



SEMPO
 SOUTHEAST METROPOLITAN
 PLANNING ORGANIZATION

Connecting People. Driving Progress.

2050
 METROPOLITAN
 TRANSPORTATION PLAN

2026-2050 MTP
March 16, 2026





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Glossary of Terms

ACS	American Community Survey
ADA	Americans with Disabilities Act
ATF	Aviation Trust Funds
BRO	Off-System Bridge Replacement and Rehabilitation
BRM	On-System Bridge Replacement and Rehabilitation
CMAQ	Congestion Mitigation and Air Quality
CTA	Cape Girardeau County Transit Authority
EPA	Environmental Protection Agency
FAST Act	Fixing Americas Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HHS	Health and Human Services
HSP	Highway Safety Plan
IDOT	Illinois Department of Transportation
IJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act
LOS	Level of Service
MoDNR	Missouri Department of Natural Resources
MoDOT	Missouri Department of Transportation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NBI	National Bridge Inventory
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System
NPE	Non-Primary Entitlement Funds (Airport Discretionary Funds)
SEMPO	Southeast Metropolitan Planning Organization
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STP-E	Surface Transportation Program - Enhancements
STP-U	Surface Transportation Program - Urban
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TE	Transportation Enhancements
TEAP	Traffic Engineering Assistance Program
TIP	Transportation Improvement Program
T-OPS	Transit Operations





- TSA Transportation Security Administration
- TTI Travel Time Index
- UA Urbanized Area
- VHT Vehicle Hours Traveled
- VMT Vehicle Miles Traveled





Section 1: Introduction

Transportation is a vital component of any metropolitan region, shaping the way people connect to jobs, education, healthcare, and recreational opportunities. As cities evolve and populations change, careful planning is necessary to ensure that transportation systems remain efficient, safe, and accessible.

The **Southeast Metropolitan Planning Organization (SEMPO)** plays a crucial role in developing and guiding transportation strategies for the **Cape Girardeau – Jackson Urbanized Area (UA)**¹. Established to facilitate regional collaboration, SEMPO brings together representatives from local, state, and federal agencies to create long-term, sustainable transportation plans that support economic development and enhance quality of life.



Figure 1: SEMPO Logo



Figure 2: SEMPO 2050 MTP Logo

This **2050 Metropolitan Transportation Plan (MTP)** serves as the blueprint for the region's transportation future, identifying key challenges, opportunities, and priorities over the next two decades. By incorporating data on population trends, infrastructure conditions, and emerging mobility needs, the MTP ensures that SEMPO's planning efforts align with the evolving demands of the community.

Southeast Metropolitan Planning Organization (SEMPO)

The Southeast Metropolitan Planning Organization (SEMPO) is the federally designated **Metropolitan Planning Organization (MPO)** for the Cape Girardeau – Jackson UA. MPOs are policy-making organizations responsible for overseeing transportation planning and investment decisions in urban areas with populations of **50,000 or more**. SEMPO ensures that federal metropolitan planning regulations are met within its designated region, which includes:

- The **City of Cape Girardeau**
- The **City of Jackson**
- Parts of **Cape Girardeau County** and **Scott County, Missouri**
- Portions of the **Village of East Cape Girardeau** and **Alexander County, Illinois**

¹ [Federal Register :: Urban Area Criteria for the 2020 Census-Final Criteria](#)





Federal rules require that when an area is identified as an urbanized area (UA) with a population exceeding 50,000 people by the U.S. Census Bureau and officially recognized by the Office of Management and Budget, an MPO must be formed through agreement between the **state governor(s) and local governments**, representing at least **75% of the metropolitan population**. This agreement must include the largest incorporated city in the region based on population. Under 49 U.S.C. 5303(j), MPOs are responsible for submitting a **Transportation Improvement Program (TIP)**, a list of upcoming transportation projects covering a period of at least four years, to the state for inclusion in the statewide program, ensuring that all federal requirements are met. This ensures coordinated transportation planning and investment decisions for the region.² A Metropolitan Planning Organization serves as a transportation policy-making body consisting of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. The requirement to form MPOs was first established by federal legislation in 1962 to ensure a comprehensive approach to transportation planning.

SEMPO's Origins and Purpose

SEMPO was formally established in February of 2013 with the development of membership, bylaws, and the completion of a Memorandum of Understanding (MOU). The MOU was drafted with cooperation of the organizations comprising the Board of Directors and was approved by the Governors of Illinois and Missouri on February 7, 2013 and March 12, 2013, respectively.

This document, the **Metropolitan Transportation Plan (MTP)**, serves as the **second five-year update** to SEMPO's original **2016 plan**. It incorporates data on population, land use, traffic patterns, and other factors to guide long-term transportation planning for the next **25 years**. By analyzing these data trends, SEMPO can identify priority areas for infrastructure improvements, congestion relief, multimodal transportation enhancements, and safety initiatives.

As identified on SEMPO's website, SEMPO is responsible for carrying out five "core" functions:

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.

² [MPO Information](#)





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.

SEMPO's Unified Planning Work Program (UPWP)

A Unified Planning Work Program (UPWP) is a federally mandated document that outlines SEMPO's annual work plan and budget, guiding how transportation planning efforts and funds are allocated. The UPWP ensures a transportation planning process that is **continuous, cooperative, and comprehensive (3-C)**, in accordance with federal requirements found in **23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR 450.308, and 23 CFR 450.314**³. The UPWP requirement was developed as part of the 1962 Federal Aid Highway Act and the amendment to this act in 1973, which laid the foundation for transportation planning eligibility requirements for federal funding of highway and transit projects.

The UPWP provides a structured approach to planning and implementing projects, strategies, and services that address the following **ten**⁴ federally required factors:

1. **Support the economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. **Increase the safety of the transportation system** for motorized and non-motorized users;
3. **Increase the security of the transportation system** for motorized and non-motorized users;
4. **Increase the accessibility and mobility** of people and freight;
5. **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;
6. **Enhance the integration and connectivity** of the transportation system, across and between modes, for people and freight;
7. **Promote efficient system management** and operation;
8. **Emphasize the preservation** of the existing transportation system;
9. **Improve the resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. **Enhance travel and tourism.**

SEMPO's UPWP also considers the diverse and growing transportation needs of the region, including highways, railways, ports, airports, transit systems, and active transportation options like biking and walking. The plan ensures that all projects align with regional goals

³ [SEMPO UPWP](#)

⁴ 23 CFR 450.306(b)





and federal mandates while optimizing resources for a sustainable and efficient transportation network.

SEMPO Leadership and Committees

SEMPO operates through a Board of Directors, a Technical Planning Committee (TPC), and its planning and administrative staff.

The Board of Directors

The Board of Directors is responsible for setting policy, prioritizing projects, and ensuring compliance with federal and state regulations. These elected and appointed officials work together to ensure that regional transportation investments are accessible, forward-thinking, and aligned with long-term development goals.

The **Board of Directors** includes voting and non-voting representatives from various local governments and agencies:

- **Voting Members:**

- Representatives from the City of Cape Girardeau, City of Jackson, Cape Girardeau County (alternately appointed by Cape Girardeau County Commission, and Cape Special Road District every two years), Southeast Missouri Regional Planning and Economic Development Commission, and Transit (alternately appointed by Southeast Missouri State University and Cape Girardeau County Transit Authority).

- **Non-voting Members:**

- Representatives from Alexander County, Bootheel Regional Planning and Economic Development Commission, Cape Girardeau County (alternately appointed by Cape Girardeau County Commission, and Cape Special Road District every two years), Federal Highway Administration (FHWA) – Illinois and Missouri, Federal Transit Administration (FTA) – Regions 5 and 7, Illinois Department of Transportation (IDOT), Missouri Department of Transportation (MoDOT), Scott County, Southeast Missouri Regional Port Authority, Transit (alternately appointed by Southeast Missouri State University and Cape Girardeau County Transit Authority), and Village of East Cape Girardeau.

Technical Planning Committee (TPC)

The **Technical Planning Committee (TPC)** serves as an advisory body to the Board of Directors, providing recommendations on transportation issues, plans, programs, and studies. This committee is comprised of individuals experienced in the fields of transportation planning, engineering, public policy, and more. The TPC plays a key role in





shaping the region’s transportation policies by ensuring that decisions are well informed by technical expertise and data-driven analysis.

The TPC is composed of voting and non-voting members, representing local governments, transportation agencies, and other key stakeholders:

- **Voting Members:**

- Representatives from Alexander County, Bootheel Regional Planning and Economic Development Commission, Cape Girardeau County, Cape Girardeau County Transit Authority, Cape Girardeau Regional Airport, Cape Special Road District, City of Cape Girardeau, City of Jackson, City of Scott City, Scott County, SEMO REDI, Southeast Missouri Regional Planning and Economic Development Commission, Southeast Missouri Regional Port Authority, Southeast Missouri State University, and Village of East Cape Girardeau.

- **Non-Voting Members:**

- Representatives from the Federal Highway Administration (FHWA) – Illinois and Missouri, the Federal Transit Administration (FTA) – Regions 5 and 7, the Illinois Department of Transportation (IDOT), and the Missouri Department of Transportation (MoDOT).

MPO Basics

An MPO is a transportation policy-making body composed of representatives from local governments and transportation agencies with authority and responsibility in metropolitan planning areas.

An MPO has five “core” functions:

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. These transportation improvement options should be developed and evaluated using data and planning methods to determine their alignment with system performance targets. Planning studies and evaluations are included in the Unified Planning Work Program (UPWP).
3. **Develop and update a long-range transportation plan (LRTP)** 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. The MPO's LRTP is called a Metropolitan Transportation Plan (MTP), which incorporates performance measures and targets. As mentioned previously, the metropolitan transportation planning process should include the following ten federally required factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
 - Increase the safety of the transportation system for motorized and non-motorized users;
 - Increase the security of the transportation system for motorized and non-motorized users;
 - Increase the accessibility and mobility of people and freight;
 - 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;
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - Promote efficient system management and operation;
 - Emphasize the preservation of the existing transportation system;
 - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
 - Enhance travel and tourism.
4. **Develop a Transportation Improvement Program (TIP)** based on the long-range transportation plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools. The TIP is a short-term, four-year program.
5. **Involve the general public** and all the significantly affected sub-groups in the four essential functions listed above.

It is good practice to coordinate with state and public transportation operators to establish performance targets aligned with federal requirements for surface and public transportation. MPOs incorporate these targets into MTPs, which include a System Performance Report to track progress. MPOs may also define additional local performance indicators to support decision-making.





Metropolitan Planning Area (MPA)

A Metropolitan Planning Area (MPA) is defined in the Code of Federal Regulations as the geographic area agreed upon by the MPO and the Governor(s), where the metropolitan transportation planning process is conducted⁵. At a minimum, these boundaries must include the entire existing urbanized area (as defined by the U.S. Census Bureau) and any contiguous areas expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan⁶.

By law, the MTP must be updated at least once every five years and must cover a planning horizon of at least 20 years, ensuring that future transportation needs and required resources are anticipated.

⁵ 23 CFR 450.104

⁶ Detailed in 23 CFR 450.312(a)(1)





Section 2: MTP Process

Section 2 outlines the overall basics of the metropolitan transportation planning process.

MTP Basics

The Metropolitan Transportation Plan (MTP) is the blueprint for shaping the Cape Girardeau-Jackson region’s transportation future. Required by federal law and updated every five years, the MTP lays out long-term strategies and priorities for roads, transit, biking, walking, and freight movement—guiding how public dollars are invested through 2050. This section introduces the foundational goals, planning factors, and legislative context that define SEMPO’s approach, as well as the local funding landscape shaped by the Infrastructure Investment and Jobs Act (IIJA).

Intent, Goals, and Priorities of the SEMPO MTP

The Intermodal Surface Transportation Efficiency Act (ISTEA), enacted by Congress in 1991, introduced significant reforms to the metropolitan transportation planning process. ISTEA mandated that transportation plans cover a minimum 20-year time horizon, emphasizing strategies to curb the growth of vehicle miles traveled (VMT), implement Clean Air Act requirements, promote intermodal transportation options, and assess the land use implications of transportation investments. A key provision of ISTEA was the requirement for financial constraint, ensuring that identified transportation projects—including roadways, public transit, and bicycle/pedestrian infrastructure—are planned with realistic, available funding sources over the long term.

This Metropolitan Transportation Plan (MTP) continues to build on the transportation planning principles established by ISTEA and subsequent federal legislation, including the Transportation Equity Act for the 21st Century (TEA-21) in 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, and the Fixing America’s Surface Transportation (FAST) Act in 2015. The FAST Act reinforced a performance-based approach to transportation planning while maintaining financial accountability in project selection and implementation.

Currently, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), signed into law in November 2021, serves as the guiding framework for metropolitan transportation planning across the country. Representing a historic \$1.2 trillion investment in infrastructure, IIJA places unprecedented emphasis on multimodal transportation, safety, resilience, and sustainability. The IIJA retains the longstanding requirement that metropolitan planning organizations (MPOs) conduct a comprehensive, cooperative, and continuing planning process while addressing ten key Planning Factors:

1. **Support the economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;





2. **Increase the safety of the transportation system** for motorized and non-motorized users;
3. **Increase the security of the transportation system** for motorized and non-motorized users;
4. **Increase the accessibility and mobility** of people and freight;
5. **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;
6. **Enhance the integration and connectivity** of the transportation system, across and between modes, for people and freight;
7. **Promote efficient system management** and operation;
8. **Emphasize the preservation** of the existing transportation system;
9. **Improve the resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. **Enhance travel and tourism.**

In addition to these ten Planning Factors, the IJJA places even greater emphasis on a performance-based approach to transportation decision-making. This approach focuses on the following areas:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability:** To improve the efficiency of the surface transportation system.
- **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.
- **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **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.

The SEMPO MTP serves to align regional transportation planning efforts with the goals and best practices established by IJJA, ensuring that the Cape Girardeau-Jackson Urbanized Area is prepared to meet its long-term transportation needs through 2050.





Under IIJA, more than \$602.74 billion has been allocated for transportation programs nationwide over a five-year period (2022–2026) as of January 2026, funding critical improvements across multiple transportation sectors—including highways, bridges, transit, rail, airports, and ports. This MTP outlines how SEMPO and its regional partners can leverage available funding sources to enhance mobility, support economic growth, and improve the overall transportation network within the SEMPO planning area. **Figure 1** shows a breakdown of the key categories where this \$602.74 billion is being invested⁷:

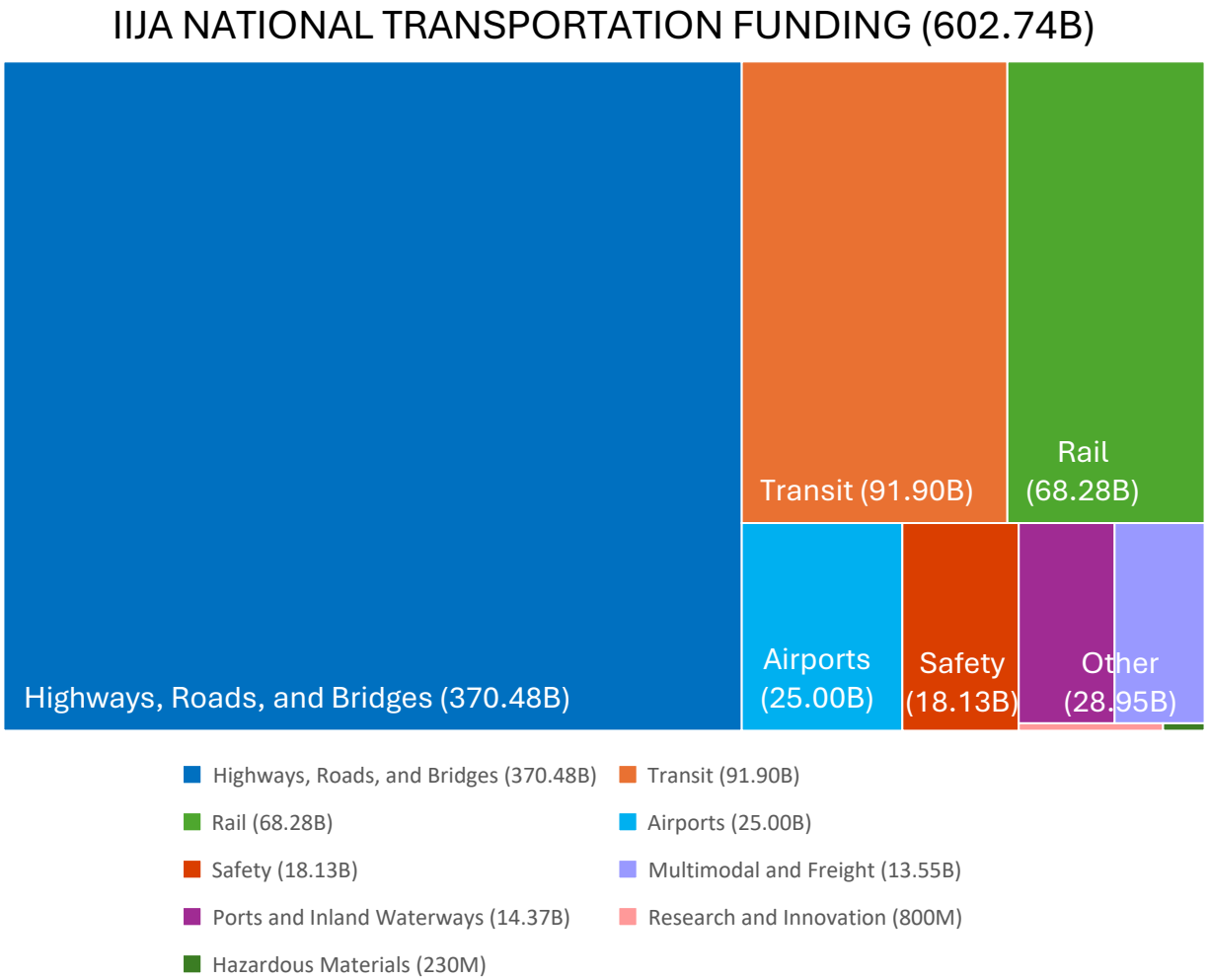


Figure 3: IIJA National Transportation Funding (602.74B)

The Cape Girardeau MPA has received just under \$35 million among seven different IIJA programs as of November 25, 2024, since IIJA began in 2022. **Table 1** below shows a description of each of the seven programs and the dollar amounts allocated to each⁷:

⁷ [Federal Infrastructure Hub | Brookings](https://www.federalinfrastructurehub.org/)





Table 1: Federal Funding Received by the Cape Girardeau MPA

Program	Competitive	Workforce	Climate	Awards (count)	Amount
Surface Transportation Block Grant Program	No	No	No	16	\$17.3M
National Highway Performance Program	No	Yes	No	10	\$13.2M
Highway Safety Improvement Program	No	Yes	No	3	\$3.3M
Delta Regional Authority: Delta Workforce Program	No	Yes	No	1	\$440K
Airport Infrastructure Grants	No	No	No	3	\$336K
Safe Streets and Roads for All	Yes	No	No	1	\$160K
Delta Regional Authority: Strategic Planning Grants	No	Yes	No	1	\$150K
				Awards: 35 Total: \$34.9M	

The following list briefly describes each program included in **Table 1**. Further details about each program can be found in the FHWA Fact Sheets contained in the footnotes.

1. Surface Transportation Block Grant Program (STBG)⁸

The STBG is one of the most flexible federal-aid highway programs. It provides states and localities with funding for a wide range of surface transportation projects, including roads, bridges, transit capital, and bicycle/pedestrian projects. It allows for the prioritization of projects that meet local transportation needs.

2. National Highway Performance Program (NHPP)⁹

The NHPP provides funding to maintain and improve the condition and performance of the National Highway System (NHS), which includes the Interstate Highway System and other roads critical to the nation’s economy, defense, and mobility. This program ensures that key roadways are in good condition, enhancing safety and mobility.

3. Highway Safety Improvement Program (HSIP)¹⁰

The HSIP funds projects that aim to reduce fatalities and serious injuries on all public roads, including highways and local roads. It focuses on data-driven approaches to identify high-risk areas and implement safety improvements, such as enhanced traffic control devices, lighting, or road redesigns to enhance traffic safety.

⁸ [STBG Information by FHWA](#)

⁹ [NHPP Information by FHWA](#)

¹⁰ [HSIP Information by FHWA](#)





4. Delta Regional Authority (DRA) Delta Workforce Program¹¹

This grant initiative is designed to strengthen workforce training and education in the Mississippi River Delta and Alabama Black Belt regions. It supports projects that enhance job skills, expand career pathways, and address industry workforce needs, with a focus on high-demand sectors like healthcare, manufacturing, and information technology. The goal is to equip workers with the skills needed to secure quality jobs, driving economic growth in the region.

5. Airport Infrastructure Grants¹²

This funding is part of the effort to modernize and expand airport infrastructure, ensuring that airports meet growing demand and enhance safety. The grants help improve runways, terminals, taxiways, and other critical airport facilities, facilitating better passenger service and cargo operations.

6. Safe Streets and Roads for All (SS4A)¹³

This discretionary program funds initiatives aimed at reducing traffic fatalities and serious injuries on the nation's roadways, particularly for vulnerable road users such as pedestrians and cyclists. It promotes safer street designs, traffic calming measures, and the creation of safer, more connected networks for non-motorized transport.

7. Delta Regional Authority (DRA) Strategic Planning Grants¹⁴

These grants support local and regional efforts to develop comprehensive economic development strategies. They fund projects that assess community needs, identify economic opportunities, and create actionable plans for growth. By providing resources for data analysis, stakeholder engagement, and strategy development, the program helps communities attract investment, improve infrastructure, and strengthen their economies.

Why Update the MTP?

By law, an MTP must be updated at least every five years to ensure that it reflects changing demographics, development patterns, and transportation needs. This plan anticipates needs and resources 20 years or more into the future, helping guide infrastructure investments that support a thriving, well-connected region. Regular updates allow SEMPO to refine strategies, integrate new technologies, and enhance multimodal transportation options for the benefit of all residents and businesses.

¹¹ [Delta Workforce Program Information](#)

¹² [Airport Infrastructure Grant Funding Information](#)

¹³ [SS4A Information by FHWA](#)

¹⁴ [DRA Strategic Planning Grant Program Information](#)





MTP Development

Development of the MTP update was guided by input from SEMPO member agencies and the public, with public participation remaining a priority for SEMPO in both this and future updates. From the project's inception in winter 2024 through its completion in early 2026, public comment opportunities were available through an online public survey, open houses, stakeholder meetings, and during every TPC and Board of Directors meeting. Information about the project was also shared with the public via SEMPO's website and through social media posts.

Members of the TPC, focus group participants, and member agency staff to help spread awareness of the MTP update through word-of-mouth, newsletters, and other strategies outlined in SEMPO's Public Participation Plan¹⁵. Feedback from these sources was essential in documenting the current state of the transportation system, identifying improvements made since the previous MTP, and determining future needs.

The MTP documents the existing conditions across all transportation modes within the MPA. Where possible, progress since the last MTP was recorded in narrative form. To forecast population and employment growth from the most recently available data to the horizon year (2050), multiple data sources were used. The original 2016 MTP considered two growth scenarios: "sustained growth" and "enhanced growth." For the 2025 update, growth was assumed to be steady (sustained). This aligns with the same assumption from the previous 2021 update.

The draft MTP was presented to the SEMPO TPC during their regular monthly meeting on February 4, 2026. Following TPC approval, the draft plan was released for public comment from February 9 to March 3, 2026. During this time, comments were solicited from the public and regional stakeholders. At the closure of the public comment period, 13 comments were received. Most comments were minor corrections and adjustments to committee membership lists, financial summaries, and project details. The most significant change was the addition of a separate section on congestion management, which details current and projected conditions as well as strategies for maintaining and improving travel time reliability in the region.

¹⁵ [SEMPO Public Participation Plan](#)





Definitions

Title VI Nondiscrimination Policies

As adopted in SEMPO’s 2025-2027 Title VI Program, SEMPO “agrees to comply with all provisions prohibiting discrimination on the basis of race, color, or national origin of Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d et seq., and with U.S. DOT regulations, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act,” 49 CFR part 21.”¹⁶

It is the policy of SEMPO that no person shall be 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. SEMPO’s public engagement process seeks to understand service area demographics to better determine what strategies may be needed to make engagement communications, meetings, and other activities more accessible to the public.

For the purposes of Title VI, “low-income” is defined by FHWA as a person whose “household income is at or below the Department of Health and Human Services poverty guidelines.” The 2025 HHS poverty guidelines are shown in **Table 2**.¹⁷

Table 2: HHS Poverty Guidelines for 2025

Persons In Family/Household	Poverty Guideline
1	\$15,650
2	\$21,150
3	\$26,650
4	\$32,150
5	\$37,650
6	\$43,150
7	\$48,650
8	\$54,150
Note: For families/households with more than 8 persons, add \$5,500 for each additional person.	

¹⁶ [SEMPO Title VI 2025-2027 Program](#)

¹⁷ [HHS Poverty Guidelines](#)





Mobility

Mobility, for the purposes of this MTP update, 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 indicators such as average travel times, variations in travel times, and travel costs are low.¹⁸

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 performance.¹⁸ The accessibility of the MPA is further detailed in Section 4 of this MTP update.

