historic Preservation Plans
- Capital Improvement Plans
- SEMO RPC Long Range Transportation Plan
- Missouri River Freight Corridor Assessment & Development Plan
- Missouri Statewide Transportation Improvement Program
- Missouri State Rail Plan
- Missouri State Highway Safety & Performance Plan
- Illinois State Plans

Public Participation

As an MPO, SEMPO has the responsibility of coordinating the metropolitan transportation planning process for the metropolitan area. This responsibility requires that SEMPO actively involve all affected parties in an open, cooperative, and collaborative process, and provide meaningful opportunities to influence transportation decisions¹¹.

FHWA and FTA have identified several performance standards for effective public participation, and these standards are supported by CAMPO¹². These standards include:

1. Early and continuous involvement
2. Reasonable public availability of technical and other information
3. Collaborative input on alternatives, evaluation criteria, and mitigation needs
4. Open public meetings where matters related to transportation policies, programs, and projects are being considered, and
5. Open access to decision making process prior to closure

The Metropolitan Planning Organization has a Public Participation Plan in place and is available for viewing online at <http://www.southeastmpo.org/planning-documents/>.

Environmental Justice and Non-Discrimination in Transportation Services

The Environmental Protection Administration defines environmental justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

Executive Order 12898 requires that each **Federal** agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the

¹¹ Participation section from requirements for MTP content 23 CFR November 15, 2012

¹² The Metropolitan Transportation Planning Process: Key Issues. A Publication of the Metropolitan Capacity Building Program – <http://www.planning.dot.gov/documents/BriefingBook/BBook.htm>

environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations. The order is also intended to promote nondiscrimination in federal programs that affect human health and the environment. It aims to provide minority and low-income persons access to public information and public participation in matters relating to human health and the environment¹³.

According to Federal publication, Environmental Justice has three fundamental principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

When transportation projects and investments are considered, one of the requirements of SEMPO is to see that environmental justice requirements and principles are integrated into the processes and plans, taking into consideration positive and negative impacts of projects and programs on areas of high minority and/or low-income populations to determine that disproportionate negative impacts are not placed on the populations of these areas.

Title VI Nondiscrimination Policies

It is the policy of SEMPO that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, or national origin under Title VI and related nondiscrimination statutes.

To certify compliance with environmental justice, SEMPO incorporates the following activities into the planning process:

1. Enhancement of analytical capabilities to ensure that the metropolitan transportation plan and the transportation improvement program (TIP) comply with Title VI.
2. Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments will be fairly distributed.
3. Evaluate and, where necessary, improve public involvement processes to eliminate participation barriers and engage minority and low-income population in transportation decision-making.

For the purposes of Title VI and environmental justice “low-income” is defined by FHWA as “a person whose household income is at or below the Department of Health and Human Services poverty guidelines¹⁴.”

¹³ <http://www.epa.gov/environmentaljustice/basics/ejbackground.html>

¹⁴ http://www.fhwa.dot.gov/environment/environmental_justice/traning/title_vi/title609.cfm

Table 3: 2014 HHS Poverty Guidelines

Persons In Family/Household	Poverty Guideline
1	\$11,670
2	\$15,730
3	\$19,790
4	\$23,850
5	\$27,910
6	\$31,970
7	\$36,030
8	\$40,090

Source: <https://www.federalregister.gov/articles/2014/01/22/2014-01303/annual-update-of-the-hhs-poverty-guidelines#-1>
For all 48 contiguous states and the District of Columbia

Mobility and Disability

Mobility, for the purposes of this plan, is defined as the ability to move about and carry out ordinary functions such as work, social interactions, shopping, or medical and health care visits.

In the context of performance indicators, mobility refers to the time and costs required for travel. Mobility is higher when average travel times, variations in travel times, and travel costs are low. Indicators of mobility include travel times, travel costs, and variations in time and costs¹⁵.

The most frequently cited mobility measures fall into six major categories: congestion related (e.g. level of service, volume/capacity, delay), trip time, amount of travel (e.g. vehicle miles traveled, vehicle hours traveled), mode share, transfer time, and transit performance¹⁶.

Disability is defined by the Americans with Disabilities Act (ADA) as any individual who has a physical or mental impairment which substantially limits one or more of such person's major life activities, has a record of such impairment, or is regarded as having such an impairment.

The 2010 Census data in the Demographics Section of this plan presents the extent of the disabled and elderly populations within the MPA, taken from the best available information.

Consultation with Other Officials and Organizations

Metropolitan Planning Organizations are encouraged to "consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight

¹⁵ Key Transportation Indicators: Summary of a Workshop, Committee on National Statistics, Janet Norwood and Jamie Casey, Editors, Division of Behavioral and Social Sciences and Education, National Research Council, National Academy Press

¹⁶ http://www.nap.edu/openbook.php?record_id=10404&page=19. Key Transportation Indicators: Summary of a Workshop

movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities¹⁷.”

SEMPO consults with representatives of each municipality and county within the metropolitan planning area, the Missouri Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration on a regular basis.

In the development of plans by SEMPO, other agencies are also consulted, such as human service agencies, human service transportation providers, environmental, natural resource, and conservation agencies, freight interests, and tribal interests.

MODOT Programs

The MoDOT Fiscal Year 2013 budget provides \$2.1 billion for the Department of Transportation. Yearly funding is projected to remain flat or decline through the next five years.

At this time, MoDOT’s construction program is declining since the elimination of funds from Amendment 3 bonds and the American Recovery and Reinvestment Act of 2009 (ARRA) funding. Along with stagnant state revenues, uncertain federal funding, and rising internal costs, MoDOT emphasis will reportedly be placed on system preservation and seeking additional revenue through increased fees or taxes.

MoDOT is responsible for overseeing all aspects of Missouri’s transportation system, with their core functions being:

1. Constructing and maintaining the state road and bridge system,
2. Encouraging safety on Missouri highways for citizens and DOT employees,
3. Providing capital improvement and operating assistance grants for rural and urban transit systems, public airports, ferry boats, and passenger rail service, and
4. Registering commercial motor vehicles.

¹⁷ H.R.3-Section 5303. Metropolitan transportation planning

Section 2: The Existing and Proposed Transportation System

This section identifies existing major roadways, transit, multimodal and intermodal facilities, pedestrian walkways, bicycle facilities, and intermodal connectors, and identifies proposed additions to the system.

Roadways

Roadways making up the SEMPO road and bridge network are composed of:

1. Interstates
2. US Highways
3. State Highways
4. County Roads
5. Municipal Roads/Streets

Private roads are not included in the SEMPO network, nor are tribal lands roadways or Federal lands roadways that may be included in other MPO areas.

Roadways are usually defined by one of two methods, either design or function. MPOs and municipalities in Missouri generally use functional classification to describe or define a roadway. These roadway functional classifications are reviewed periodically by both MoDOT and local representatives. These roadways are divided into urban and rural, and are further classified as:

1. Interstate
2. Freeway/Expressway
3. Other Principal Arterial
4. Minor Arterial
5. Collector (major and minor)
6. Intermodal Connector, and
7. Local Road

Interstates

I-55

Freeway/Expressway

None

Other Principal Arterial

US 61/Kingshighway/Jackson Blvd/N. High St./E. Washington St./S. Hope St. (portions) (Cape Girardeau, Jackson)

MO 34 (Jackson, Cape Girardeau County)

MO 72 (Jackson, Cape Girardeau County)

MO 74 (portions) (Cape Girardeau, Alexander Co.)

RT K/Williams St. (portions) (Cape Girardeau)

Minor Arterial

N. High St. (portions) (Jackson)

W. Independence St. (Jackson)

N. Farmington Rd. (portions) (Jackson)

Main St. (Jackson)

Old Cape Rd. (portions) (Jackson)

RT 25 (portions) (Jackson)

Old Orchard Rd. (portions) (Jackson)

Lexington Ave. (Cape Girardeau)

MO 177 (portions) (Cape Girardeau)

Mt. Auburn Rd. (portions) (Cape Girardeau)

Perryville Rd

Perry Ave.

N. Cape Rock

Bertling

Broadway

Williams

Independence

West End Blvd.

Sprigg St.

North End Blvd.

Emerald St.

Main St.

Southern Expressway

MO 74 (portions) (Cape Girardeau County)

Introduction

Planning Concepts

Description of MPOs, MPAs, legal authority, reason for MPOs, etc.

MPO Organization

Description of SEMPO's organizational structure.

Demographics

Demographic Analysis of the MPA.

Plan Development

Description of the planning process including who was represented, who participated, areas of focus, and also includes descriptions of the following:

Public Participation

Non-discrimination

Title VI

Mobility and Disability

Existing and Proposed Transportation System

Roadways

Discussion of the major road network in the MPA including definitions of functional classifications and inventory and analysis of:

Major Street and Highway Routes

Bridges

Structurally Deficient or Functionally Obsolete Bridges

Urban Transit Service

Discussion of state of urban transit, including usage and provider needs.

Rural Transit Service

Discussion of state of rural transit, including usage and provider needs.

Aviation

Inventory and analysis of aviation services within the MPA, including public airports and other facilities such as military, law enforcement, medical, etc.

Ports/River

Assessment of port/river facilities' use, capacity, and future needs.

Rail

Description of current rail capabilities, both passenger and freight, as well as future needs of the system.

Intermodal Systems

Inventory and analysis of intermodal facilities and future proposals.

Bike/Ped

Assessment of bike/pedestrian capabilities including sidewalks, greenways, trails and bike lanes.

Safety

Discussion and statistics on the safety of the transportation system including:

Roadway Collisions

Bike/Ped Accidents

Disaster Preparedness

Natural Hazards

Mitigation

Security

Discussion of how the transportation network can be used and improved to increase resident safety and security, i.e. emergency response.

Environmental

Description of any environmentally sensitive areas within the MPA and efforts to mitigate environmental impact of the transportation network.

Air Quality

Discussion of air quality status and efforts to maintain or improve quality.

Future Development Affecting Transportation

Current Land Use

Inventory and analysis of existing land use, both within the MPA and in surrounding areas, to identify potential problems within the existing system.

Projected Land Use, Development, and Redevelopment

Analysis of projected development, both within the MPA and in surrounding areas, based on demographic analysis and local knowledge to identify future needs of the area.

Transportation Corridor Development

Examination of existing and proposed corridors and the impact that projected development will have on them.

Safety and Congestion Issues

Discussion of specific existing and projected safety and congestion concerns.

Travel Forecasting

Commuting and Travel Patterns

Analysis of census data on commuting patterns within and around the MPA and discussion of projected patterns.

Forecasting Future Travel Demand

Analysis and discussion of Travel Demand Modeling outcomes, including identifying projected areas of safety and congestion concerns.

Strategies and Capital Investment

Discussion of management policies and investments aimed at efficient operation of the transportation system. Includes discussion of potential funding sources; strategies such as: access management, asset management, corridor preservation, safety, and congestion; and regional initiatives.

Regional Financial Plan

Fiscally Constrained Investment Plan – 20 years

Presentation of investment plan for projects within the MPA including projected investment amounts and timetables. Also includes discussion of the following with 20-year planning horizons:

Operations and Maintenance Investments

Public Transit Financial Plan

Public Transit Funding

Local Funding Resources

Federal Funding Resources

State Funding Resources