Consultation with Other Officials and Organizations

MPOs 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, housing, tourism, natural disaster risk reduction, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.”¹⁹

SEMPO consults with representatives of municipalities and counties within the MPA, as well as MoDOT, IDOT, FHWA, and FTA on a regular basis, and other agencies such as human service transportation providers, environmental, natural resource, and freight interests on an as needed basis.

SEMPO Study Area

The MTP addresses transportation needs across the Metropolitan Planning Area (MPA)—the region designated for SEMPO’s planning efforts. The SEMPO MPA, as delineated by the SEMPO Board of Directors and approved by the Governors of Illinois and Missouri, contains the urbanized area and portions of unincorporated, non-urbanized areas within Cape Girardeau and Scott Counties in Missouri and Alexander County in Illinois. The approximate population of the MPA is 56,340 according to the 2023 American Communities Survey (ACS) five (5)-year estimate of the Cape Girardeau, MO—IL Urban Area.²⁰ The MPA covers approximately 117 square miles, with 111.7 square miles in Cape Girardeau County, 4.7 in Alexander County, and 0.6 in Scott County. A map of the SEMPO MPA is provided in **Figure 4**.

¹⁸ [Key Transportation Indicators: Summary of a Workshop, Chapter 3: Mobility Indicators](#)

¹⁹ [49 USC §5303 – Metropolitan Planning](#)

²⁰ [ACS Survey Data](#)



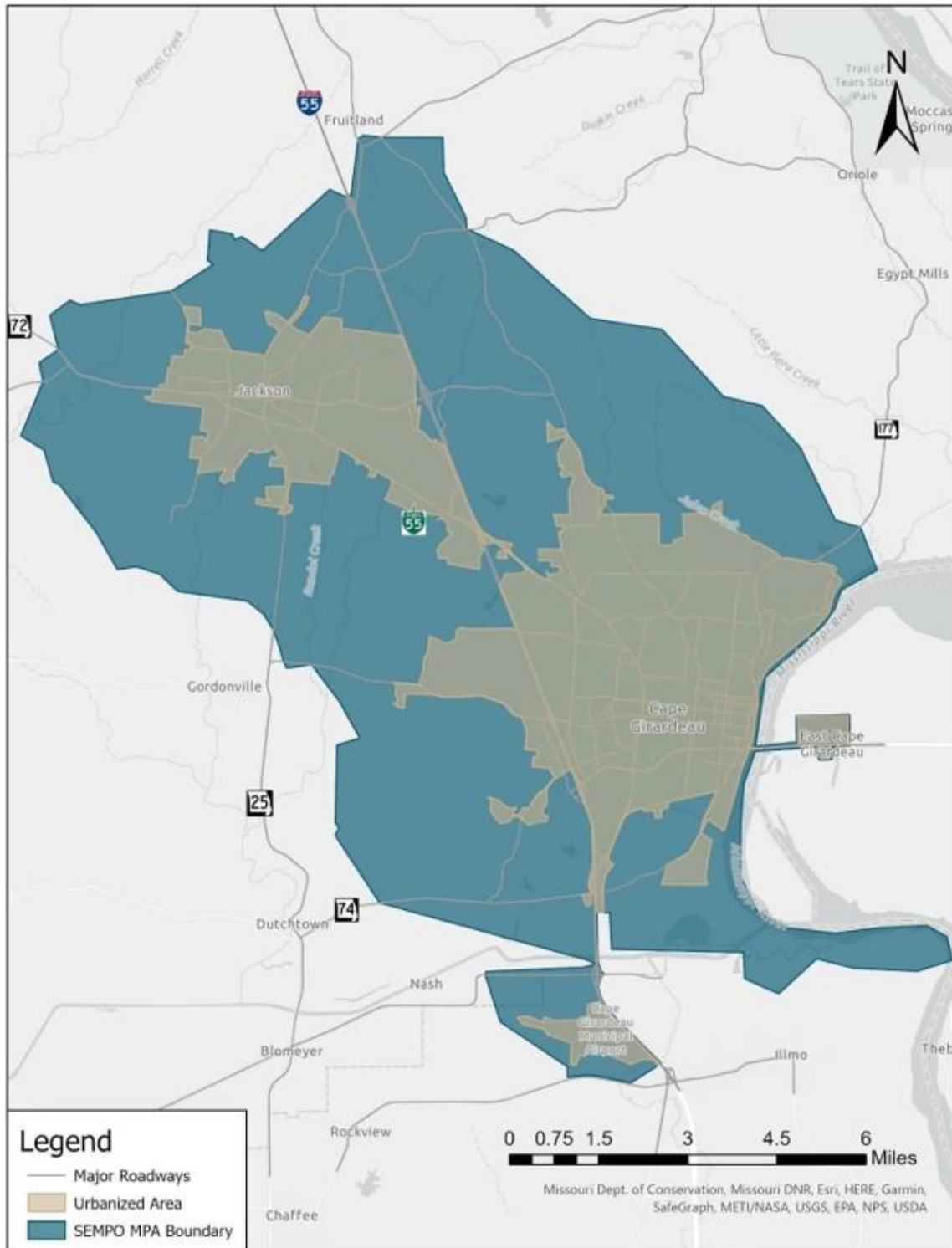


Figure 4: SEMPO Metropolitan Planning Area Boundary Map





Relationships Between the MTP and Other Local Plans

The MTP incorporates local comprehensive and special-purpose plans, including those related to special districts, zoning and land use, transit and roadway networks, airport and aviation planning, water and rail transport, and air quality and congestion management, where available.

Additionally, the MTP aims to align with local growth and economic development plans, all of which involve public participation in their development. The following is a list of the plans which were consulted as a part of the MTP development process and the goals and recommendations within them that relate to the SEMPO 2050 MTP:

- Cape Girardeau Airport Master Plan
- Cape Girardeau County Emergency Management Plan
- Cape Girardeau County Hazard Mitigation Plan
- City of Cape Girardeau Complete Streets Policy
- City of Cape Girardeau Comprehensive Plan
- City of Cape Girardeau Major Street Plan
- City of Jackson Comprehensive Plan
- Illinois Statewide Transportation Improvement Program
- Jackson Bridge Plan
- Jackson Comprehensive Transportation Plan
- Jackson Park Master Plan
- Jackson Historical Architectural Survey of Downtown
- Jackson Major Street Plan
- Jackson Safe Across initiative
- Missouri River Freight Corridor Assessment & Development Plan
- Missouri State Highway Safety & Performance Plan
- Missouri State Rail Plan
- Missouri Statewide Transportation Improvement Program
- MoDOT Blueprint for Safety
- MoDOT Statewide Freight Plan
- SEMPO Public Transit-Human Services Transportation Coordination Plan
- SEMO RPC Long Range Transportation Plan
- SEMO RPC Ozone Advance Path Forward
- SEMPO Comprehensive Safety Action Plan
- SEMPO Regional Trail Connection Study
- SEMPO ADA Transition Framework Plan
- SEMPO Regional Bicycle and Pedestrian Plan





2025 Public Participation

Meaningful engagement is essential to crafting a Metropolitan Transportation Plan that reflects the needs, priorities, and values of the entire community. The engagement outreach summarized in this section involved two primary groups: Stakeholder Groups and the public. **Appendix A** provides greater insight into the engagement process, details stakeholder and public input that was utilized to develop this MTP, and documents the materials used throughout the engagement process.

Stakeholder Groups

In an effort to ensure that all voices are heard and all needs are met, a variety of stakeholders were solicited for participation in this process to represent eight stakeholder focus areas. These eight specialty areas included:

- Aviation
- Bicycle/Pedestrian
- Economic Development & Tourism
- Emergency Management
- Freight (Port, Rail, Trucking)
- Neighborhood Groups
- Transit
- Accessibility

Representatives from the following groups joined the round one stakeholder meetings:

- Shawnee Transit Group
- Cape Girardeau County Transit Authority (CTA)
- United Way
- ManPower
- SEMO – University International Student Services
- City of Jackson Fire Department
- Cape Girardeau Parks and Recreation
- City of Jackson Public Works
- City of Cape Girardeau
- United Way
- SEMO University
- Buzzi Unicem USA
- Union Pacific
- Representative of the local pilot community
- SEMO Redi
- Cape Girardeau Chamber of Commerce
- Uptown Jackson
- Visit Cape
- Old Town Cape
- Cape Girardeau Regional Airport





Round One stakeholder meetings were held throughout July 2025 to gather early input on transportation needs, challenges, and priorities across the SEMPO region. Meetings included representation from 19 entities and offered both virtual and in-person participation options. These facilitated discussions helped inform the development of the plan’s vision, goals, and recommendations. Key themes included limited regional connectivity beyond private vehicles, safety and access challenges for bicyclists and pedestrians, gaps in sidewalk and trail networks, growing transit demand paired with funding and awareness constraints, concerns related to freight and industrial traffic, and barriers to riverfront access. Further details and meeting documentation from these meetings are provided in **Appendix A**.

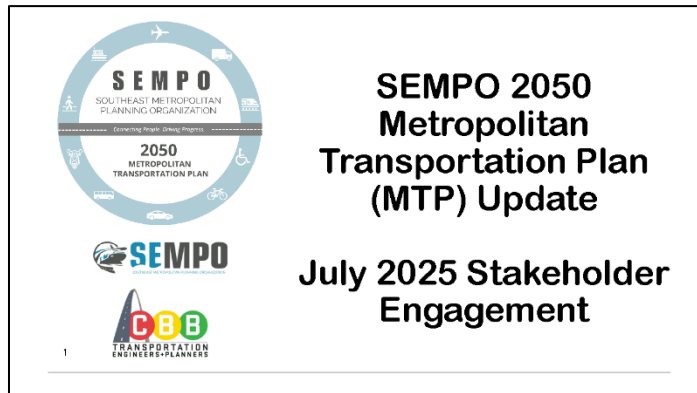


Figure 5: Stakeholder PowerPoint Presentation from Round One

Round Two stakeholder meetings were held in October 2025 to review and refine draft recommendations for the 2050 SEMPO Metropolitan Transportation Plan. Stakeholders were invited to provide feedback on the draft fiscally constrained and illustrative project lists, including suggested additions, removals, and updates to project descriptions and cost estimates. These meetings also allowed for discussion of new updates each agency had made since the previous round of stakeholder meetings. Highlights of these updates include new long-distance travel opportunities for the region with the addition of FlixBus, real-time transit updates with CTA added to the TripShot app, and new flights being added to the region to reach Dallas, Texas (December 2025) and Pensacola, Florida (April 2026). Input from Round Two meetings helped finalize project priorities and informed additional study recommendations included in this MTP update.

HOW DO YOU WANT TO GET AROUND THE CAPE GIRARDEAU-JACKSON REGION IN THE FUTURE? SHARE YOUR INPUT AT OUR PUBLIC OPEN HOUSES!

OPEN HOUSES

Help shape the 2050 Metropolitan Transportation Plan for our region.

CAPE GIRARDEAU

Monday, July 21
 4:00pm - 6:00pm
Osage Centre - City of Cape Girardeau Parks & Recreation Department
 1625 N Kingshighway St.
 Cape Girardeau, MO 63701

JACKSON

Tuesday, July 22
 4:00pm - 6:00pm
Jackson Civic Center
 381 E Deerwood Dr.
 Jackson, MO 63755

SEMPO

2050 METROPOLITAN TRANSPORTATION PLAN

Connecting People. Driving Progress.

Discuss the Metropolitan Transportation Plan (MTP) for the Cape Girardeau-Jackson region.

Provide your feedback to the planning team.

Help shape a safer, more connected future for our community.

INTERACTIVE DISPLAYS • Q&A STATIONS • PRIORITY VOTING

Figure 6: Round One Open House Flyer

At all stakeholder meetings, the online survey link and flyers for both public open houses were shared. Stakeholders were encouraged to share this information with family, friends, co-workers, and the community to encourage greater attendance at both events.



Public Open Houses

Round One of the public open houses were held in July 2025 in Cape Girardeau and Jackson to introduce the 2050 SEMPO MTP update to the public, educate participants on the planning process, and gather early input on transportation needs and priorities for the region. Engagement activities included informational boards, feedback boards with sticker voting activities, mapping exercises, comment cards, and an online survey. Public input largely echoed stakeholder feedback, highlighting the need for improved pedestrian and bicycle safety and connectivity, expanded transit options and service awareness, targeted roadway improvements, and the need for expanded long-distance travel options. These open houses helped validate early findings and informed the development of draft goals and strategies.

Round Two public open houses were held in October 2025 in Cape Girardeau and Jackson to 1) share a review and summary of our findings of the Round 1 meetings and online survey with the public 2) gather input to shape goals for the 2050 MTP and 3) update the fiscally constrained and illustrative projects lists to meet the region’s needs. Participants reviewed and provided feedback on the fiscally constrained and illustrative project lists through feedback boards, mapping exercises, and project ranking activities. Further details and meeting documentation from these meetings are provided in **Appendix A**. The following are major takeaways from the stakeholder meetings and public open houses:



Figure 7: Public Open House

Regional Connectivity

- There are limited options to travel to/from the Cape Girardeau region other than by private car
- There are limited flights to Cape Girardeau Regional Airport, no Greyhound service to the area [at the time of round one meetings], and the closest Amtrak station is in Carbondale
- There was discussion that there are efforts to bring Greyhound service back to the area [Flixbus has started providing services to the region since the round one meetings when these comments were shared]



Roadways

- There is not a lot of congestion in the area, and it is relatively easy to get around the region in a personal vehicle.
- The I-55/MO 74 interchange and the Bloomfield Road overpass were discussed as areas needing improvement
- In general, the roads are well maintained, though some areas need repairs.
- Several of the attendees were at the meeting to discuss the proposed East-West Transamerica Corridor, often called I-66.

Bicycles and Pedestrians

- Getting around the SEMPO area without a car can be challenging
- There are gaps in connectivity in the local sidewalk/trail system in some areas
- The region has plans for improving and better connecting regional pedestrian and bicycle facilities, that making those improvements and connections will take some time
- One issue is that the region has poor driver compliance in yielding to pedestrians using crosswalks
- Jackson has started a “SafeAcross” program in response to make it easier for people to cross the street
- There are some gaps within the sidewalk system
 - Kingshighway Drive (Cape Girardeau)
 - Greensferry Road (Jackson)
- Safer and additional crosswalks are needed
 - Jackson Blvd at high traffic areas.
- Trail and sidewalk connectivity
 - Expressed a desire to expand pedestrian and bike pathways.
 - Support for more cohesive sidewalk networks to improve walkability throughout the region.
 - There are safety concerns along the LaCroix trail in Cape Girardeau.

Transit

- Many people are unaware of the available transit service, especially that it is free
- However, the system saw a 24% increase in ridership over the past year, especially an increase in seniors
- The system added a line July 1, 2025, with a bus at each stop every 30 minutes
- There is an interest in expanding the transit system’s hours of operation
- There are limited and unaffordable options to reach destinations such as Poplar Bluff and the Amtrak station.
- Concerns were raised about the lack of commuter rail service to larger cities, especially St. Louis.
- Community members feel the current system is limited in scope and frequency





- There is strong public interest in seeing CTA routes expanded to connect Jackson to Cape Girardeau.
- Transportation barriers for individuals with disabilities and struggling with homelessness
 - Comments emphasized the difficulties that individuals with disabilities face in accessing reliable transportation, especially for employment.

Riverfront Access

- There is a desire for better access to the Mississippi Riverfront
- The railroad tracks present a barrier to that access

Industrial Traffic

- Jackson Blvd (Hwy 72 & Hwy 61) carries a high volume of heavy truck traffic through Uptown Jackson





Online Survey

The SEMPO 2050 survey was distributed through social media (e.g., Facebook), outreach from stakeholders, and the public open houses. The purpose of the survey was to develop the vision, goals, and objectives of the MTP Update by assessing the public’s needs and priorities in relation to transportation. The survey became available to the public on Monday, July 7, 2025, and closed Wednesday August 27, 2025. The survey was a total of 31 questions and began with questions on demographics. The purpose of questions on demographics was to gain insight into who the surveys were reaching, and which groups were not being reached. Questions on mode share, transportation barriers, strengths and weaknesses of the Cape Girardeau area’s transportation system, and transportation priorities were then asked. The survey concluded with an open-form question, inviting respondents to provide additional feedback, like the comment cards available at the public open houses.

The results of the 2025 survey were compared to the results of the previous survey conducted in 2020. To provide a direct comparison of how the SEMPO region has grown in the past five years, the same questions from the 2020 survey were asked in the 2025 survey except for some minor tweaks to reflect today’s current conditions. The 2020 survey had 143 responses compared to 73 responses in 2025 with relatively consistent demographics.

Although the two groups share many characteristics, the 2020 sample skewed slightly younger, with 67% of participants under the age of 55, compared to 58% in the 2025 survey. Gender distribution shifted only slightly between the two surveys; the percentage of female respondents remained unchanged (48% women), but there was a 5% decrease in male respondents (45% men) from 2020 to 2025. Another 7% of respondents preferred not to answer the gender question. In terms of racial composition, the 2025 survey population was made up primarily of White respondents. Household income levels across the 2025 sample leaned strongly toward the higher income brackets, with 81% of participants reporting annual earnings greater than \$50,000. Employment status showed the majority were employed/self-employed (72%), though there were also notable portions who reported being retired (21%), along with smaller numbers who identified as students (2%), homemakers (4%), or unable to work (1%). Finally, the survey also measured health-related challenges within households, with results indicating that roughly one in ten households reported having at least one member with a disability that affects mobility. **Figure 8** shows the demographic results of the 2025 SEMPO MTP survey.



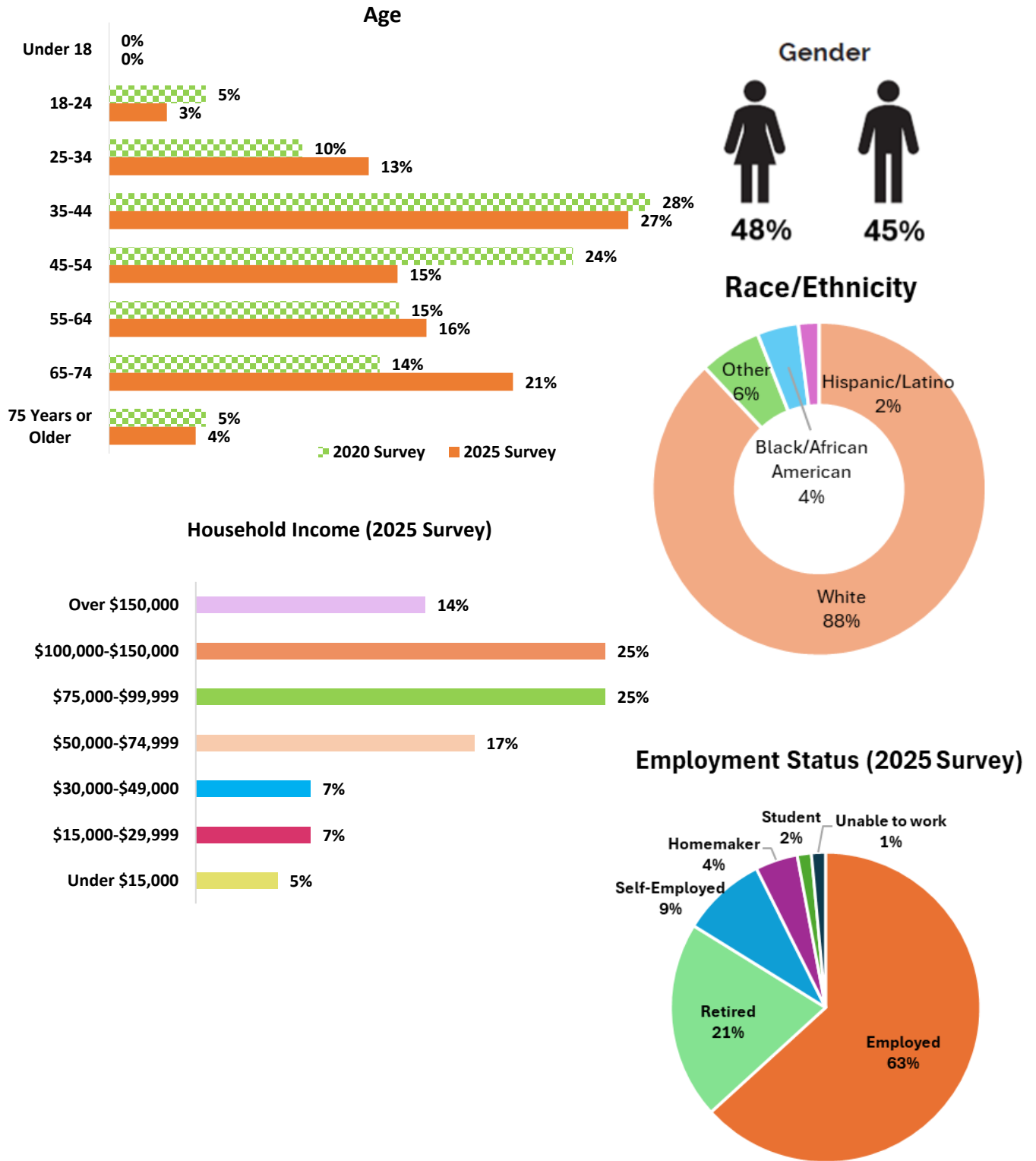
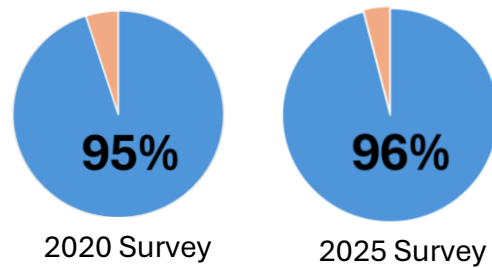


Figure 8: Demographic Results of the SEMPO MTP 2025 Survey



In both survey years, reliance on personal vehicles remained overwhelmingly dominant. In 2020, 95% of respondents reported that a personal car was their primary mode of transportation, and in 2025 that figure was nearly identical at 96%, highlighting the strong continuity of auto-dependence within the community. Alternatives modes, however, show meaningful use when considering frequency beyond “primary mode.” In 2020, 48% of respondents reported walking, 13% reported biking, and 2% indicated they rode the bus at least once a month. By 2025, those shares were either consistent or somewhat higher, with 53% walking, 25% biking, and 1% riding the bus at least once a month. These results suggest that while daily travel continues to be overwhelmingly car-oriented, patterns of active and multimodal travel have remained steady or even grown between the two survey periods.

Participants that use a car as a primary mode of transportation



Alternative Modes of Transportation

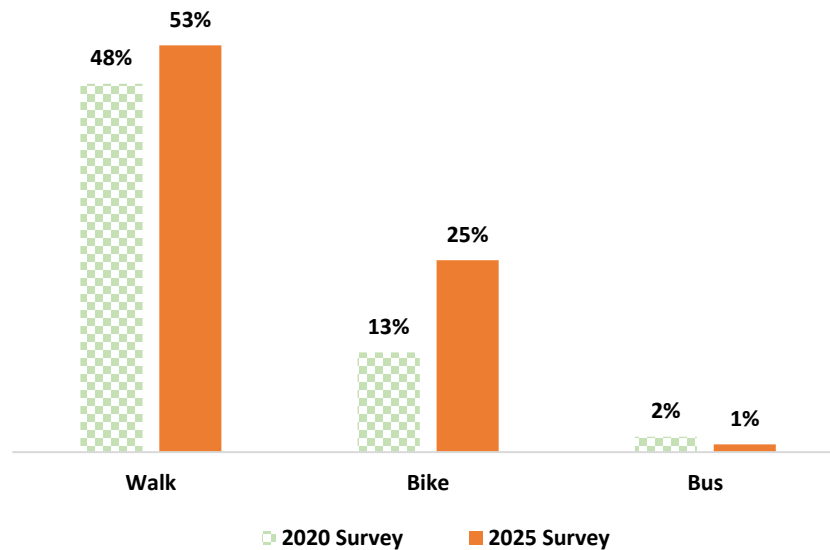


Figure 9: Comparison of 2020 and 2025 Survey of Cars and Alternative Mode Use

Local public transit use within the SEMPO region remained very limited in both survey years. In 2020, 94% of respondents reported not using local transit in the past year, and in 2025 the results were only slightly lower at 90%, suggesting a modest but still minimal increase in use. By contrast, respondents were asked if they have ever used public transit while traveling in another city. The results showed transit use in other cities while traveling was far more common, though it showed a small decline in the most recent survey. In 2020, 86% of respondents indicated they had used public transit elsewhere, compared to 79% in 2025. The types of transit most frequently used were similar across both years, including subways, buses, taxis, and light rail. One notable shift occurred in taxi use: in 2020, 76% of respondents reported using taxis, while by 2025 that proportion had dropped to 53%. Overall, the results suggest that residents remain open to using public transit in cities where it is widely available, yet local transit services continue to be underutilized. Ride-hailing services followed a similar pattern of decline, with slightly higher usage in 2020 than in 2025. In 2020, 41% of respondents reported having used a service such as Uber, Lyft, or CTA/taxi, while in 2025 that number decreased to 36%.

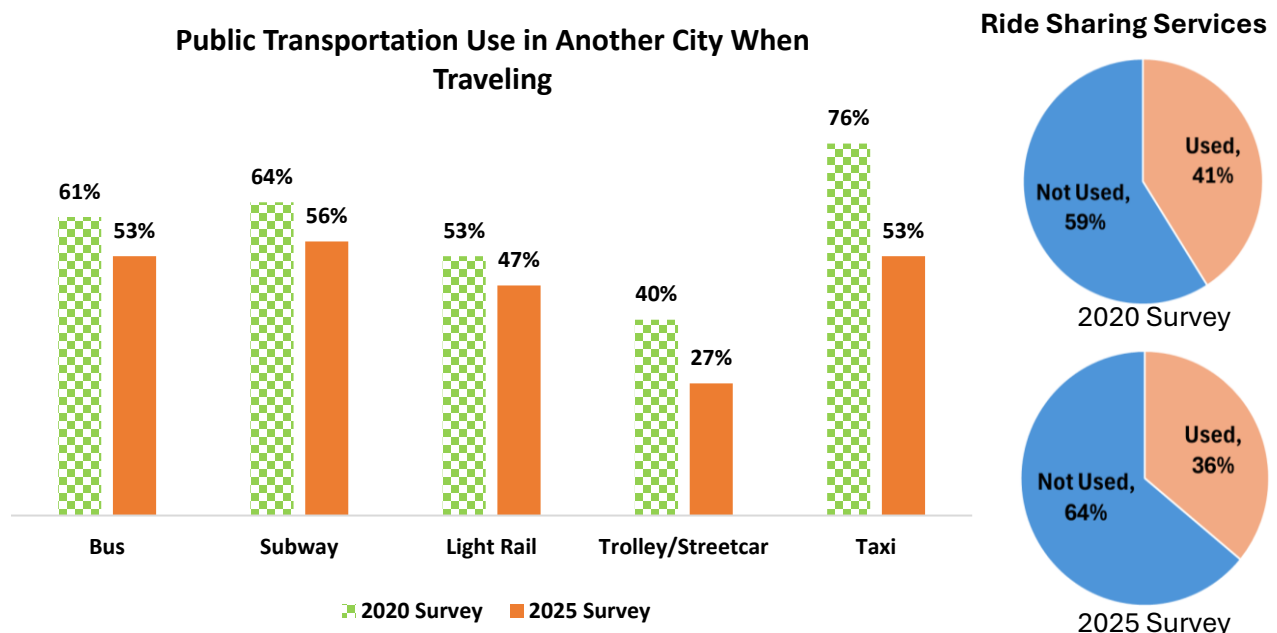


Figure 10: Public Transportation and Ridesharing Use (2020 vs. 2025 Survey Results)



When respondents were asked what changes would most influence their travel, the most common answer was consistent across both surveys: the need for more and improved connections for bicyclists and pedestrians. While this priority remained the same, the level of support increased significantly, rising from 27% in 2020 to 53% in 2025. The second most frequent response shifted between years. In 2020, 27% of participants emphasized the need for more direct roadways linking the east and west areas. By 2025, however, attention turned toward public transit, with 29% of respondents expressing interest in more bus routes with shortened travel times and longer hours of operation. Overall, the findings indicate that while the specific solutions may differ, there is a consistent and growing desire for improved connections throughout the region.

Factors That Would Change How You Travel

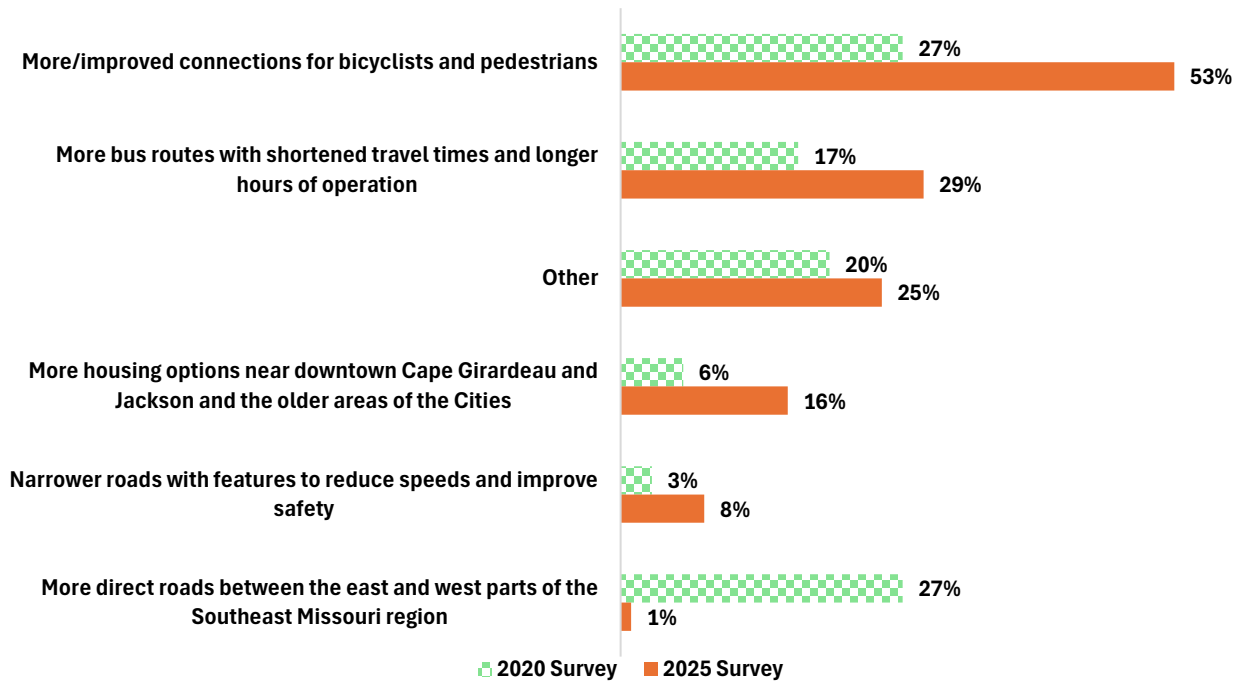


Figure 11: Factors That Would Change How You Travel (2020 vs. 2025 Survey Results)





Respondents were asked to rate the condition of local facilities including roads, bike lanes, sidewalks, multi-use trails, and buses/bus stops on a scale ranging from excellent to very poor. The 2025 survey results closely mirrored those from 2020 in the categories of roads and multi-use trails, suggesting little change in how these facilities are perceived. However, ratings for bike lanes, sidewalks, and buses/bus stops declined in 2025, with respondents viewing their condition as poorer compared to the results reported in 2020.

Ranking Quality of Infrastructure for Each Mode of Transportation in the SEMPO Area

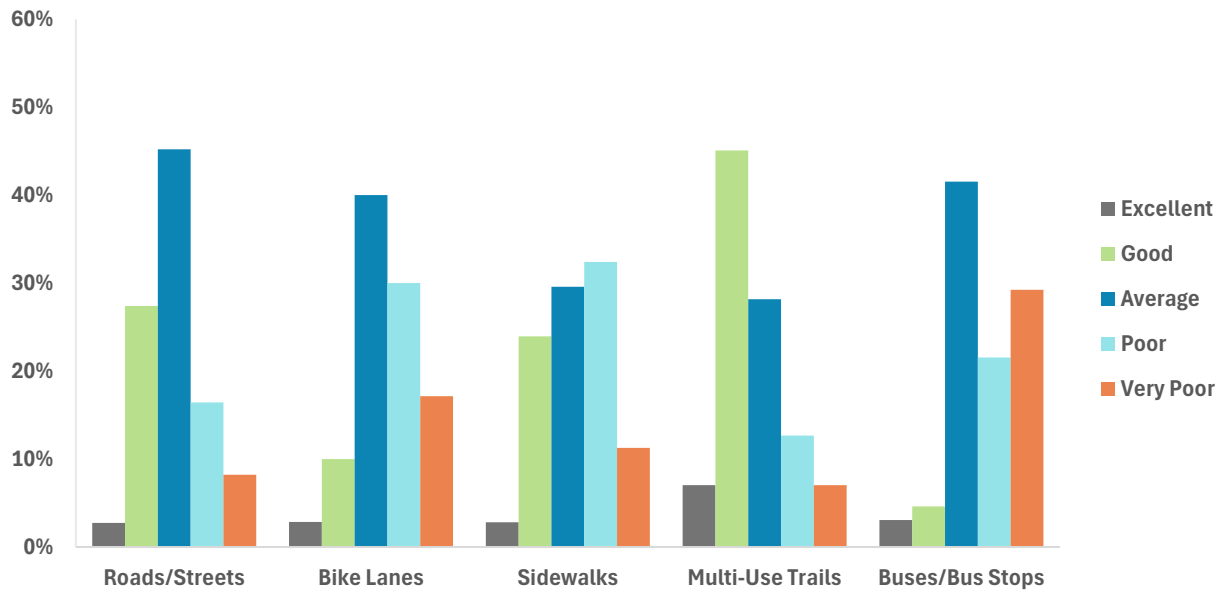


Figure 12: Ranking Quality of Infrastructure (2025 Survey Results)



When asked about commuting, survey results showed a decline in the number of respondents working outside the home, dropping from 83% in 2020 to 74% in 2025. Reliance on a personal car for work also decreased during this period, from 93% to 81%. Reported commute distances ranged from less than 5 miles to more than 30 miles. In 2025, most respondents fell into the less than 5 miles (33%) or 5–10 miles (35%) categories, whereas in 2020 the largest group was concentrated in the less than 5 miles category at 48%. Commutes longer than 30 miles remained consistent across both surveys (7-8%). Typical commute times also shifted: the percentage of respondents with a commute under 15 minutes decreased from 59% in 2020 to 48% in 2025, while those reporting a commute of more than 45 minutes rose slightly from 5% to 7%. Despite these changes, both surveys found the same result regarding overall satisfaction, with 94% of respondents stating their commute was acceptable.

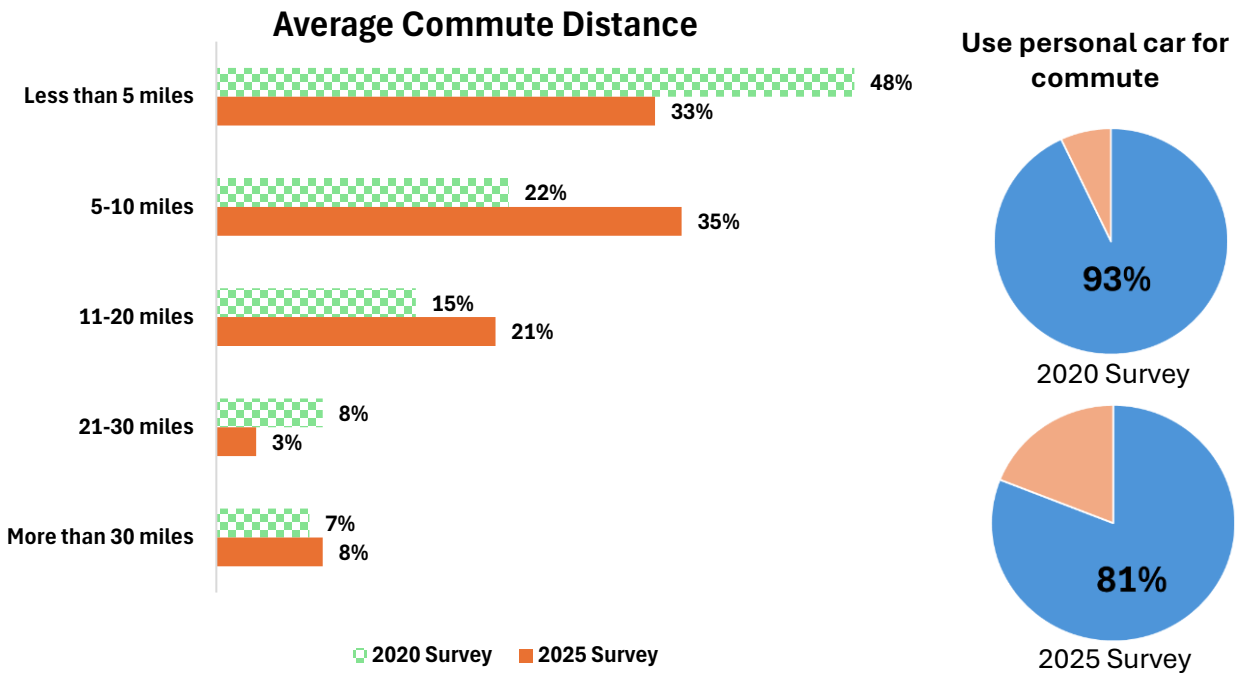


Figure 13: Understanding Typical Commuter Patterns (2020 vs. 2025 Survey Results)



Across both surveys, respondents consistently identified maintenance of existing infrastructure as the most important issue. Very few participants in either year indicated that there were no concerns at all, showing general agreement that there are areas needing improvement. In 2020, the next most frequently cited issues were congestion (43%) and safety (33%). By 2025, the priorities had shifted somewhat, with safety rising to 40% and inconvenient or lacking routes to important destinations rising to 38%.

Ranking of Most Important Transportation Issues That Need to be Addressed in the SEMPO Region

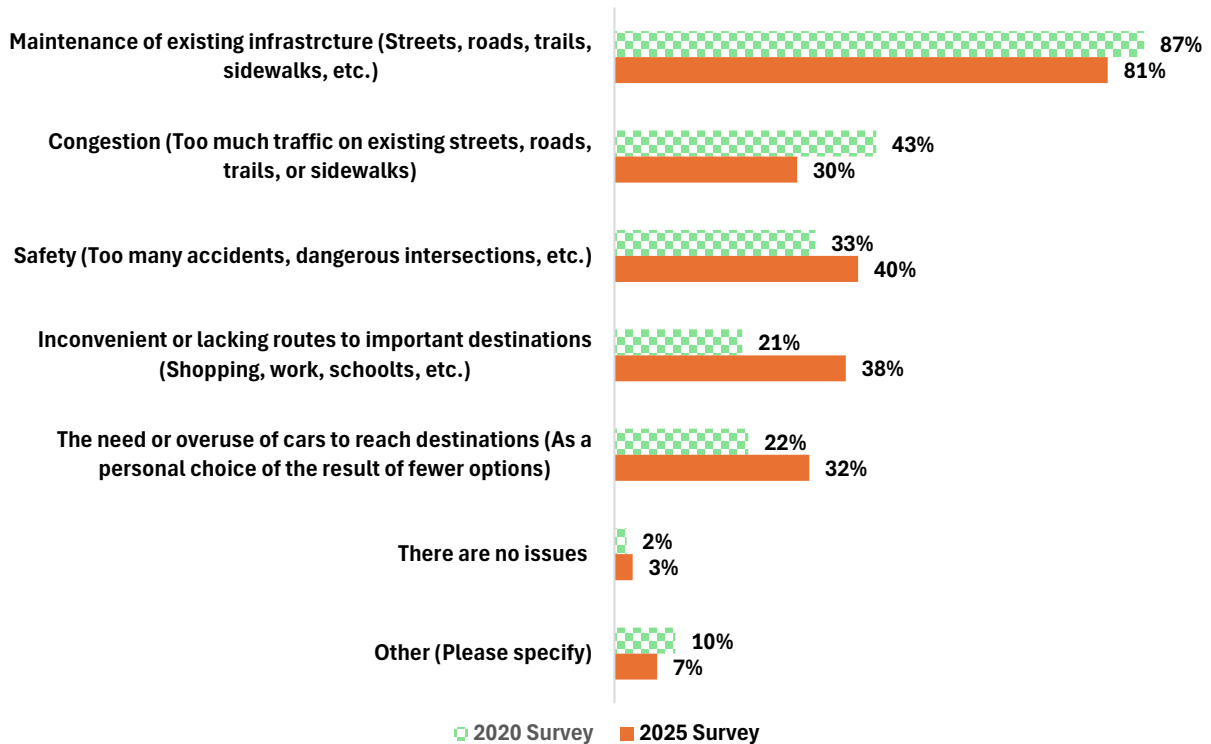


Figure 14: The Public’s Opinion of Transportation Issues (2020 vs. 2025 Survey Results)





When asked how the challenges should be addressed, both surveys showed strong support for improving the efficiency and/or capacity of existing roads and building new sidewalks and pedestrian trails. The third most common response differed between years. In 2020, 35% of respondents favored building new streets and roads, while in 2025, 42% prioritized the development of new bicycle routes and lanes. This suggests a growing interest in alternatives to driving.

How Respondents Believe Transportation Challenges Should be Addressed in the SEMPO Region

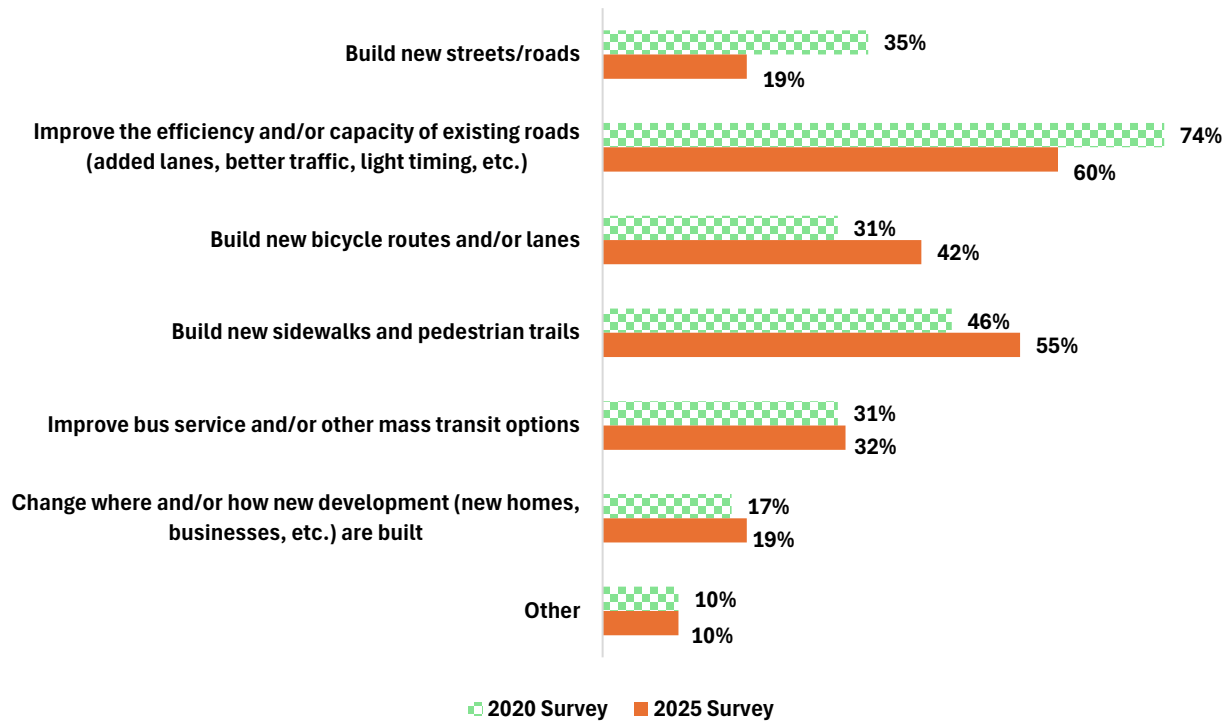


Figure 15: The Public's Opinion of How to Address Transportation Challenges (2020 vs. 2025 Survey Results)





In addition to transportation concerns, respondents also highlighted other community priorities. In 2020, the most common response was a focus on stormwater management and flooding (41%), while in 2025 the top priority shifted to improving access to local businesses (36%). Both surveys agreed on the second most important issue, identifying rural transit access as a key area of need. The 2020 survey had 18% of respondents say none while the 2025 survey had 10%. Responses categorized as “other” were similar across both surveys.

Additional Transportation Issues Respondents Would Like SEMPO to Focus On

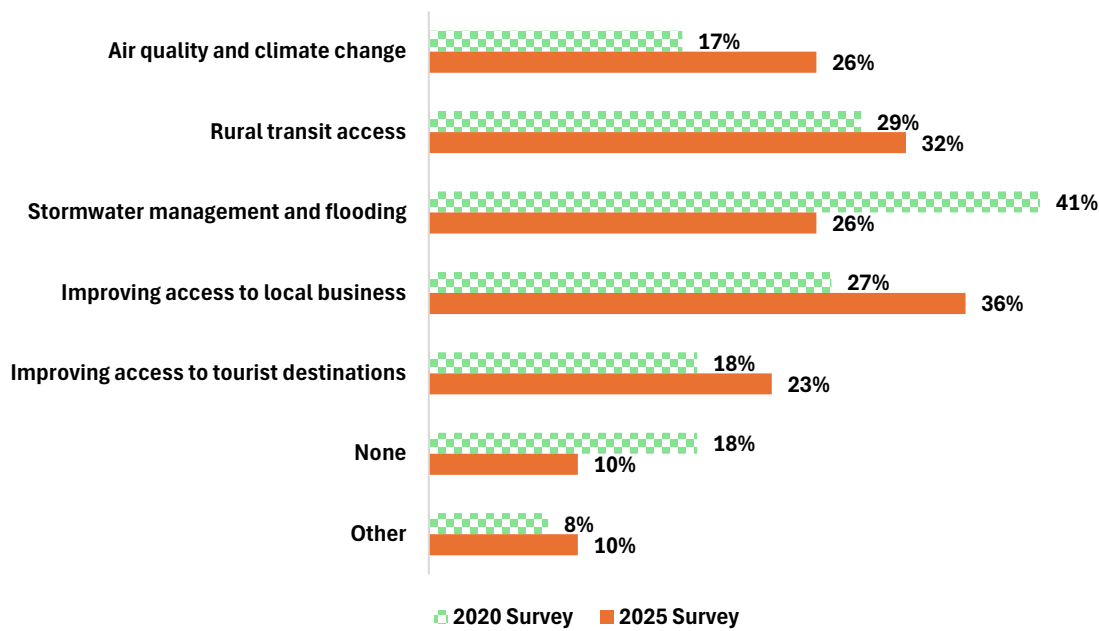


Figure 16: Importance of Additional Transportation Issues to the Public (2020 vs. 2025 Survey Results)



Each of the goals was listed in the survey to assess whether respondents still felt they applied to the MTP. In 2025, overall support levels ranged from 68% to 89%, which is lower than the 2020 results, where support ranged from 93% to 100%. Despite this decline, the top priorities remained consistent across both surveys: ensuring the safety of travelers regardless of mode, supporting local and regional transportation and land use planning needs, and promoting economic growth in the metropolitan area by providing a safe, secure, reliable, and efficient transportation system. However, one priority differed between surveys. In 2020, respondents emphasized improving the coordination between the development of the transportation network and land use planning, while in 2025 the focus shifted toward supporting community involvement in the transportation planning process. These results suggest that public priorities remain largely supported, with growing interest in greater community participation in transportation planning.

Public Opinion of the Existing SEMPO MTP Goals

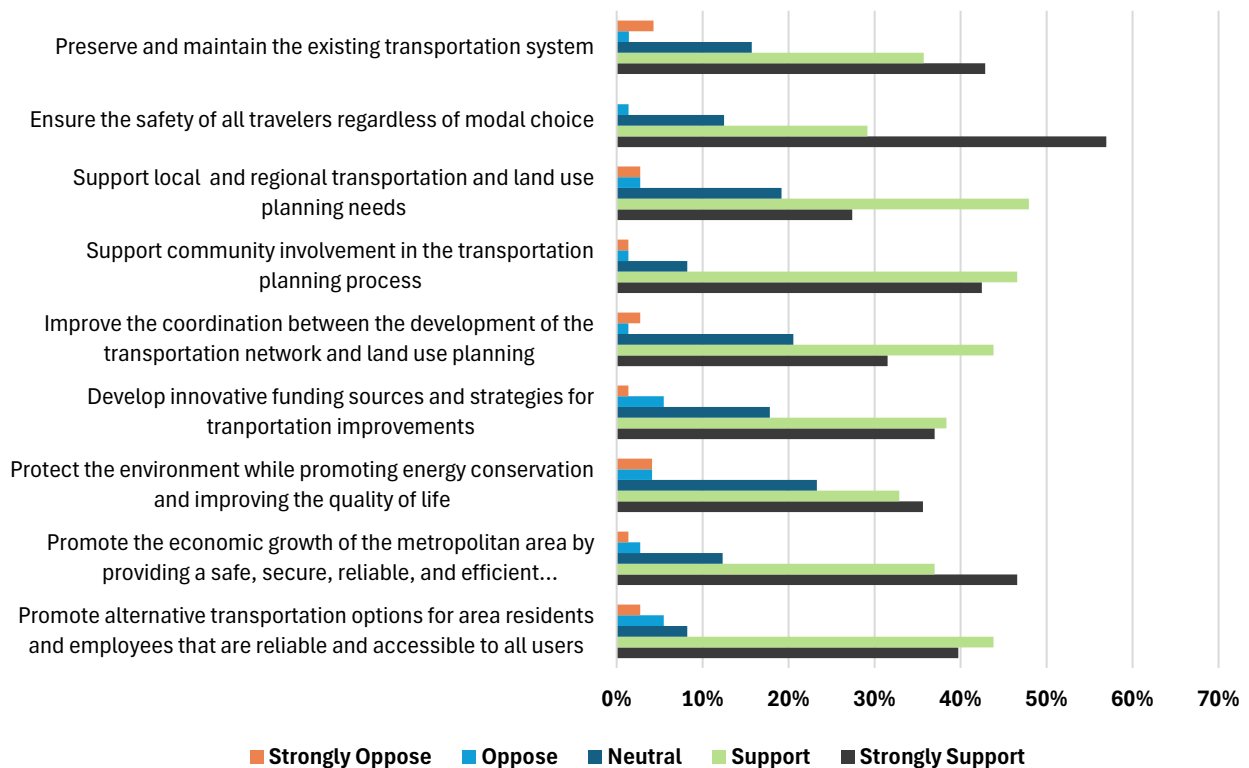


Figure 17: Public Opinion of the Existing SEMPO MTP Goals

The complete list of survey questions and survey results can be found in **Appendix A**.





Section 3: Vision Statement, Goals, Objectives, Strategies, and Performance Measures

Overview

An important component of any MTP is a vision statement along with goals, objectives, and strategies for achieving the vision. A vision was developed by the Steering Committee with input from SEMPO's TPC and Board of Directors as well as the public for the 2021 MTP update, which remains valid today. The goals, objectives, and strategies below support the current vision statement.

Vision Statement

The SEMPO MPA is a growing and thriving center for business, education, health care, and culture, which is supported by a safe, efficient, dependable, accessible, and innovative multimodal transportation network that facilitates an integrated approach to land use and development.

Goals, Objectives, and Strategies

The following goals, objectives, and strategies have been established to ensure that the MTP achieves the stated vision. They will serve as the core criteria for evaluating progress in implementing this MTP update. **Figure 18** shows how these fundamental criteria work together to support a vision statement.



Figure 18: Hierarchy of a Vision Statement, Goals, Objectives, and Strategies





Accessibility

Goal: Provide transportation options that are accessible to all users.

Objectives	Strategies
Improve access to transportation for disabled persons	<ul style="list-style-type: none"> Assist the City of Cape Girardeau and the City of Jackson in projects that support ADA compliance
Improve access to transportation for everyone	<ul style="list-style-type: none"> Prioritize projects that create or expand bicycle, pedestrian, or transit systems Evaluate ridership data and community input to regularly offer transit hours that meet the community’s changing needs Investigate funding alternatives to the Reconnecting Communities and Neighborhood grants to address MO74/Shawnee Parkway that disconnected residents Implement transit study findings to offer additional transit routes
Integrate transit systems with bicycle and pedestrian systems	<ul style="list-style-type: none"> Prioritize projects that connect transit stops to bicycle and pedestrian systems Update SEMPO’s Bicycle & Pedestrian Plan
Keep transit affordable	<ul style="list-style-type: none"> Seek supplemental funding for transit to cover cost increases
Maintain and enforce non-discrimination policies	<ul style="list-style-type: none"> Update policies on a regular basis and promote them to the public

Economic Enhancement

Goal: Support economic resiliency and prosperity with transportation solutions.

Objectives	Strategies
Support the efficient movement of people and goods	<ul style="list-style-type: none"> Complete an origin-destination (O-D) study Complete a multi-modal freight plan Interview or survey major employers to understand the transportation needs of their workforce Collaborate with local partners to explore opportunities of the Transamerica Corridor through a future MoDOT PEL Study if/when funding becomes available
Promote innovative forms of transportation	<ul style="list-style-type: none"> Complete a study on potential uses of drone technology for business
Support tourism through transportation-related activities	<ul style="list-style-type: none"> Coordinate with tourism agencies on identifying optimal routes for tourism maps





Environmental Protection

Goal: Conduct transportation-related activities in a manner that supports responsible management of the environment.

Objectives	Strategies
Support reducing dependency on fossil fuels in transportation	<ul style="list-style-type: none"> • Complete an electric vehicle plan
Improve air quality	<ul style="list-style-type: none"> • Advocate for the conversion of fleets to low-emission and alternative fuel vehicles • Promote non-motorized forms of transportation, transit, and ridesharing
Improve water quality	<ul style="list-style-type: none"> • Promote stormwater best management practices in transportation improvement projects

Public Involvement

Goal: Promote the coordination of transportation-related activities and the effective engagement of stakeholders.

Objectives	Strategies
Support the sharing of information among transportation agencies and government officials	<ul style="list-style-type: none"> • Invite transportation agencies to give a presentation on their agency at local government meetings • Host local events and regional conferences that support idea-sharing and best practices
Provide more direct ways of communicating with the public about transportation	<ul style="list-style-type: none"> • Regularly post public engagement opportunities on existing social media platforms • Investigate sharing information across other social platforms to engage different age groups • Continue to strengthen relationships with local newspapers, radio stations, and news outlets • Provide frequent updates to SEMPO’s email lists • Develop a mobile app or text message service for transportation-related news





Safety

Goal: Ensure the safety of all users of the transportation system, regardless of mode.

Objectives	Strategies
Reduce the number of crashes	<ul style="list-style-type: none"> • Increase efforts to enforce traffic laws and educate the public about road safety
Reduce the severity of crashes	<ul style="list-style-type: none"> • Prioritize projects that increase safety in high-risk corridors • Advocate for stronger seat belt laws
Reduce the number of modal conflicts	<ul style="list-style-type: none"> • Promote the use of buffers between bicycle, pedestrian, and road systems
Support community resiliency	<ul style="list-style-type: none"> • Prioritize projects that make transportation infrastructure serving critical community facilities more resilient • Conduct road safety audits (RSA) to address safety needs at key corridors (i.e. US 61)

System Management

Goal: Facilitate efficient management of the transportation system, with an emphasis on preserving the existing system and ensuring reliability.

Objectives	Strategies
Reduce the cost burden of managing the road and bridge system	<ul style="list-style-type: none"> • Prioritize projects that replace roads and bridges having high maintenance costs with ones that are less expensive to maintain
Limit expansion of the road and bridge system to projects that provide a substantial benefit to the community or region	<ul style="list-style-type: none"> • Develop a system for evaluating the benefits of a potential project
Promote project cost-sharing	<ul style="list-style-type: none"> • Seek opportunities for partnerships on projects
Use innovative designs and programs to increase efficiency of the road and bridge system	<ul style="list-style-type: none"> • Improve traffic flow at intersections through physical improvements (such as roundabouts) or signal optimization • Conduct a corridor study to address truck traffic along Jackson Boulevard • Conduct a study to look at opportunities to improve the I-55/MO 74 interchange and the Bloomfield Road overpass(Exit 93).
Increase modal options	<ul style="list-style-type: none"> • Identify areas suitable for additional modal systems





Alignment with Federal and State Goals

The goals in the 2026 MTP are based on the goals in the previous 2021 and 2016 MTPs, the Missouri and Illinois Long Range Transportation Plans (LRTPs), and other plans, as well as public input. Overall, the 2026 MTP goals align with the Missouri and Illinois LRTP goals – particularly in the areas of accessibility, economic development, safety, and system management. When Missouri completes its LRTP update later this year and forthcoming updates to the USDOT Strategic Plan are released, SEMPO will incorporate any new goals or objectives into future planning efforts.

SEMPO Performance Measures

As able, SEMPO will monitor the performance of the area’s transportation system, per the FHWA performance goals described below. Much of the data needed for measurement of SEMPO’s system performance will come from MoDOT and IDOT, as SEMPO does not currently have the capabilities to collect or analyze such data.

Federal Highway Performance Goals

The FHWA performance goals²¹ as established by Congress are:

- Safety
 - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition
 - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction
 - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability
 - To improve the efficiency of the surface transportation system.
- 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.
- Environmental Sustainability
 - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 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.

²¹ <https://www.fhwa.dot.gov/tpm/about/goals.cfm>





SEMPO has chosen to support the performance targets as identified by MoDOT, IDOT, Cape Girardeau County Transit Authority, and Southeast Missouri State University, which are defined in further detail in this section. SEMPO will continue to support solutions that assist in achieving the desired trends. It is recommended that SEMPO complete a yearly report card to monitor progress within the MPA. This report card would reflect accomplishments from the year prior that advance the goals SEMPO supported from state and transit agencies.

Safety Targets

MoDOT and IDOT both stress safety as one of their main goals. **Table 3** shows the safety performance targets for MoDOT and IDOT, which the SEMPO Board of Directors approved on October 15, 2025. Included in the table is a comparison between the 5-year rolling average from 2019-2023 to the calendar year 2026 target.

As per 23 CFR 490.209(a)²², States are required to set annual safety performance targets in the HSIP annual report for the following five Safety Performance Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

Table 3: Missouri & Illinois 2023 Safety Performance Measures

Performance Measure	5-Year Rolling Average Actual (2019 to 2023)		5-Year Rolling Average Statewide Target for FY 2026	
	MoDOT ²³	IDOT ²⁴	MoDOT	IDOT
Number of Fatalities	986.4	1,209.0	969.0	1,077.5
Rate of Fatalities (per 100 million VMT)	1.260	1.202	1.198	1.061
Number of Serious Injuries	4,965.6	9,085.8	~5147.6	7215.5
Rate of Serious Injuries (per 100 million VMT)	6.336	8.992	6.445	7.595
Number of Non-Motorized Fatalities and Serious Injuries	566.2	1,454.6	~603	1289.3

Pavement and Bridge Targets

In addition to safety performance targets, pavement and bridge performance targets are measured by State DOTs. There are four performance targets for pavement and two performance targets for bridges that apply to Interstate and non-Interstate National Highway System (NHS) routes. As shown in **Table 4, Table 5, Table 6, and Table 7**, both

²² [23 CFR 490.209\(a\)](#)

²³ [FHWA Missouri Safety Performance Targets](#)

²⁴ [FHWA Illinois Safety Performance Targets](#)





MoDOT²⁵ and IDOT²⁶ set their goals to maintain current conditions, which SEMPO supports. It should be noted that Missouri’s pavement performance targets for 2025 were revised by the SEMPO Board of Directors on January 15, 2025, to reflect the targets shown in **Table 4**.

Table 4: Missouri Pavement Performance Targets

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of Interstate Pavements in Good Condition	79.9%	77.5%	65.0%
Percentage of Interstate Pavements in Poor Condition	0.0%	0.1%	1.0 %
Percentage of Non-Interstate NHS Pavements in Good Condition	61.3%	61.1%	50.0%
Percentage of Non-Interstate NHS Pavements in Poor Condition	0.9%	1.0%	3.0%

Table 5: Missouri Bridge Performance Targets

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of NHS Bridges in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges in Poor Condition	7.1%	7.7%	7.8%

Table 6: Illinois Pavement Performance Targets

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of Interstate Pavements in Good Condition	65.7%	65.0%	66.0%
Percentage of Interstate Pavements in Poor Condition	0.4%	1.0%	0.7%
Percentage of Non-Interstate NHS Pavements in Good Condition	29.5%	29.0%	30.0%
Percentage of Non-Interstate NHS Pavements in Poor Condition	8.0%	8.9%	8.5%

Table 7: Illinois Bridge Performance Targets

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of NHS Bridges in Good Condition	22.8%	18.5%	15.8%
Percentage of NHS Bridges in Poor Condition	12.4%	12.4%	12.0%

²⁵ [FHWA Missouri Pavement & Bridge Performance Targets](#)

²⁶ [FHWA Illinois Pavement & Bridge Performance Targets](#)





Travel Time Reliability

In addition to safety performance targets and pavement and bridge performance targets, the travel time reliability and freight reliability targets are set by State DOTs. The MoDOT²⁷ and IDOT²⁸ system reliability performance targets are shown in **Table 8** and **Table 9**, respectively, which SEMPO supports.

Table 8: Missouri System Reliability Performance Targets

Performance Measure	2021 Baseline	2023 Target	2025 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	98.4%	87.1%	86.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	95.5%	87.8%	87.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.18	1.45	1.45

Table 9: Illinois System Reliability Performance Targets

Performance Measure	2021 Baseline	2023 Target	2025 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	85.3%	80.0%	79.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	94.2%	91.0%	90.0%
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index	1.28	1.37	1.37

Transit Asset Management

The MoDOT transit asset management performance targets are shown in **Table 10** and **Table 11**. The FTA Transit Asset Management (TAM) final rule requires transit agencies and sponsors of Group TAM plans to evaluate TAM targets annually. While the targets did not change from the 2022 MoDOT Sponsored Group TAM Plan update, Ferry Boats were added to the performance targets, as they are new sub-recipients to the Section 5311 Rural Public Transportation program. The Cape Girardeau County Transit Authority (CGCTA) is part of the transit agencies included in the 2022 MoDOT Sponsored Group TAM Plan²⁹. Below are the performance targets which have been established as part of the 2023 annual review and establishment of targets.

²⁷ [FHWA Missouri System Reliability Performance Measures](#)

²⁸ [FHWA Illinois System Reliability Performance Measures](#)

²⁹ [MoDOT Transit Sponsored Group TAM Plan 2022](#)





Table 10: MoDOT Sponsored Group TAM Plan State Fiscal Year 2023 Targets

MODOT Sponsored Group TAM Plan State Fiscal Year 2023 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
Rolling Stock: Revenue vehicles by mode and ULB not to exceed % below		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
Ferry Boats	42 years	30%
Facilities		
Administrative, passenger stations (buildings) and parking facilities	No more than 30% with a condition rating at or below 3.0 on FTA's TERM Scale	
Maintenance facilities	No more than 25% with a condition rating at or below 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

Table 11: MoDOT Transit Asset Management Performance Targets

Asset Category	# of Units	FTA's ULB	% > ULB	Target
Automobile	21	8	44%	45%
Buses	69	14	42%	45%
Cutaways	699	10	39%	45%
Minivan	284	8	47%	45%
Vans	96	8	40%	45%
Ferry Boat	1	42	0%	30%

SEMPO has passed a resolution supporting MoDOT, IDOT, and CTA safety, system conditions, system performance, and transit safety performance measure targets as of December 16, 2020³⁰. The transit safety targets for CGCTA are shown in **Table 12**.

³⁰ [Transit Safety Performance Targets](#)





There are four transit safety performance measures:

1. Fatalities: Total number of reportable fatalities and rate per total vehicle revenue miles by mode
2. Injuries: Total number of reportable injuries and rate per total vehicle revenue miles by mode
3. Safety Events: Total number of reportable events and rate per total vehicle revenue miles by mode
4. System reliability: State of Good Repair - Mean distance between major mechanical failures by mode

Table 12: CGCTA Transit Safety Performance Targets

Mode of Transit	Fatalities (Total)	Fatalities (per 100,000 miles)	Injuries (Total)	Injuries (per 100,000 miles)	Safety Events (Total)	Safety Events (per 100,000 miles)	System Reliability*
Fixed Routes	0	0	2	2	5	5	100,000
Van Pool	0	0	2	1.22	4	2.45	80,000
Demand Response	0	0	5	0.45	9	0.82	80,000
ADA Complementary Paratransit	0	0	0	0	0	0	0

**This calculation is based on one year of available data*

***The targets below are based on review of the previous five (5) years of CGCTA's safety performance data. All rate targets recorded here are per one hundred thousand vehicle revenue miles (VRM).*





Section 4: Transportation Existing Conditions

Overview

Transportation patterns are the heartbeat of any community—and in the SEMPO region, that pulse has shifted significantly over the past decade. From evolving commuting habits to the rise of remote work, changes in how we move through our cities are shaping the way we plan for streets, transit, and parking. This chapter explores how residents get from Point A to B with data-driven insights into commuting behaviors and infrastructure use.

Commuting to Work

If the daily commute is a window into local life, that window just got a major home-office makeover. Over the past decade, commuting in the Urbanized Area has seen a dramatic shift—most notably, a sharp increase in people working from home. As remote work has taken off, traditional modes like carpooling, walking, and transit have seen a dip. These changes not only reflect new work patterns but also hint at how travel demand, infrastructure needs, and even urban form may evolve. The following section breaks down the numbers for the region’s commuting landscape.

Commuting Mode Share

Table 13 provides insight into the evolving commuting patterns among workers aged 16 and over in the UA.³¹ The total number of workers increased from 25,611 in 2013 to 27,750 in 2023. A striking change over the past 10 years is the surge in workers reporting that they work at home, with the raw number rising dramatically from 487 in 2013 to 2,248 in 2023, an increase from 1.9% to 8.1%.

The growth in remote work appears to have contributed to the reduction in other commuting methods. While the raw number of workers driving alone grew from 21,129 to 22,228 over ten years, its share decreased from 82.5% to 80.1%. Carpooling saw both a decline in raw numbers from 2,664 in 2013 to 2,331 in 2023, and its share dropped from 10.4% to 8.4%. Similarly, public transportation, walking, and bicycling all experienced decreases in both percentage and raw numbers. For example, public transit trips decreased from 152 in 2018 to just 56 in 2023, and bicycling fell sharply from 128 in 2013 to 28 in 2023.

While the use of taxicab, motorcycle, or other means has fluctuated slightly in raw numbers and percentages, the overall trend shows that as more workers opt to work from home, the demand for other modes of transportation have declined. This shift to working from home not only reflects changes in travel behavior but also underscores the need for the transportation network to accommodate evolving work patterns and reduced overall commuting demand.

³¹ [ACS Cape Girardeau UA Commuting Characteristics Data](#)





Table 13: Cape Girardeau UA Means of Transportation to Work for Workers 16 Years +

Means of Transportation to Work	2013	%	2018	%	2023	%
Car, truck, or van - drove alone	21,129	82.5%	20,676	81.7%	22,228	80.1%
Car, truck, or van - carpooled	2,664	10.4%	2,708	10.7%	2,331	8.4%
Public transportation (excluding taxicab)	102	0.4%	152	0.6%	56	0.2%
Walked	743	2.9%	785	3.1%	527	1.9%
Bicycle	128	0.5%	76	0.3%	28	0.1%
Taxicab, motorcycle, or other means	359	1.4%	228	0.9%	333	1.2%
Worked at home	487	1.9%	683	2.7%	2,248	8.1%
Total	25,611		25,307		27,750	

Travel Time to Work

Table 14 provides insight into commuting duration trends over the past decade.³¹ While most workers continue to have relatively short commutes, subtle shifts in the distribution suggest a slight lengthening of travel times. The proportion of workers with very short commutes (less than 10 minutes) declined from 29.8% in 2013 to 27.2% in 2023. Similarly, the 10–14 minute category decreased modestly from 25.4% to 24.1%. This indicates that fewer workers are living close to their workplaces compared to a decade ago.

The 15–19 minute bracket experienced a slight fluctuation—rising to 19.6% in 2018 for the last plan update but coming back down to 17.9% in 2023 for this plan update. In contrast, the 20–24 minute group grew noticeably from 9.6% in 2013 to 12.5% in 2023, suggesting a shift toward slightly longer commutes for a segment of the workforce. Although the share of workers with very long commutes (60 minutes or more) remained relatively stable (3.8% in 2013 and 3.9% in 2023), the overall mean travel time increased from 16.5 minutes in 2013/2018 to 17.2 minutes in 2023. This incremental rise in average travel time reflects the subtle redistribution of workers toward the longer travel time categories and/or perhaps additional traffic on the roads.

Table 14: SEMPO Travel Time to Work

Travel Time to Work	2013	2018	2023
Less than 10 minutes	29.8%	27.5%	27.2%
10 to 14 minutes	25.4%	24.5%	24.1%
15 to 19 minutes	17.6%	19.6%	17.9%
20 to 24 minutes	9.6%	12.4%	12.5%
25 to 29 minutes	3.3%	2.6%	3.2%
30 to 34 minutes	5.6%	4.8%	5.5%
35 to 44 minutes	2.8%	2.7%	3.3%
45 to 59 minutes	2.1%	2.8%	2.5%
60 or more minutes	3.8%	3.1%	3.9%
Mean travel time to work (minutes)	16.5	16.5	17.2





Streets, Roadways, and Highways

Roadways

The MPA is comprised of a vast network of existing regionally significant roadways that provide connections to communities, cities, and states inside and outside of the MPA's boundaries. These roadways are composed of:

- Interstates
- US Highways
- State Highways
- County Roads
- Municipal Roads/Streets

It should be noted that 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.

The National Highway System (NHS)

The Infrastructure Investment and Jobs Act (IIJA)³² was signed into law in November 2021, reauthorizing surface transportation programs through Fiscal Year 2026. This act superseded the Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, and had been extended through September 2021 via a continuing resolution. The IIJA continues to authorize funding for transportation projects and programs in the United States, building upon the framework established by previous legislation like the Moving Ahead for Progress in the 21st Century (MAP-21) Act.

In general, for the purposes of 23 USC, the federal-aid system is the NHS, which includes the Interstate System.³³ For more than 100 years, the federal government has been providing the states with funding for highways. Most funds are apportioned to the states by formula. The implementation of those funds is left primarily to state departments of transportation. In addition to the funding provided by the government, the states are required to provide matching funds. Until the 1950s, each federal dollar had to be matched by an identical amount of state and local money. Today, local matching funds are typically required to be 20% of the cost for non-Interstate System road projects (maximum federal share of 80%) and 10% of the cost for Interstate System projects (maximum federal share of 90%).³⁴ Generally, federal money can be spent only on designated federal-aid highways, which make up roughly a quarter of U.S. public roads with some exceptions for bridge and safety improvements.

The NHS consists of roadways important to the nation's economy, defense, and mobility. All principal arterial routes that were not on the NHS before October 1, 2012, were

³² [Infrastructure Investment and Jobs Act](#)

³³ [23 USC 103: National Highway System](#)

³⁴ [Federal Highway Programs: In Brief](#)





automatically added to the NHS, provided they connect to the NHS.³⁵ There are no restrictions on maximum NHS mileage.

The NHS includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

1. Interstate: The Eisenhower Interstate Highway System retains its separate identity within the NHS.
2. Other Principal Arterials: Highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
3. Strategic Highway Network (STRAHNET): A highway network important to the United States' strategic defense policy, providing defense access, continuity, and emergency capabilities for defense purposes.
4. Major Strategic Highway Network Connectors: Highways that provide access between major military installations and highways that are part of the Strategic Highway Network.
5. Intermodal Connectors: These highways provide access between major intermodal facilities and the other four subsystems making up the NHS.

For the SEMPO MPA, NHS Routes³⁶ consist of I-55, US-61 and MO-72 in Jackson, and I-55, US-61, Route K, and MO-74 in Cape Girardeau, Missouri, and IL-146 in Illinois, as shown in **Figure 19** for Missouri, **Figure 20** for Illinois, and **Figure 21** for the Cape Girardeau UA. MoDOT recently changed the MO-34 route. Previously, it began at the Mississippi River, extended west through Cape Girardeau, shared the same route as MO-72 through Jackson, before MO-34/MO-72 split into two separate routes on the west side of Jackson. Today, the shared route no longer exists, and MO-34 terminates at MO-72 rather than the Mississippi River. NHS route maps have not yet been updated as of the writing of this MTP update.

Interstate 55 (I-55) is a north-south interstate through the SEMPO MPA, which runs north towards St. Louis, Missouri and south towards Memphis, Tennessee. Missouri Route 74 is the east/west route in Cape Girardeau, which changes into Illinois Route 146 past the Mississippi River and ends approximately 4 miles into Illinois. The east/west route in Jackson is provided through Missouri Route 72 and Business Loop 55.

³⁵ [National Highway System Questions & Answers](#)

³⁶ [National Highway System Maps](#)



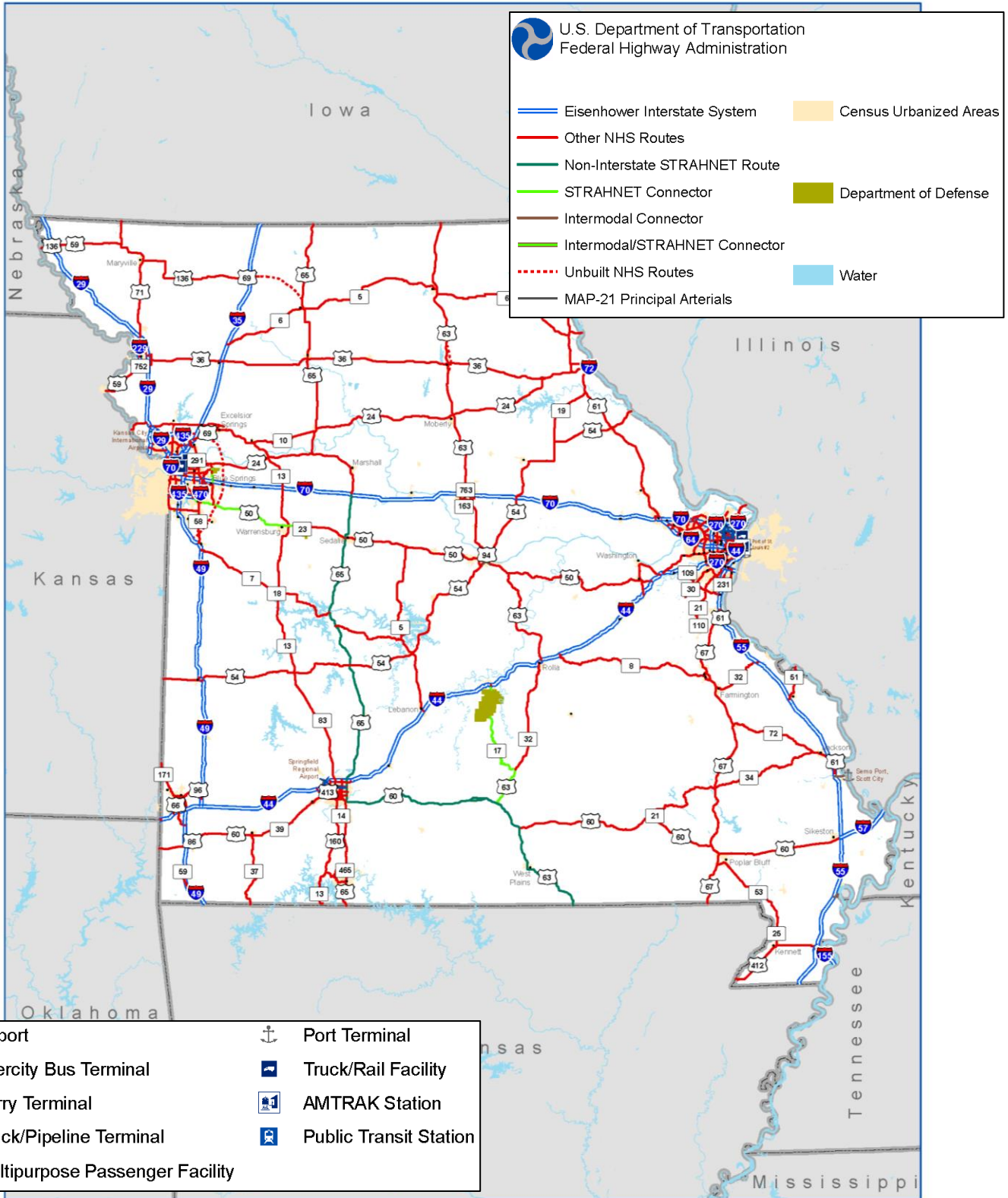


Figure 19: Missouri National Highway System Map



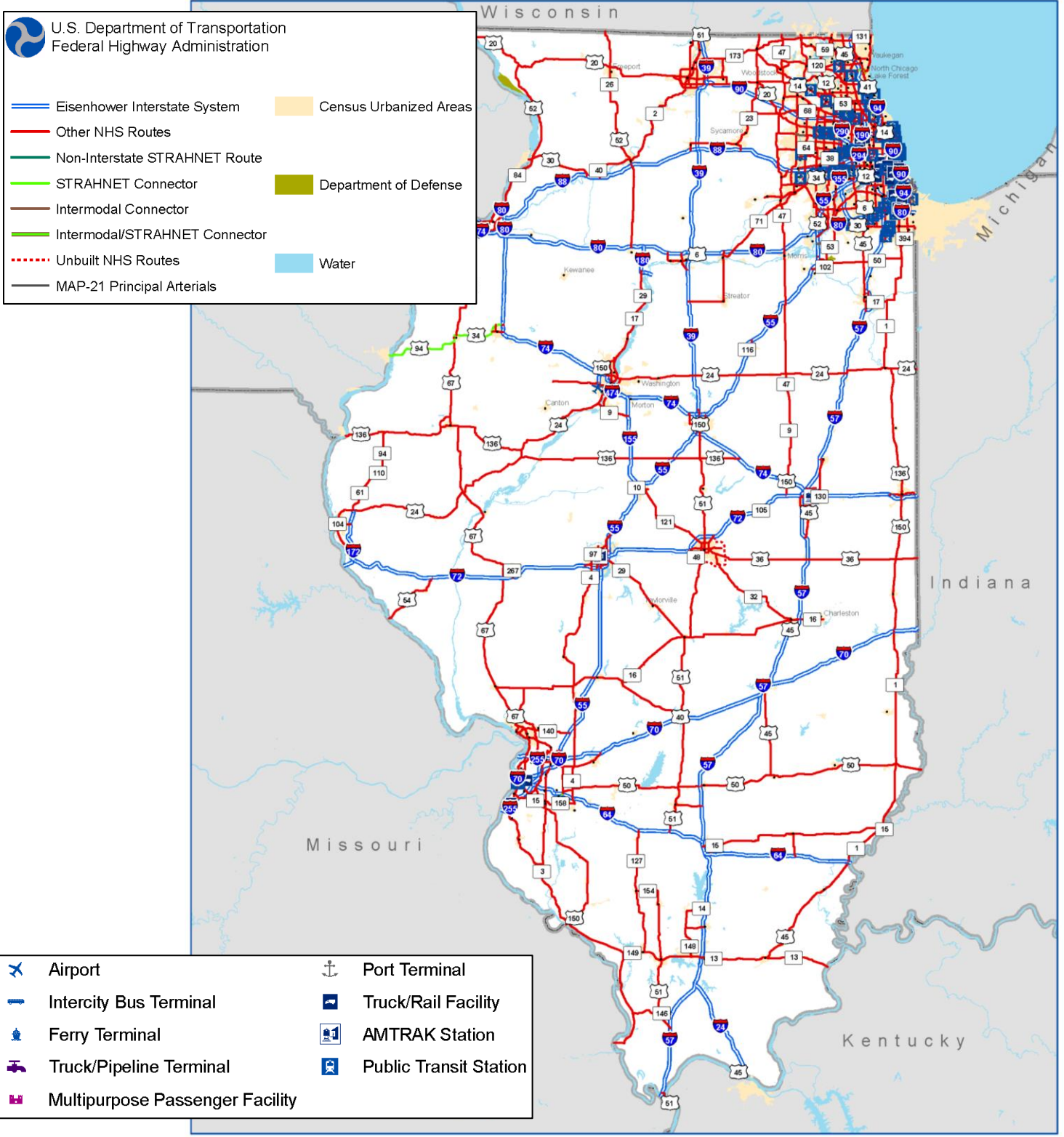


Figure 20: Illinois National Highway System Map



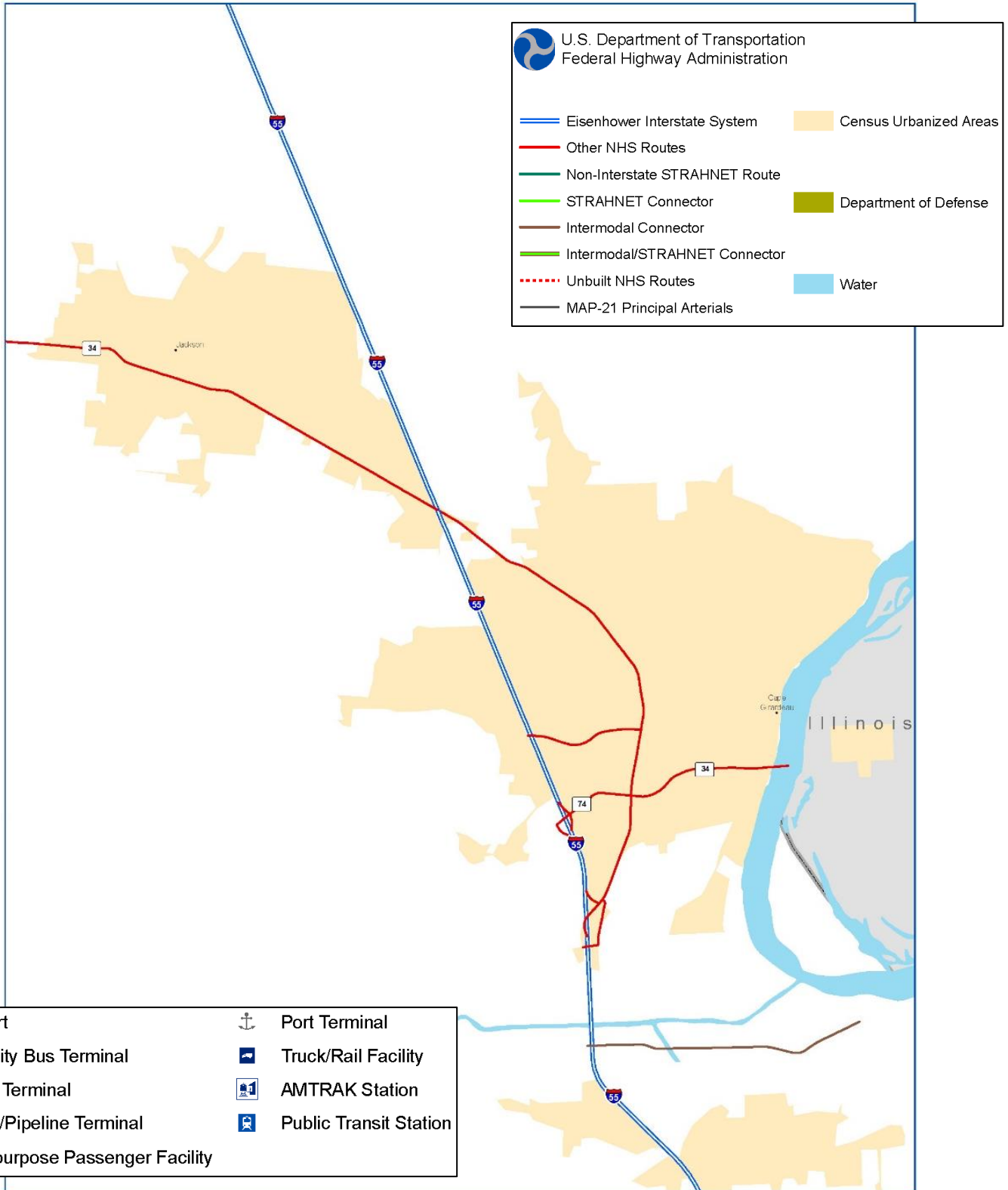


Figure 21: Cape Girardeau, MO-IL National Highway System Map

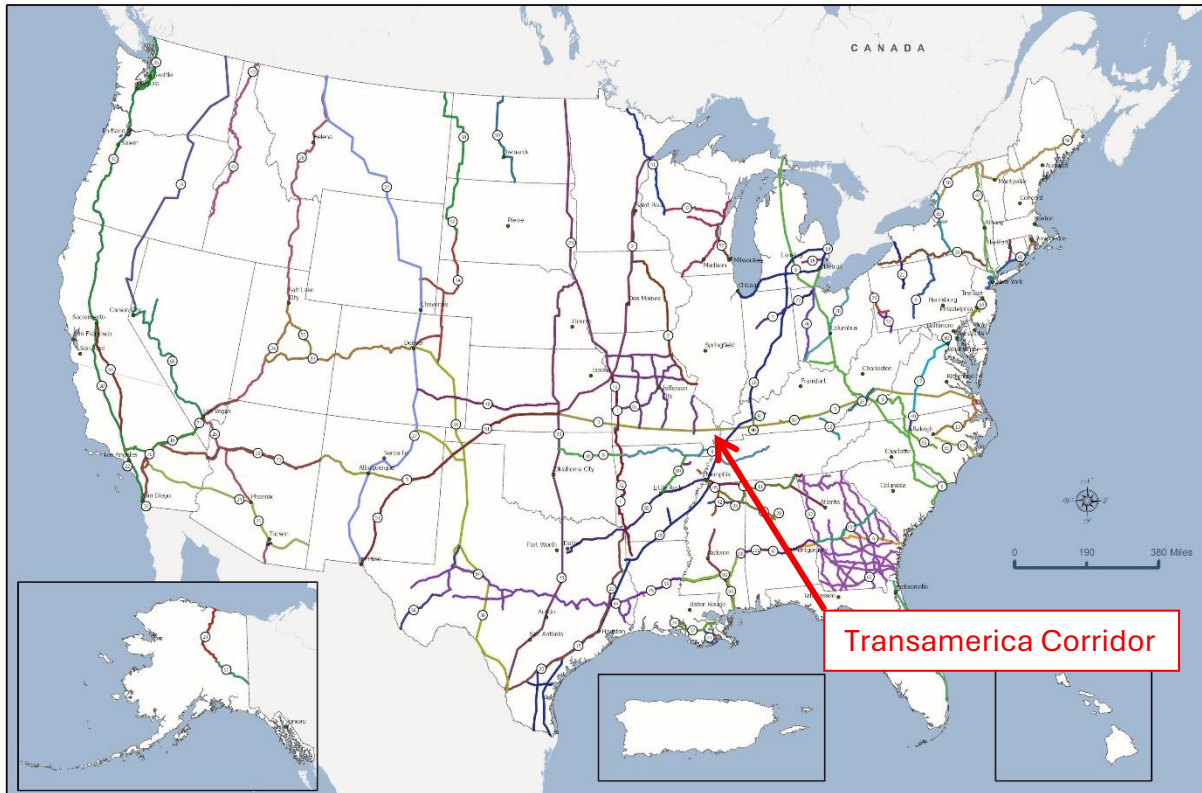
Congressional High Priority Corridors

High priority corridors are designated by Congress throughout the country. Once designated by Congress, the FHWA adds the corridors to the list of high priority corridors. Although corridors are subject to change, the Congressional High Priority Corridors on the National Highway System, as of October 2012, are shown in **Figure 22**.³⁷



U.S. Department of Transportation
Federal Highway Administration
Office of Planning, Environment, and Realty

Congressional High Priority Corridors on the National Highway System



Notes:
 ** Corridor number corresponds to statutory listing in Section 1105(c) of ISTEA, as amended.
 ** Colors are added for clarity only.
 ** Corridor based on information available as of November 15, 2021.
 ** In some corridors, alignments are in project development stage.

Figure 22: Congressional High Priority Corridors Map

East-West Transamerica Corridor

The East-West Transamerica Corridor, often called I-66, (shown in Figure 22) is a vision for a new national interstate from Virginia to California. The potential alignment for this corridor could bring it through the SEMPO region at Cape Girardeau. If built, this modern multimodal corridor with intermodal linkages could have a vast impact on the MPA's population and economy.

The corridor was originally identified as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) passed by the U.S. Congress. The Transamerica Corridor is a

³⁷ [Congressional High Priority Corridors List](#)





high priority corridor for the NHS as it will provide connections to other major cities across the country and provide opportunities for further economic development. Its Congressional designation of number 3 on the NHS High Priority Corridor list does not reflect priority on the list of Congressional High Priority Corridors. The FHWA does not rank priorities; it is up to the individual states to determine their own priority for the corridors and are the responsible parties for moving the projects forward on their own timeline.

There are efforts in the region to move the Transamerica Corridor forward and the Missouri Chamber of Commerce’s Industry Transportation 2030 Report details the corridor as a high-priority innovative project that will bring additional activity and growth to the region. While this project is included in the Illustrative Projects list, it should be noted that as of the writing of this report, the corridor alignment has not been finalized, and no state organization is currently advancing the project.

Functional Classification

Roadways are usually defined by one of two methods – design or function. The functional classification of a road details the use and role of the road. 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. As a first step, roadways are typically identified by whether the road is urban or rural. Then, the roadways are further classified as³⁸:

1. **Interstate** – This is the highest classification of arterials and were designed and constructed with mobility and long-distance travel in mind. Roadways in this functional classification category are officially designated as Interstates by the U.S. Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials.
2. **Freeway/Expressway** – The roads in this classification have directional travel lanes, are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.
3. **Principal Arterial** – The roads in this classification serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly.

³⁸ [FHWA Functional Classification Definitions](#)



4. **Minor Arterial** – The roads in this classification provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.
5. **Major Collector** – Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. They serve both land access and traffic circulation in higher density residential, commercial, and industrial areas. Operating characteristics include higher speeds and more signalized intersections.
6. **Minor Collector** – Serve both land access and traffic circulation in lower density residential, commercial, and industrial areas. Operating characteristics include lower speeds and fewer signalized intersections.
7. **Local Road** – The roads in this classification account for the largest percentage of all roadways in terms of mileage. They are not intended for long-distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

As shown in **Figure 23** by the FHWA³⁹, arterials offer more mobility with less land access whereas local roads offer less mobility with more land access. **Figure 24** and **Figure 25** show the highway network by Functional Classification, according to MoDOT⁴⁰ and IDOT⁴¹.

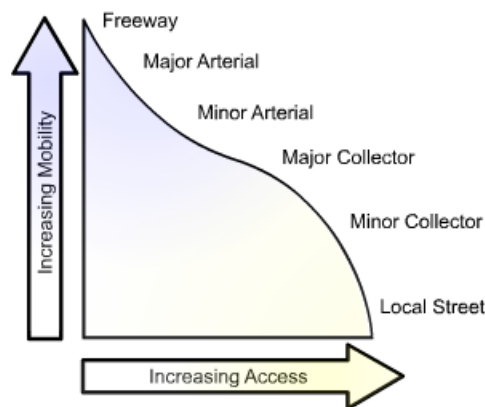


Figure 23: Road Classification and the Relationship between Mobility and Land Access

³⁹ [FHWA Access Management and Mobility](#)

⁴⁰ [MoDOT Functional Classification Maps](#)

⁴¹ [IDOT 5-Year Functional Classification Maps](#)

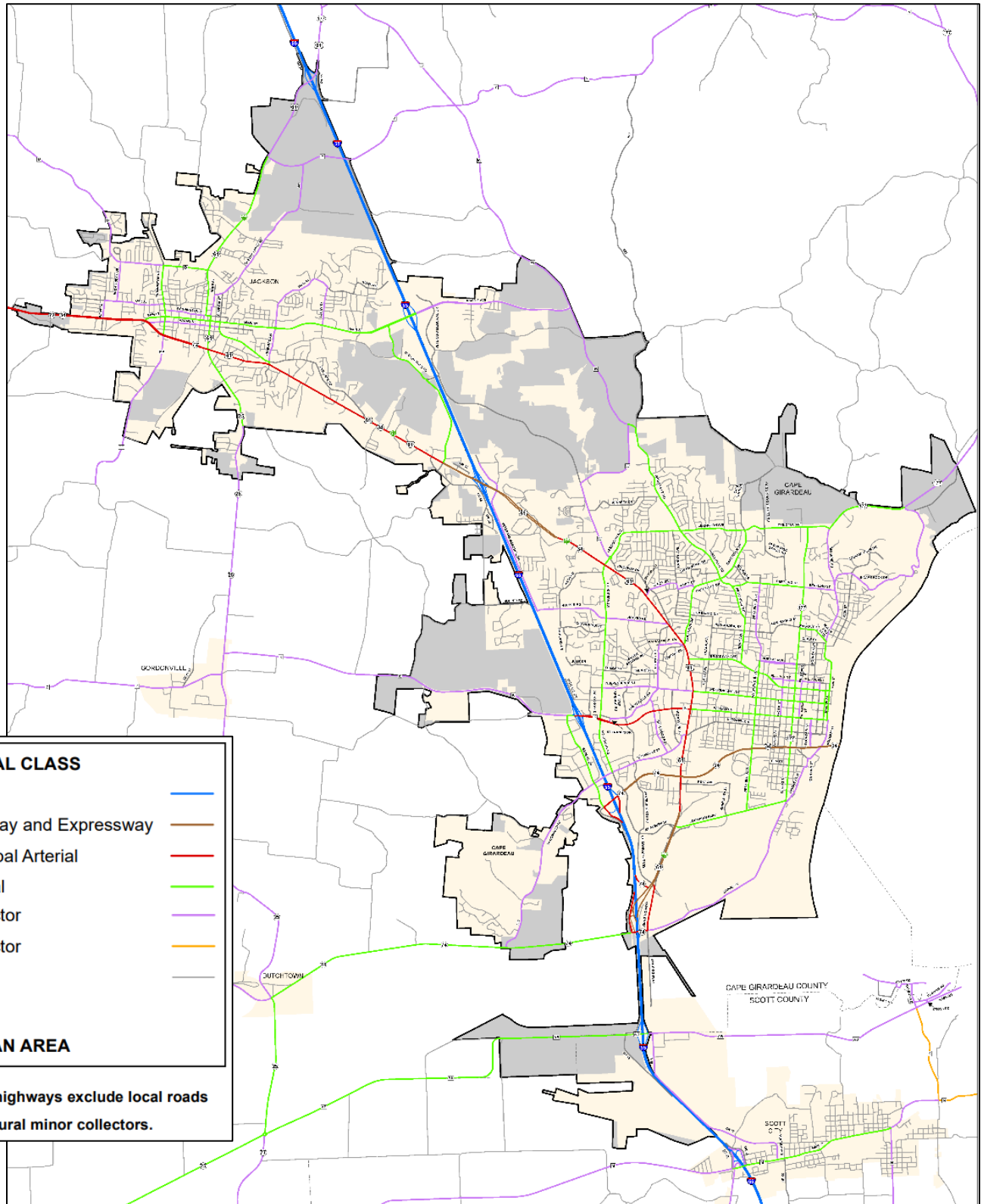


Figure 24: MoDOT Functional Classification Map – Cape Girardeau Urbanized Area

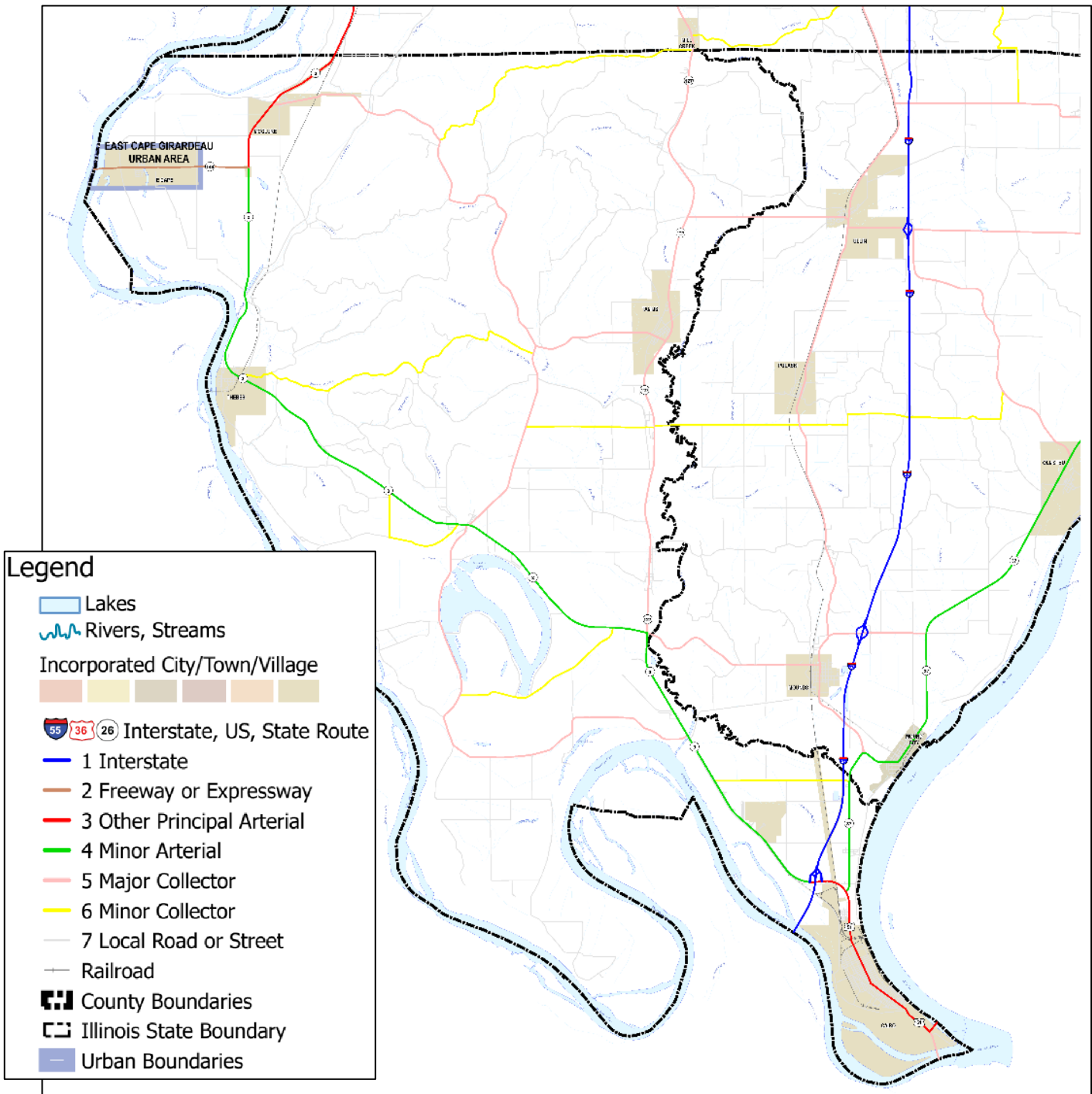


Figure 25: IDOT Functional Classification Map – Alexander County



Bridges

MoDOT is responsible for maintaining 10,424 bridges on the state system⁴² and more than half of those are older than their intended useful life of 50 years. Per federal law, all bridges are inspected regularly, typically every two years, but may be inspected more frequently if there are known problems. Only bridges deemed safe are open to traffic; however, as Missouri’s bridges age beyond their useful life, bridge closures may increase or become more frequent. There was a total of 371 bridges in Cape Girardeau County as of 2025 per the FHWA National Bridge Inventory⁴³. Bridges are rated on a nine-point scale, with nine being a new bridge and two being a closed bridge. The condition ratings are defined as follows:

Definitions of Condition Ratings:

- **Good:** The bridge is classified as "Good" when the lowest rating of the items mentioned above is 7, 8, or 9.
- **Fair:** A bridge is considered "Fair" if the lowest rating is 5 or 6.
- **Poor:** The "Poor" classification is assigned when the lowest rating for any of the components is 4, 3, 2, 1, or 0

Within the Cape Girardeau MPA, there are two bridges that are currently given a rating of “Poor.” These are detailed in **Table 15**.

Table 15: Bridges with “Poor” Designation in the SEMPO MPA

Owner Agency	Fed ID	Bridge #	County	Feature	Route	Year Built	ADT	Deck	Super	Sub	Culvert
STATE	459	A0628	CAPE GIRARDEAU	IS 55	US 61 S	1961	7,017	4	4	6	N
LOCAL	19233	2150005	CAPE GIRARDEAU	HUBBLE CR	SUNSET DR	1964	1,000	6	4	6	N

Shift in Bridge Condition Terminology

In accordance with the Pavement and Bridge Condition Performance Measures final rules published in January 2017,⁴⁴ the Federal Highway Administration (FHWA) has transitioned from using the terms "Structurally Deficient" (SD) and "Functionally Obsolete" (FO) to a system based on "Good," "Fair," and "Poor" condition ratings. This shift reflects a move towards a performance-based approach in assessing bridge conditions, as established by legislation like MAP-21. Previously, "Structurally Deficient" indicated that one or more of a bridge's key components (deck, superstructure, or substructure) were in poor or worse condition, while "Functionally Obsolete" referred to bridges that no longer met current design standards, such as lane width or vertical clearance, for the traffic they carried. The current system classifies bridge conditions based on the lowest condition rating of the primary bridge components: Item 58 (Deck), Item 59 (Superstructure), Item 60

⁴² [MoDOT Bridge Information](#)

⁴³ [National Bridge Inventory \(NBI\) - Based on the Coding Guide](#)

⁴⁴ [Pavement and Bridge Condition Performance Measures final rule](#)





(Substructure), and Item 62 (Culvert). This change in terminology aims to provide a clearer and more easily understood assessment of bridge conditions, moving away from terms that may have been misinterpreted by the public. The focus is now on a more direct evaluation of the physical condition of the bridge elements.

Public Transit

Transit providers play a crucial role in meeting the transportation needs of many residents within the MPA. The Cape Girardeau County Transit Authority (CGCTA) is the primary provider of transit which facilitates hundreds of thousands of trips for purposes such as healthcare, shopping, employment, and recreation. The CGCTA has many partnerships including ones with businesses, non-profits, and Southeast Missouri State University. Another provider, Shawnee Mass Transit District (Shawnee MTD), offers transportation between Cape Girardeau and Cairo, Illinois. However, Shawnee MTD is not classified as a SEMPO transit provider, as its base of operations is outside the SEMPO MPA. Shawnee MTD is a nonprofit transportation dispatch service established through a county-by-county resolution involving Alexander, Johnson, Massac, Pulaski, and Union Counties.

Cape Girardeau County Transit Authority

Established in 2000 by the Cape Girardeau County Commission, CGCTA was formed to create a more effective and coordinated countywide transit system. CGCTA often goes by CTA (or Cape Transit Authority) to simplify the name for marketing and branding purposes. CTA is governed by a five-member board of directors appointed by the Cape Girardeau County Commission. Each board member serves a three-year term and helps oversee the operations and strategic direction of the agency. CTA provides a variety of transportation services throughout Cape Girardeau County. The agency receives funding from multiple sources, including the FTA, MoDOT, Southeast Missouri Area Agency on Aging (AAA), the Cape Girardeau County Commission, the City of Cape Girardeau, the City of Jackson, and the Cape Girardeau County Senior Citizen Service Fund. The fixed-route bus service is fare free. The annual operating expenses are detailed below in **Table 16**.⁴⁵

Table 16: FTA Transit Agency Profile

Fiscal Year	Operating Expenses	Vehicles Operated at Maximum Service
FY19	\$2,783,663	30
FY20	\$2,850,382	30
FY21	\$3,183,145	30
FY22	\$3,124,459	30
FY23	\$2,825,193	27
FY24	\$3,091,871	28

⁴⁵ [FTA National Transit Database](#)



Ridership on the CTA system experienced steady growth from 2013 to 2019, increasing from 141,649 annual unlinked passenger trips in 2013 to a peak of 223,480 in 2019. However, ridership declined sharply in 2020, likely due to the impacts of the COVID-19 pandemic, dropping to 198,462 trips. This downward trend continued in the following years, with ridership falling to a decade-low of 110,867 in 2023. Overall, the system saw a nearly 50% decline in ridership from its 2019 peak to 2023, reflecting broader transit ridership challenges observed in many communities following the pandemic. In 2024, ridership increased to 119,971. Ridership trends over the past decade can be found in **Figure 26**.

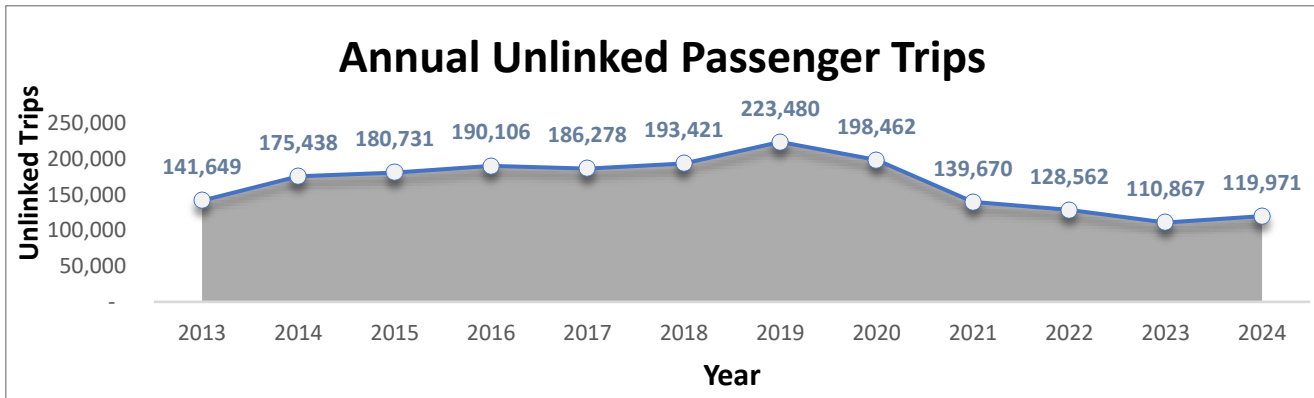


Figure 26: Annual Unlinked Passenger Trips

Services and Funding

CTA operates a range of transit services, including fixed-route, demand-response, and specialized transportation options.⁴⁶ Their services are intended to support the mobility needs of the public by facilitating access to essential destinations, social opportunities, and healthcare services, contributing to overall well-being and quality of life.

Fixed-Route Service

CTA offers bus routes on a fixed schedule in the City of Cape Girardeau. The service is free for all riders, making public transportation more accessible to residents and visitors alike. Implemented in July 2025, the only current bus route covers the City of Cape Girardeau with 19 stops, each serviced every 30 minutes. The bus route runs Monday through Friday from 8 AM to 4:30 PM. CGCTA now has an app called TripShot, **Figure 27**, that provides real-time bus tracking, service alerts, and determines the closest stop to your location. The new TripShot app launched for CGCTA in August 2025. **Figure 28** shows screenshots of the City Route (red route), SEMO blue route, and the SEMO green route.



Figure 27: TripShot App

⁴⁶ [CGCTA Website & Services](#)

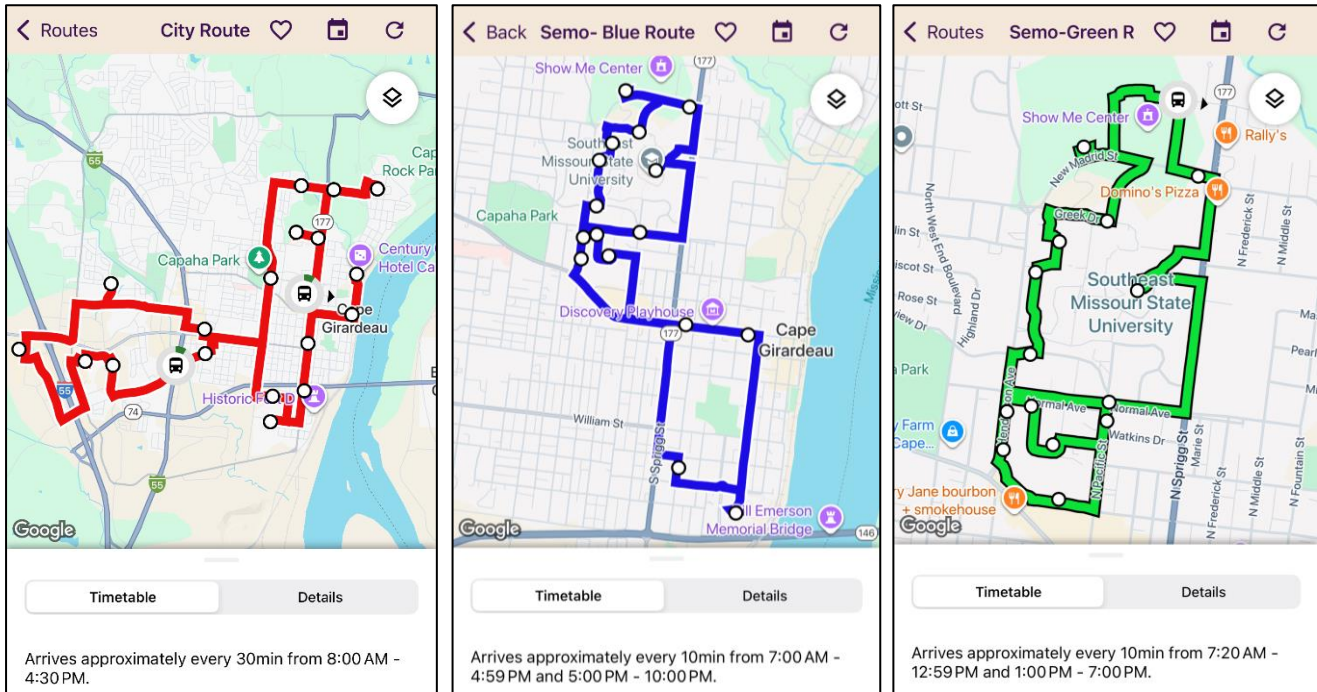


Figure 28: TripShot App Route Screenshots

As of January 2026, the City Route (red route) arrives approximately every 30 minutes from 8:00 AM – 4:30 PM and includes the following stops:

- | | | |
|---------------------------|--------------------------|--------------------------|
| 1. Normal & NW End Blvd | 7. 325 N Sprigg St | 14. Town Plaza |
| 2. Redhawk Commons | 8. Century Casino | 15. Speedwash |
| 3. Cape Meadows | 9. Broadway & Main | 16. Walmart Supercenter |
| 4. Cape Trails | 10. Save-a-lot | 17. West Park Mall |
| 5. Nexus-Transit Facility | 11. Southern Gas Station | 18. Goodwill Parking Lot |
| 6. International Village | 12. 1105 Linden | 19. The District |
| | 13. Southside Village | |

SEMO Blue Route arrives approximately every 10 minutes from 7:00 AM – 10:00 PM as of January 2026, and includes the following stops:

- | | |
|-------------------------------|----------------------------|
| 1. Towers | 9. Vandiver/Merick |
| 2. Grauel | 10. Bookstore |
| 3. UC/AC/Kent Library | 11. Memorial |
| 4. Rear of Kent Library | 12. Scully/Parker |
| 5. Catapult | 13. Dempster |
| 6. Rust Center for Mass Media | 14. Polytech/Laferla |
| 7. River Campus | 15. Nexus-Transit Facility |
| 8. River Campus Art Building | 16. International Village |

SEMO Green Route arrives approximately every 10 minutes from 7:20 AM – 7:00 PM as of January 2026, and includes the following stops:

- | | |
|-------------------------|----------------------------|
| 1. Towers | 9. Memorial |
| 2. Grauel | 10. Scully/Parker |
| 3. Wehking Alumni/Houck | 11. Dempster |
| 4. Vandiver/Merick | 12. Polytech/Laferla |
| 5. Bookstore | 13. Nexus-Transit Facility |
| 6. UC/AC/Kent Library | 14. DPS/Green Village |
| 7. Rear of Kent Library | 15. International Village |
| 8. N Pacific St/ Grauel | |

Figure 29 shows the current CTA City Route Map detailing the location of the bus shelters. Five of the current bus stop locations have shelters to protect riders from the elements and give them a place to sit to wait for the bus.

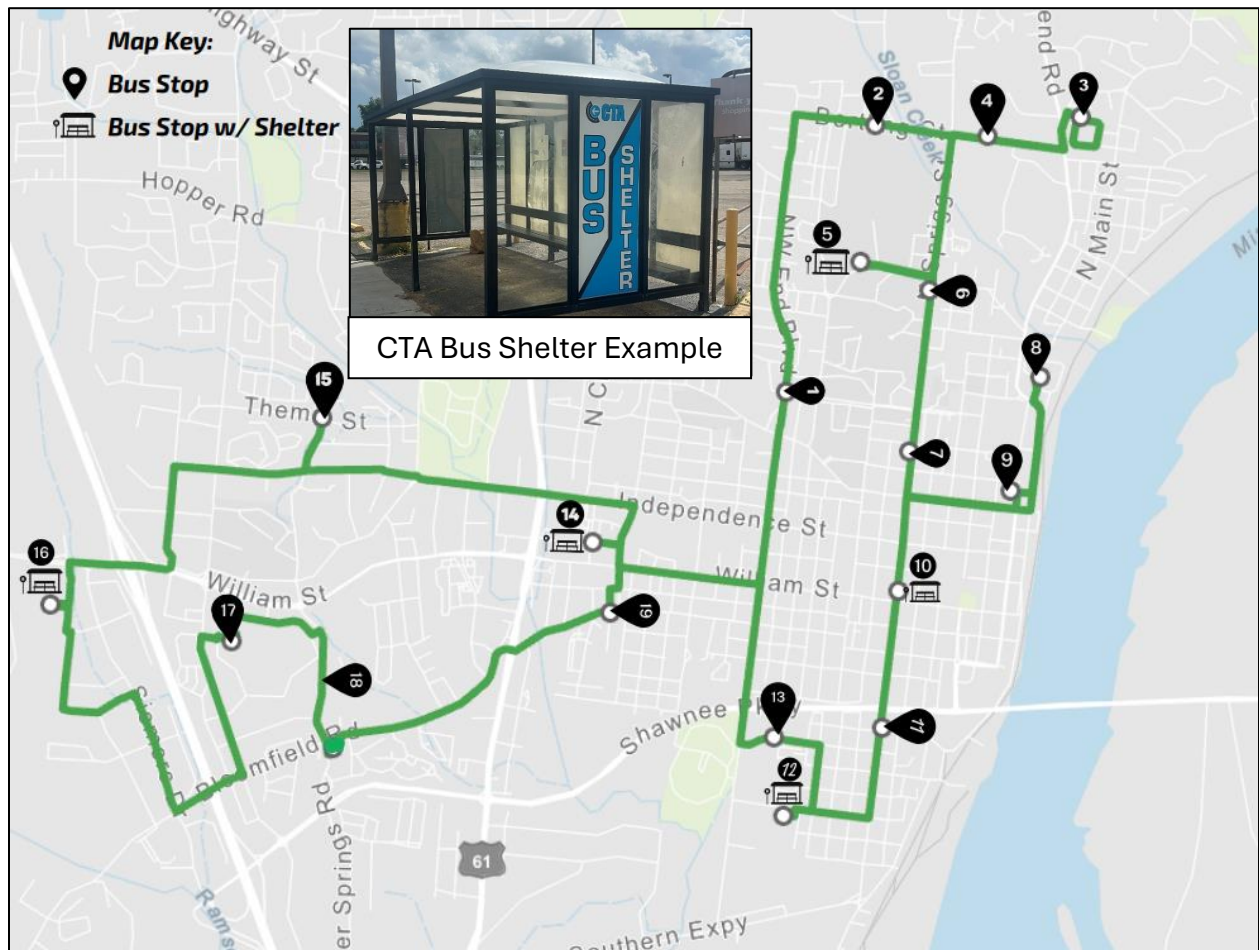


Figure 29: CTA City Route Map

CTA also provides ADA Complementary Paratransit transportation service for eligible individuals. Riders are eligible if they: (1) meet the ADA definition of disability, (2) are unable to board, ride, or disembark from a fixed-route bus independently, (3) cannot travel to or from a bus stop due to a disability, or (4) do not have access to fixed-route buses. This service operates within a $\frac{3}{4}$ -mile corridor along the fixed-route system and must be requested at least one day in advance. CGCTA Paratransit operates a similar schedule to the fixed-route bus service and is available Monday through Friday from 8:00 AM to 4:00 PM.

Demand-Response Service

In addition to fixed routes, CTA provides demand-response transit services for individuals needing flexible transportation throughout Cape Girardeau County. Unlike fixed routes, demand-response services are scheduled based on rider requests and can be arranged in advance.

Demand-Response Service operates:

- Monday – Thursday: 5 AM – 10 PM
- Friday – Saturday: 5 AM – 12 AM
- Sunday: 5 AM – 2 PM

Riders are encouraged to schedule their demand-response trips at least 24 hours in advance. Fares vary based on trip distance; however, seniors aged 60 and older can ride for free, provided both the origin and destination are within Cape Girardeau County limits.

The CTA provides transportation for the workers of Glister-Mary Lee and Proctor & Gamble (P&G) for \$60 and \$30 per week, respectively. Employees interested in utilizing the program must make payment arrangements with their employer by 4:00 PM on the Friday prior to the week transportation is needed. On-the-spot, same week, or late payments are not accepted by CGCTA. For Glister Mary-Lee, the CTA van makes two round trips 12 hours apart with two pick-up locations. For P&G, the CTA makes two round trips twice a day to pick up employees from five pick-up spots, as shown in **Figure 30**.



Figure 30: CTA Vehicle at Osage Center to Pick Up P&G Employees



The CTA partners with many local non-profit organizations in the SEMPO region, one of which being United Way of Southeast Missouri. United Way is an organization devoted to providing transportation to entry-level employees who lack a reliable way to get to and from work, empower these employees with basic budgeting knowledge, and help create relationships between entry-level workers and banking partners to assist with financial matters. United We Work has a 3-month system to help workers achieve transportation independence. On the first month, workers receive coupons to pay for round trip transportation, then next month employees pay 50% of the cost, and on the 3rd month the employee uses their savings taught in the program to pay for their transportation on their own.



Figure 31: United We Work Logo



Figure 32: Aging Matters Program Logo

Another partner of the CGCTA is Aging Matters (AAA) Program, which assists eligible clients in making trips to doctors appointments, pharmacies, grocery stores, senior centers, and more. These trips use CGCTA's demand-response vehicles. This program supports seniors 60 and older, as well as handicapped individuals between the ages of 18-59. Each client only has one round trip per day. As part of the program, the CGCTA provides a trip to St. Louis on the third Thursday of each month for doctor's appointments as long as there are three riders signed up to make the trip.

Cape County Board for Developmental Disabilities has the SB40 Program which provides rides for qualifying clients using the CTA. Clients can go anywhere in Cape Girardeau County except for casinos, dispensaries, or anywhere that sells alcohol as its primary business. Clients can bring additional riders as long they have the same pick-up/drop-off locations.



Figure 33: CCBDD Logo

Southeast Missouri State University (SEMO)

As of July 2025, the Southeast Missouri State University (SEMO) Transit system is operated by the CTA. The goal with this partnership is to alleviate the challenges with the old system including struggles to find drivers and increasingly complex federal transit regulations. This system provides transportation services to facilitate movement both on and off campus for





students and the public. The system's primary function is to connect students to key destinations, including academic buildings, residence halls, the River Campus, and locations in downtown Cape Girardeau.

For ease of navigation and real-time tracking, the CTA has added the SEMO shuttle routes to the new CTA app which allows users to see the location of the bus, amount of people on the bus, and plans trips around bus time and stops. As previously shown in **Figure 28**, CTA transit routes in the app include the Cape Girardeau City Route, SEMO Blue Route, and SEMO Green Route. The SEMO Blue Route also runs as the Weekend Route Service on Saturdays from noon to 8 PM with the bus arriving approximately every 30 minutes at each stop. **Figure 34** shows a detailed map of the SEMO Blue Route, while **Figure 35** shows a detailed map of the SEMO Green Route.

For international students traveling to SEMO by airplane, the school advises students to consider direct flight options from Nashville, Tennessee (BNA) to the Cape Girardeau Regional Airport. Students are advised to call for a demand-response ride from CTA or use another ride service such as Uber or Lyft to travel between Cape Girardeau Regional Airport and campus. If students arrive during specific arrival dates at the beginning of the semester, the Office of International Education and Services offers pick-up services for select dates at a cost of \$25 charged to the student account. For students flying to St. Louis Lambert International Airport during the recommended arrival dates at the beginning of the semester, a shuttle service is provided at a cost of \$75 charged to the student account.



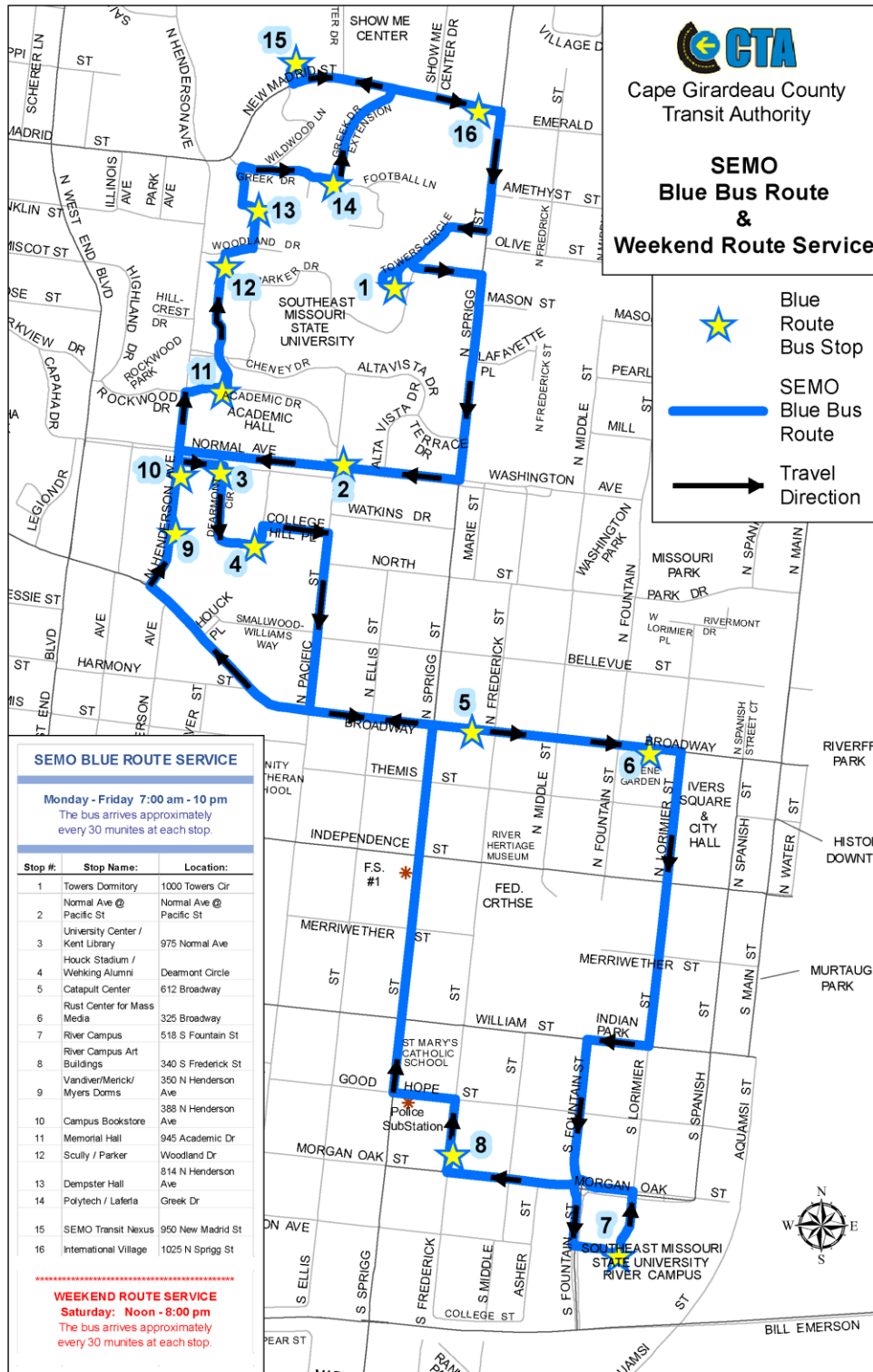


Figure 34: SEMO Blue Route Service Map



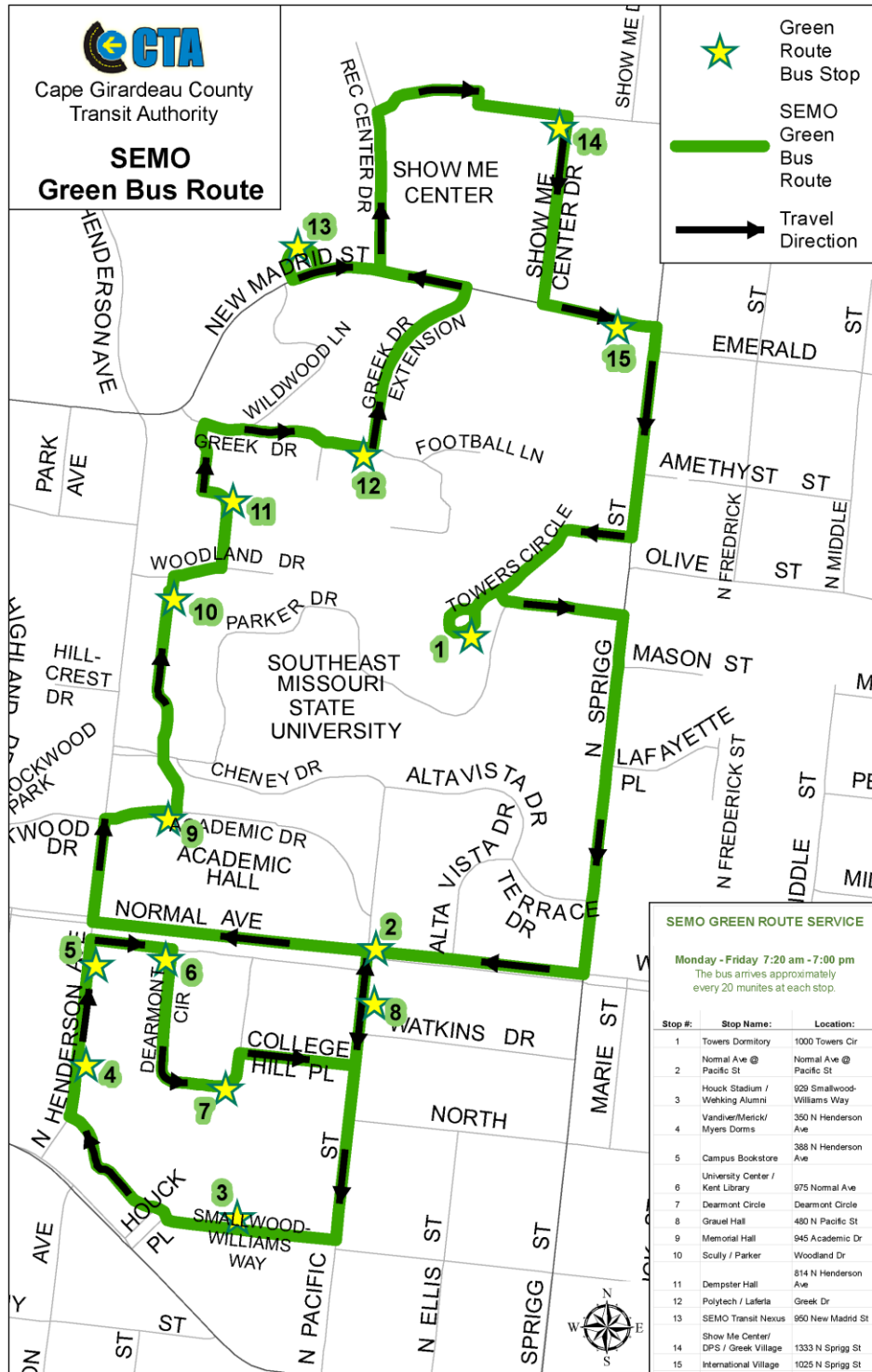


Figure 35: SEMO Green Bus Route Service Map





Shawnee MTD

Shawnee Mass Transit District, or Shawnee MTD for short, was created in 2001 by county-by-county resolution (Alexander, Johnson, Massac, Pulaski and Union).⁴⁷



Figure 36: Shawnee MTD Logo

Transit operations commenced in 2003. Shawnee MTD provides rides between Cape

Girardeau and Cairo which also stops in the following Illinois cities: Mound City, Mounds, Tamms, Olive Branch. Inter-city fares are \$5 each way, and monthly passes are available for regular riders. Reservations are required for Inter-city buses and rides can be requested through Shawnee MTD’s dispatch service. In addition, Shawnee MTD offers a route between Cairo and Carbondale which also stops in the Illinois cities of Mound City, Mounds, Ullin, and Anna.

Shawnee MTD also offers the following three fixed route services for: (1) Metropolis, (2) Anna/Jonesboro, and (3) Tri-Town Service for Mounds – Cairo – Mound City. The Metropolis route operates Monday through Friday from 7 AM to 2 PM with an hour break from 11 AM-12 PM. The Anna/Jonesboro route operates Monday through Friday from 7 AM to 2 PM with an hour break from 12 PM – 1 PM. The Metropolis and Anna/Jonesboro fixed route services cost \$1 per stop. The Tri-Town Service operates 8 AM – 4 PM and requires reservations be made 24-hours in advance.

Beginning January 5, 2026, Shawnee MTD launched a new transportation partnership with the City of Vienna to make all in-town transit services free for residents. The shuttle operates Monday through Friday from 9 AM to 1 PM for residents to reach services like appointments, workplaces, retails locations, and other essential locations. These rides must be scheduled at least 24-hours in advance. In addition, a weekly grocery transportation route is offered for a round trip to the local Walmart on Thursdays departing at 9 AM.

Amtrak

Although there is not an Amtrak station in the MPA, a station is located approximately 50 miles to the north in Carbondale, Illinois. This station has routes north to Chicago and south to Memphis. As discussed above, Shawnee MTD offers rides from Cape Girardeau to Cairo and Cairo to Carbondale. Uber and Lyft are also alternatives for those looking to travel to Carbondale.

⁴⁷ [Shawnee MTD](#)





Private Transportation

In addition to the public transportation services previously described, there are several transportation options in the MPA provided by private entities.

Long-Distance Bus Services

In August 2025, FlixBus added a bus stop to Cape Girardeau. FlixBus is a long-distance bus service operated by FlixBus, which acquired Greyhound in October 2021. As of early 2026, FlixBus/Greyhound operate two buses through Cape Girardeau each day. The bus that travels northbound leaves at approximately 9:10 PM and the bus that travels southbound leaves at about 3:15 AM. The pick-up location in Cape Girardeau for the buses is at the CTA office: 49 N Leming Lane, Cape Girardeau, MO 63701.

The northbound bus has a direct stop in St. Louis, Missouri, while the southbound bus has a direct stop in Memphis, Tennessee. From these larger depots, passengers can reach a wide range of destinations through bus transfers including Chicago, Atlanta, New York, and many more. **Figure 37** shows a map of potential destinations Cape Girardeau residents can reach through the FlixBus service.

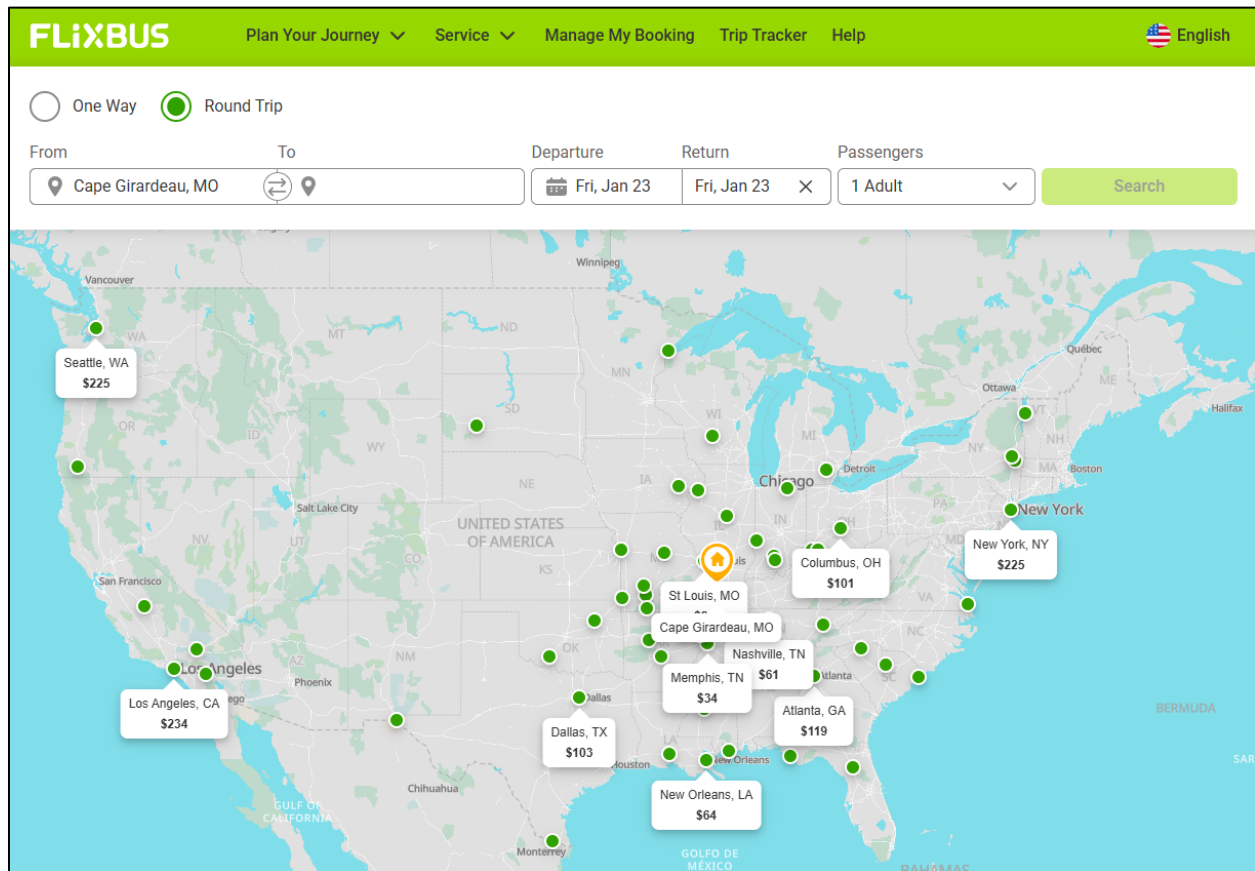


Figure 37: FlixBus Website - Map of Serviced Destinations





As a starting price range, tickets sold online to St. Louis are generally \$20-\$25 and tickets to Memphis are approximately \$30-\$35. Ticket fares can vary based on the day and distance.

In addition to Flixbus/Greyhound bus transfers, opportunities to connect to other modes of transportation are available at the St. Louis and Memphis stops. The St. Louis Greyhound bus pick-up/drop off is at the Gateway Transportation Center, a multimodal transportation hub that provides access to Amtrak, local buses, light rail, and long-distance buses such as Greyhound and Trailways.⁴⁸ The Memphis Greyhound station is located at a long distance bus station which has stops for Jefferson Bus lines, Megabus, and Greyhound/Flixbus. This station is located close to the Memphis International Airport and many rental car companies.

Rideshare

The Cape Girardeau UA has a variety of ride-sharing services to meet the diverse transportation needs of its residents and visitors. These services range from app-based ride-hailing platforms to traditional demand-response transit options.

Uber operates in Cape Girardeau, providing 24/7 ride-hailing services through its mobile app. Users can request rides on demand, with options accommodating up to six passengers. The platform offers features such as upfront pricing, driver profiles, and in-app safety tools. Additionally, Uber Health is available for non-emergency medical transportation, allowing healthcare providers to schedule rides for patients without requiring them to have the Uber app or a smartphone.⁴⁹

Lyft is another ride-hailing service available in the area, connecting passengers with drivers via its smartphone app⁵⁰. The platform generally offers similar services, including various ride options and in-app features.

⁴⁸ [Gateway Transportation Center Information](#)

⁴⁹ [Uber Health](#)

⁵⁰ [Lyft](#)





Pedestrian and Bicycle Facilities

SEMPO adopted the Regional Bicycle and Pedestrian Plan in April 2018. The purpose of this plan was to create a comprehensive transportation network that focuses on the accessibility and safety of non-motorized modes of transportation while providing a guide for future investments.

Five goals were identified in the plan and are detailed below:⁵¹

1. Identify existing deficiencies and develop a priority list to improve safety on existing infrastructure and multi-modal crossings.
2. Improve and expand the existing system of on- and off-road facilities connecting local and regional destinations.
3. Promote use of the transit network by providing accessible connections between non-motorized transportation infrastructure and transit routes.
4. Implement education and encouragement campaigns to inform the public of the health, social, and economic benefits of active transportation.
5. Pursue funding opportunities for both multi-modal infrastructure improvements and education campaigns.



Figure 38: SEMPO Regional Bicycle & Pedestrian Plan (2018)

Through the adoption of the Regional Bicycle and Pedestrian Plan, SEMPO has invested in and committed to improving the multi-modal network. The plan increases transportation options throughout the region and provides health, economic, and environmental benefits. SEMPO's member jurisdictions have taken advantage of federal and state funding for sidewalks, trails, and greenways, including the State's Transportation Alternatives Program (TAP), Recreational Trails Program, and other coordinating programs. SEMPO will continue to advocate and assist jurisdictions in plan development and programming.

Trail Facilities

Cape Girardeau and Jackson each have a robust system of greenways and trails that provide recreational opportunities for residents. The Cape LaCroix Recreation Trail is a paved trail approximately 6 miles in length, designed to accommodate a variety of users. Citizens can walk, run, cycle, skate, skateboard, or rollerblade along this trail. A north-south trail, the Cape LaCroix Recreation Trail runs along Shawnee Park, Arena Park, Cape Woods Park, Osage Park, and North County Farm Park, as shown in **Figure 39**. This trail offers multiple grade-separated crossings to maximize user safety.

⁵¹ [2018 SEMPO Regional Bicycle & Pedestrian Plan](#)



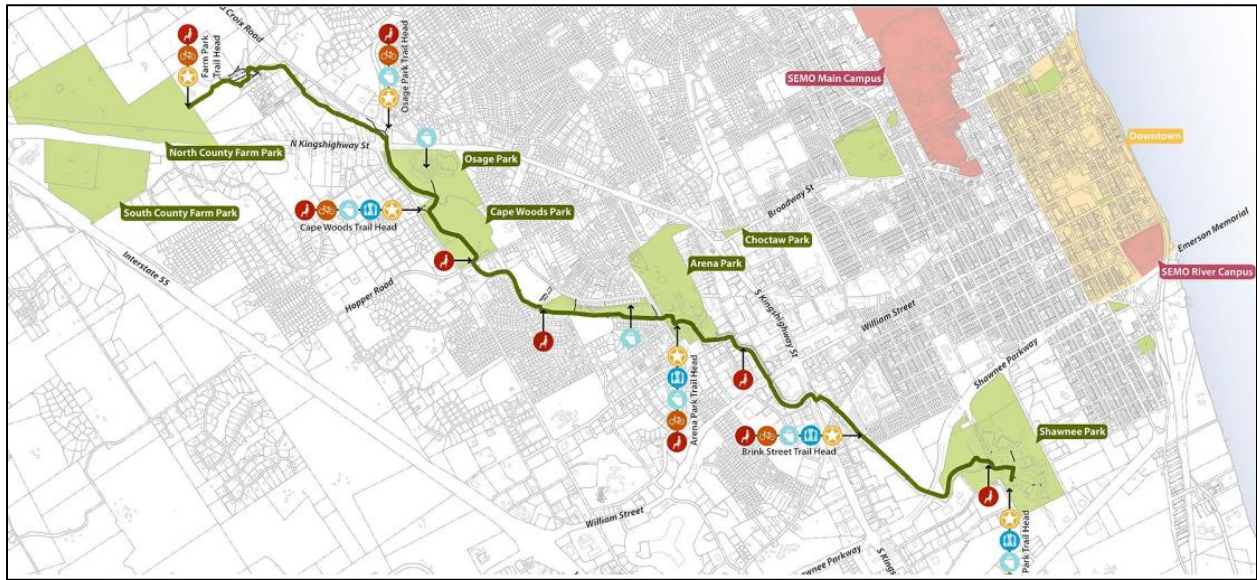


Figure 39: Map of Cape LaCroix Trail from 2025 SEMPO Regional Trail Connection Study

The city also offers the 1.25-mile-long Riverfront Walkway Trail, which runs along the Mississippi River on the river side of the flood wall in downtown Cape Girardeau, providing scenic views and year-round recreational access. Other trails in Cape Girardeau include the Bloomfield Road Trail and the sidewalk "trails" found at Capaha Park.

Jackson features over 5 miles of greenways and trails, with a significant portion located within or traversing Jackson City Park. Trails also extend along Jackson Boulevard and Main, Independence, Broadridge, and Oak Streets. These multi-purpose trails serve to connect key community destinations, such as parks, schools, commercial areas, and residential areas.

Both Cape Girardeau and Jackson are planning expansions to their respective trail systems, with the long-term goal of establishing a multi-purpose trail connection between the two cities. The completion of these projects will create interconnected recreational greenway corridors throughout the UA, enhancing quality of life and attracting new visitors.

In July 2025, a regional trail connectivity study was adopted exploring the potential options for building a trail connecting Cape Girardeau and Jackson. Three alignment options were created, and options were shown during public meetings allowing citizens to voice their opinions. Through the public meetings and an evaluation matrix it was decided that the north alignment route would be the recommended option



Figure 40: SEMPO Regional Trail Connection Study

due to its minimal number of steep slopes and proximity to residential development. **Figure 41** shows the eight segments of the proposed north alignment. Each segment would be implemented in a phased approach with some sections anticipated to be built in the near-term, while others would serve as long-term goals. More information on the trail segments can be found in the 2025 SEMPO Regional Trail Connection Study.⁵²

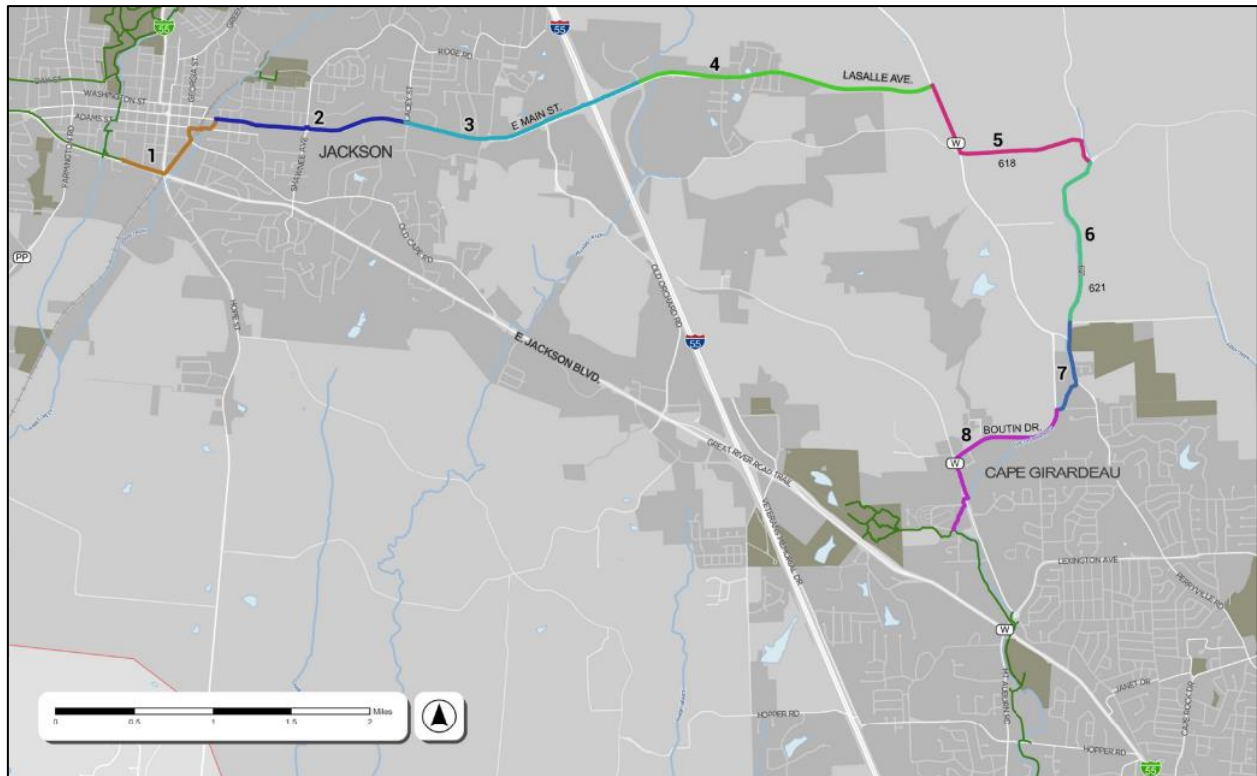


Figure 41: Proposed North Alignment Trail Segments from the 2025 SEMPO Regional Trail Connection Study

⁵² [2025 SEMPO Regional Trail Study](#)

Sidewalks

Sidewalk networks in the MPA provide pedestrian connectivity to various regional destinations. A comprehensive network is vital for safe pedestrian travel, often serving as the most direct route to get pedestrians from one location to another destination. The central, historic areas of Cape Girardeau and Jackson have strong, grid-like sidewalk coverage. However, a significant challenge in both cities is the lack of continuous sidewalks connecting these central areas to more suburban areas. Strategically targeting these gaps along continuous roadways is necessary to ensure safe access for residents. Both Cape Girardeau and Jackson now require sidewalks for new construction and development projects.

Cape Girardeau and Jackson have ADA Transition Framework Plans that include a self-evaluation of non-MoDOT Public Rights-of-Way (PROW), which also involves evaluating public buildings, creating implementation plans, establishing grievance policies, and public engagement. Sidewalk maintenance in SEMPO member jurisdictions is currently funded through sources such as the TTF, the Transportation Sales Tax Fund, and the Motor Fuel Tax Fund.

A concern in the SEMPO area is safe crossings since many of the businesses in the area are located on busy roads. Both Cape Girardeau and Jackson have trail networks; however, as discussed above, connectivity is a problem which includes the safe crossing of streets. Many of the busy intersections in the SEMPO area still lack crosswalks which can make getting to locations without a car difficult. Many drivers are not used to pedestrians on these roads and are not in the habit of looking for people crossing the street.

To help with the safety of crosswalks, Jackson has become the first city to adopt “Safe Across” which is a safety initiative promoting the idea that cars should yield to pedestrians in crosswalks. This idea is part of the SGF yields program which started in Springfield, Missouri and is trying to cut down on the number of pedestrian crashes. The program has a “spokes pedestrian,” named Mr. Walker who acts a bright, playful reminder to drivers who pass near certain crosswalks across the Jackson area to yield to pedestrians crossing, shown in **Figure 42**. Jackson also has flyers that get sent home with children at school. Currently, Jackson has installed Mr. Walker in Jackson City Park and in Uptown Jackson with plans to extend his presence to other areas of town.



Figure 42: Mr. Walker Installation in Uptown Jackson

Freight

Rail access within the MPA includes two Class 1 rail lines, a local switching railroad, and a short line excursion railroad. The Burlington Northern Santa Fe (BNSF) River Subdivision follows the Mississippi River on the Missouri side, passing through Cape Girardeau. The Union Pacific (UP) Chester Subdivision runs along the river in Illinois before reaching Scott City in the MPA's southern area. The SEMO Port Railroad (SE Railroad) functions as a local railroad, providing switching services between the BNSF and UP lines at the SEMO Port. Additionally, the St. Louis, Iron Mountain, and Southern Railway operates a line from Jackson, Missouri, to Gordonville, Missouri.



Figure 43: Train in the SEMPO MPA

BNSF Railway

The BNSF Railway provides rail transport to Cape Girardeau as a part of its River Subdivision stretching from St. Louis, Missouri to Memphis, Tennessee. Originally built by the St. Louis San Francisco Railway, it became part of Burlington Northern in 1980 which subsequently became BNSF in 1995. BNSF operates a substantial rail network of 32,500 route miles across 28 states. This extensive network facilitates the movement of essential goods and materials that support communities throughout America and beyond. The railroad handled 9.6 million carloads in 2024.⁵³

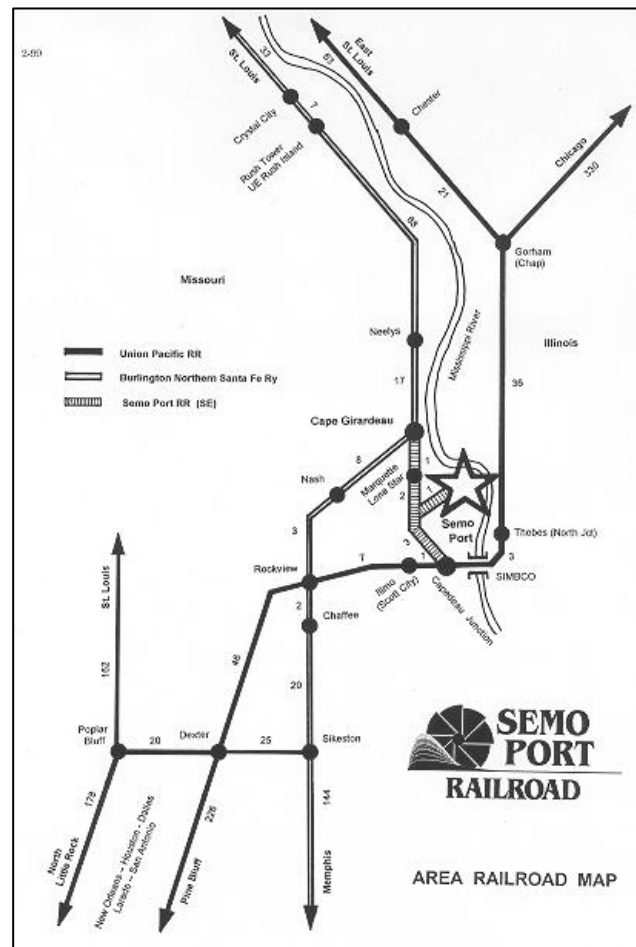


Figure 44: SEMO Port Area Railroad Map

⁵³ [BNSF Railway](#)

Local users of the BNSF lines include Procter & Gamble paper products plant northeast of Jackson, Missouri, Buzzi Unicem plant in Cape Girardeau, and companies located in the Nash Road Industrial Park. The BNSF system map is shown in **Figure 45**.⁵⁴



Figure 45: BNSF Railway Map

UP Railroad

The UP Railroad serves the MPA as part of the Chester Subdivision spanning from East St. Louis, Illinois to Dexter, Missouri with connections to other UP Railroad subdivisions. Built in 1905, the Thebes Bridge provides crossing of the Mississippi River for the UP Railroad line from Thebes, Illinois into Scott City, Missouri. Prior to UP, sections of this rail line were owned by St. Louis Southwestern Railway, Missouri Pacific Railroad, and Iron Mountain Railway. Major cities served by UP include Chicago, Memphis, New Orleans, Minneapolis, Dallas, Houston, Phoenix, Los Angeles, Portland, and Seattle among others.

UP is one of two major western rail systems in the US along with BNSF. UP serves 23 states and all six major Mexico gateways. Based on December 2023 statistics, the railroad handles 8.1 million carloads annually with approximately 32,973 employees, 32,693 miles of tracks, and 7,154 locomotives. From 2014 to 2023, UP invested approximately \$34 billion in its network and operations.⁵⁵ The UP Railroad map is shown in **Figure 46**.

⁵⁴ [SEMPO Port Website](#)

⁵⁵ [UP Company Overview](#)



Figure 46: Union Pacific Railroad Map

SEMPO Port (SE) Railroad

SEMPO Port (SE) Railroad is a local line owned by the SEMO Port. The rail line connects two major Class 1 railways, BNSF and UP, along with local switching services. The line was originally built in 1929-1930 by Missouri Pacific's Cape Girardeau Branch. The line transported 100-car unit coal trains from coal mines in southern Illinois to the Union Electric power plant near Crystal City, Missouri until 1990 when air regulations caused a switch in coal supply.⁵⁶ In 1994, the SEMO Port acquired a six-mile section of a UP branch line to establish the SE Railroad. Following the purchase of the line, SE Railroad built a one-mile extension to the harbor industrial area of the SEMO Port which was completed in 1995.

Iron Mountain Railway

The Iron Mountain Railway is an entertainment short line railroad that is approximately 6 miles long and travels from Jackson, Missouri to Gordonville Missouri. The rail line operates as a heritage railway and acts as a living piece of history, hosting over 11,000 visitors per year.⁵⁷ Passengers can experience a traveling history museum train with passenger cars from 1926 as they ride along the route for tours, mock train robberies, murder mystery dinners, holiday themed rides, and other events.

⁵⁶ [SEMPO Port Railroad](#)

⁵⁷ [Iron Mountain Railway Website](#)

Air Transport

Cape Girardeau (CGI) Regional Airport is publicly owned and operated by the City of Cape Girardeau located adjacent to I-55 in Scott County. Currently, the airport offers daily flights Monday through Sunday to and from Chicago O’Hare International Airport (ORD). A new addition in December 2025, flights to and from Dallas/Fort Worth (DFW) are offered every Monday, Wednesday, Thursday, Friday, and Sunday. Starting in the summer 2026, seasonal flights to and from Pensacola (PNS) will be offered on Wednesdays and Saturdays from May to September. The number of annual passengers through the Cape Girardeau Regional Airport per the Federal Aviation Administration (FAA) are as follows:⁵⁸



Figure 47: Cape Girardeau (CGI) Regional Airport

- 2019: 11,838 passengers
- 2020: 4,573 passengers
- 2021: 9,244 passengers
- 2022: 8,713 passengers
- 2023: 7,563 passengers
- 2024: 9,493 passengers

On-site services include charter flights, full service fixed based operations, aircraft maintenance and avionics services, flight instruction for light sport, rotorcraft, and private pilot’s licensing. The airport covers 557 acres and has two runways: Runway 10/28 measuring 6,500 feet long x 150 feet wide and Runway 02/20 measuring 4,000 feet long x 100 feet wide⁵⁹. In August 2024, CGI opened a new terminal building for airline passengers, doubling the size of the former terminal and offering dedicated accommodations such as rooms for nursing mothers, a quiet sensory room, and pet relief areas, which were not available previously. The airport also recently finished constructing 20 new T-hangers.

On March 27, 2025, the DOT issued Order 2025-3-20 to request air carrier proposals for Essential Air Services (EAS) in Cape Girardeau. The following six air carriers submitted proposals for consideration: Air Wisconsin, LLC (Air Wisconsin); American Airlines, Inc. (American); Contour Airlines; Key Lime Air, Inc. d/b/a Denver Air Connection (DAC); SkyWest Airlines, Inc. (SkyWest); and Southern Airways Express, LLC (Southern). In May 2025, the City of Cape Girardeau’s City Council voted unanimously to recommend American Airlines’ proposal and multiple community letters were also written in support of this proposal as well.⁶⁰ After consideration of all aspects of each proposal (proposed subsidies, flight

⁵⁸ [Passenger Boarding \(Enplanement\) and All-Cargo Data for U.S. Airports](#)

⁵⁹ [CGI Airport, FAA Airport Data and Information Portal](#)

⁶⁰ [Cape Girardeau City Council May 28, 2025 Meeting Minutes](#)

offerings, community support, and more), the DOT selected Contour under new contract terms to continue providing EAS for Cape Girardeau.⁶¹



Figure 48: Cape Girardeau Regional Airport

Intermodal Transportation

Intermodal transportation in the SEMPO region is facilitated by the SEMO Port, a significant freight-handling facility. Situated in Scott City on the Mississippi River, 147 miles downstream from St. Louis, Missouri, the Port's strategic location, approximately midway between St. Louis, Missouri, and Memphis, Tennessee, positions it as a crucial hub for transportation of a wide range of products and goods. Beyond its river transport role, the SEMO Port functions as a multimodal transportation center, connecting river traffic with other modes, such as, highways, rail lines, pipelines, and air services.

For highway connections, I-55 is located approximately 4 miles from the port and I-57 and I-24 are accessible in the surrounding area. I-55 intersects all major east-west Interstates in the Midwest and serves as a north-south connection to Chicago, St. Louis, Memphis, and New Orleans. Rail access is provided by both the BNSF Railway and the UP Railroad, and the Port operates its own short-line railroad, the SE Railroad. Approximately one mile from the SEMO Port, there are three pipelines, including two Texas Eastern Products Pipeline Company (TEPPCO) pipelines and one pipeline owned by Duke Energy Gas Transmission's subsidiary, Texas Eastern Gas Pipeline Company. Approximately 6 miles from the SEMO Port, air transportation is linked through the Cape Girardeau Regional Airport. Land is available for lease to support port-related industries, terminals, and distribution centers, and rail-to-truck transfer is supported by team tracks. Multiple companies operate

⁶¹ DOT-OST-1996-1559-0156 Order Selecting EAS Air Carrier Dated September 29, 2025



terminals at the Port, providing cargo transfer services between barge, rail, and truck. Information regarding the SEMO Port's facilities and services is available on its website.⁶²

Table 17 shows tonnage by commodity through the Southeast Missouri Port from CY2019-CY2023 as reported by the US Army Corps of Engineers.⁶³ The top categories of commodities include (1) Crude Materials, Inedible Except Fuels; (2) Primary Manufactured; and (3) Food & Farm Products.

Table 17: Tonnage by Commodity

All Commodities	CY2023	CY2022	CY2021	CY2020	CY2019
Coal, Lignite & Coal Coke	0	0	1,750	4,476	0
Petroleum & Petroleum Products	202,780	165,462	143,604	102,487	140,841
Chemicals & Related Products	122,743	125,991	133,529	159,803	133,183
Crude Materials, Inedible Except Fuels	2,681,101	2,323,823	3,249,281	3,422,595	3,000,355
Primary Manufactured	1,786,169	649,846	704,357	665,144	587,748
Food & Farm Products	625,099	848,251	848,513	751,102	641,188
Total	5,417,892	4,113,373	5,081,034	5,105,607	4,503,315

The port provides access to the Mississippi River at Mile 48, with a maintained nine-foot minimum channel depth to support barge traffic. The slackwater harbor, was completed in 1988 and includes a general cargo dock. This harbor (1800 feet long by 230 feet wide) is designed to maintain the same depth as the river's navigation channel, offering protected berthing for barges. The U.S. Army Corps of Engineers dredges the harbor as part of the original agreement when the harbor was built. The port's operations are further enhanced by services such as barge fleetling (provided by AEP River Operations) and barge repair facilities located nearby (Missouri Drydock). A wide range of major barge lines serve Semo Port, providing connections to the inland waterway network. These include prominent companies like Alter Barge Line, American Commercial Barge Lines, Canal Barge Company, Ingram Barge Company, Marquette Transportation Company, and AEP River Operations.

Transportation System Safety

A thorough evaluation of roadway safety is a core component of developing the MTP, as it provides an understanding of existing safety conditions to inform planning efforts. This section provides an overview of transportation system safety conditions within the boundaries of the MPA.

⁶² [SEMPO Port Overview](#)

⁶³ [US Army Corps of Engineers Commerce Statistics](#)





Roadway Crash Characteristics

This section provides an overview of traffic crashes that occurred within the boundaries of the MPA. To identify current safety trends, a detailed analysis was conducted using crash data from 2020 to 2024, sourced from MoDOT and IDOT.

Over the last five years, 10,315 crashes took place on the region's roadways. While the vast majority of these incidents resulted only in property damage, the human cost remains a primary concern. Nearly one in five crashes (18.57%) involved an injury or fatality. Among these, 35 crashes tragically resulted in a death, another 204 left individuals with suspected serious injuries, and 1,677 resulted in suspected minor injuries.

An analysis of crash rates per 100 million vehicle miles traveled (MVMT) shows varying trends. The fatal crash rate was 1.06 in 2020, 1.45 in 2021, 0.94 in 2022, 1.40 in 2023, and 0.78 in 2024. This rate fluctuated throughout the period, peaking in 2021 and reaching its lowest point in 2024. In comparison, the suspected serious injury crash rate was 5.30 in 2020, 5.49 in 2021, 7.33 in 2022, 7.92 in 2023, and 6.56 in 2024. This rate showed a distinct upward trend over four years, culminating in a peak in 2023 before declining in the final year of the analysis.

Table 18 shows the crashes by year and severity within the MPA. Crash severity types are defined as follows:

- **Fatal Injury:** Any injury that results in death within 30 days of the motor vehicle crash.
- **Suspected Serious Injury:** A non-fatal injury that results in conditions such as severe lacerations, broken or distorted limbs, crush injuries, suspected skull/chest/abdominal injuries, significant burns, unconsciousness, or paralysis.
- **Suspected Minor Injury:** Any injury evident at the scene that is not a fatal or suspected serious injury, such as abrasions, bruises, or minor lacerations.
- **Property Damage Only (PDO):** A crash that results in only material damage and involves no injuries to any persons.

Table 18: Crash Severity by Year (2020-2024)

Year	Fatal	Suspected Serious Injury	Suspected Minor Injury	Property Damage Only	Total
2020	6	30	352	1,609	1,997
2021	9	34	370	1,870	2,283
2022	6	47	321	1,665	2,039
2023	9	51	350	1,619	2,029
2024	5	42	284	1,636	1,967
Total	35	204	1,677	8,399	10,315





Figure 49 illustrates the crash density within the MPA, highlighting roadway segments with the highest frequency of crashes (red being dense and green being sparse). **Figure 50** pinpoints the specific locations of fatal and suspected serious injury crashes. A visual analysis of these maps reveals several key spatial patterns:

- The majority of all crashes, especially the high-density clusters shown in **Figure 49**, are concentrated within the urbanized areas of Cape Girardeau and Jackson.
- Both maps clearly show that crashes are not randomly distributed but are clustered along major transportation corridors. Significant crash density and a high number of severe crashes are evident along:
 - Interstate 55, particularly through Cape Girardeau.
 - US-61 (Business 55), which shows numerous high-density spots and a significant number of fatal and serious injury crashes.
 - Route K (William Street), especially through the commercial areas of Cape Girardeau.
 - MO-177 (Sprigg Street) showing a high concentration of crashes in the downtown Cape Girardeau area.

The crash density map (**Figure 49**) indicates that many of the most intense hotspots (red and yellow areas) occur at major intersections along these primary corridors. While serious injuries are widespread along major routes, the fatal crashes (red dots in **Figure 50**) appear more dispersed, with a notable cluster along the US 61 corridor and several occurrences on I-55.

These visual findings are directly corroborated by the Comprehensive Safety Action Plan⁶⁴ adopted by the MPA in 2025. That plan's High Injury Network (HIN) analysis formally identified priority locations for safety improvements. Crucially, the corridors with the highest crash densities observed in **Figure 49** and **Figure 50**, such as US-61 and Route K (William Street), are explicitly listed as top priority project locations in the safety plan. The HIN analysis also highlights other key corridors seen on the maps, including MO-34 (Jackson Boulevard) and Broadway Street, confirming that the visual patterns of crash frequency align with the locations formally targeted for future safety countermeasures.

⁶⁴ [Comprehensive Safety Action Plan](#)



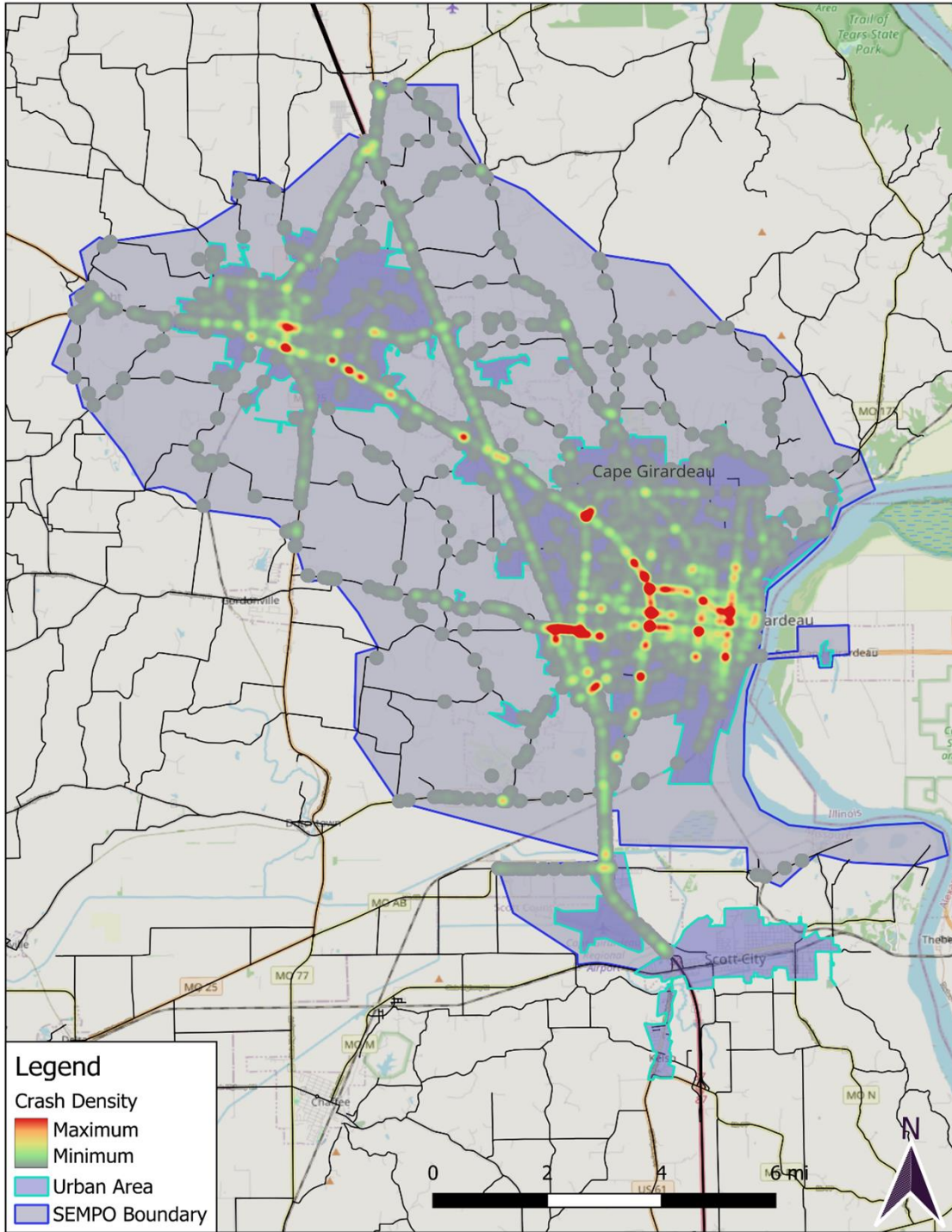


Figure 49: Crash Density Map within the SEMPO MPA (2020-2024)

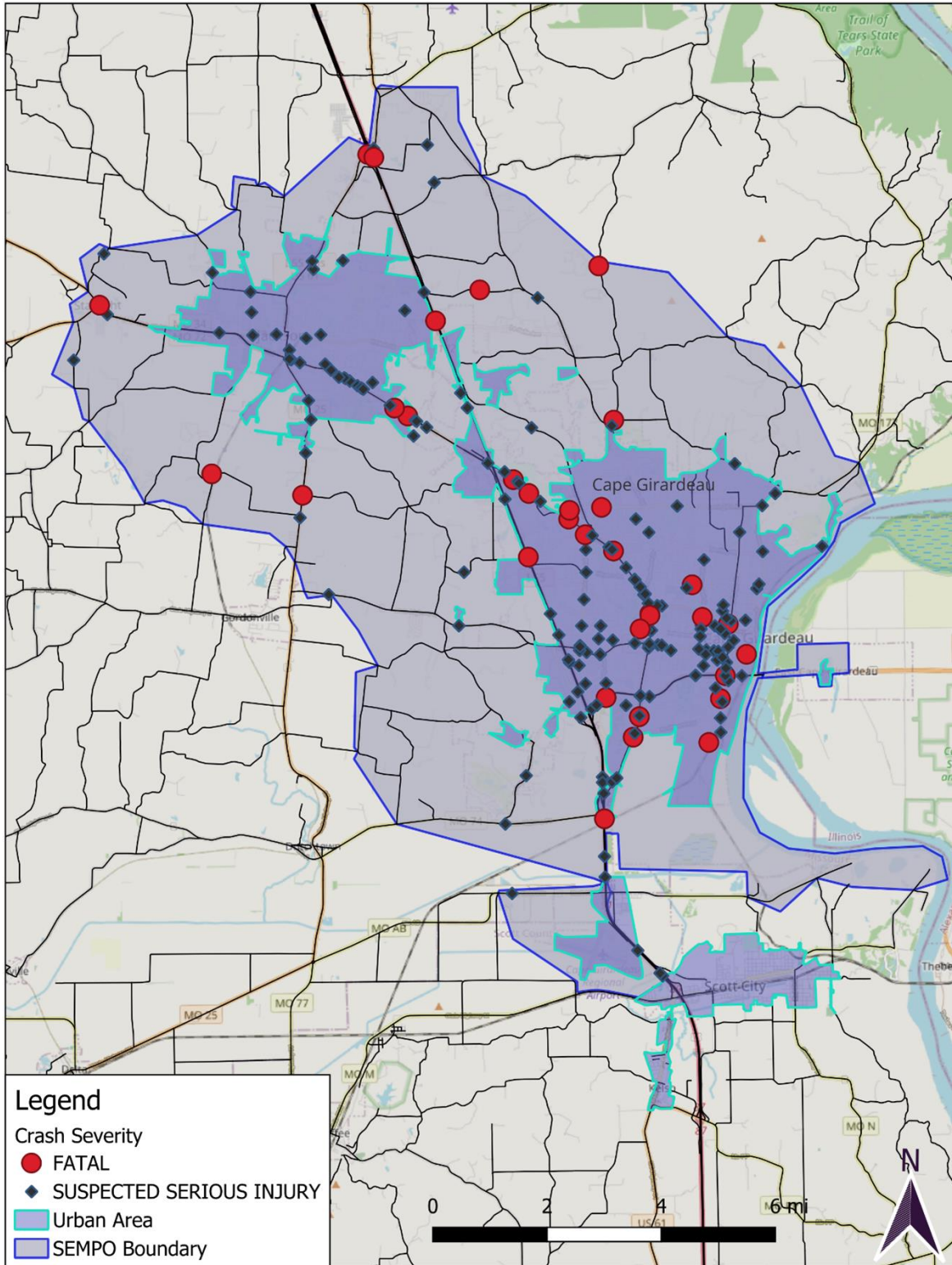


Figure 50: Fatal and Suspected Serious Injury Crashes Map (2020-2024)



Crash Types

A breakdown of the primary crash types recorded between 2020 and 2024 reveals distinct patterns related to driver behavior, roadway design, and traffic conditions. **Table 19** provides a complete summary of these crash types by year. These patterns help identify specific areas for targeted safety improvements.

Table 19: Crash Types by Year in SEMPO MPA (2020-2024)

Crash Type	2020	2021	2022	2023	2024	Total
REAR END	694	781	667	647	619	3,408
OUT OF CONTROL	306	313	312	281	333	1,545
RIGHT ANGLE	171	225	208	239	153	996
PASSING	123	185	158	141	192	799
PARKING OR PARKED CAR	138	157	143	128	122	688
LEFT TURN RIGHT ANGLE COLLISION	148	122	126	131	120	647
LEFT TURN	128	151	112	129	110	630
HEAD ON	44	49	62	82	60	297
RIGHT TURN RIGHT ANGLE COLLISION	47	51	52	55	47	252
OTHER	39	55	37	49	40	220
DEER	28	43	26	29	27	153
SIDESWIPE	19	36	26	23	26	130
CHANGING LANE	31	15	30	27	10	113
RIGHT TURN	22	18	17	17	21	95
BACKING	14	23	10	12	21	80
PEDESTRIAN	8	14	12	8	16	58
AVOIDING	6	15	7	4	27	59
PEDALCYCLE	11	5	14	5	9	44
FIXED OBJECT	5	8	10	8	12	43
DEBRIS	7	7	10	8	0	32
U - TURN	7	10	2	6	1	26
Total	1,996	2,283	2,041	2,029	1,966	10,315

The most prevalent crash type in the MPA was rear end, with 3,408 incidents accounting for nearly 33% of all crashes. However, the data shows these crashes are generally less severe, accounting for 0% of fatalities and only 12% of all suspected serious injuries. In contrast, out of control crashes, while the second most frequent (15%), are the most severe category by a significant margin. Out of control crashes were responsible for over half (51.5%) of all fatalities and 27% of suspected serious injuries. Similarly, right angle crashes (9.7% of the total) were also highly severe, contributing 12.1% of fatalities and 14.5% of serious injuries. Together, these top three crash types make up over 57% of all recorded incidents.





Beyond the top three, several other crash types occurred with notable frequency. Crashes related to specific driver actions were common, including passing with 799 incidents (7.7%), parking or parked car with 688 incidents (6.7%), and turning maneuvers like left turn right angle (647 or 6.3%) and left turn (630 or 6.1%). These statistics show that intersections and areas with frequent lane changes or parking activity are significant sources of crashes. While representing a smaller portion of the total, crashes involving vulnerable road users are a critical concern. Over the five-year period, there were 58 Pedestrian incidents (0.6%) and 44 Pedalcycle related crashes (0.4%). The safety of these non-motorized users requires specific attention, as these crash types often result in more severe injuries and have a disproportionately high impact on community safety.

Day of Week and Month of Year Factor

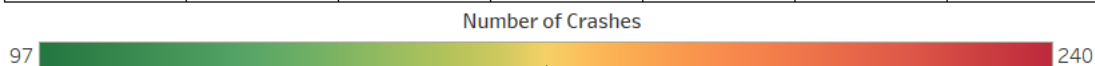
Analyzing when crashes occur is essential for understanding temporal patterns and deploying safety resources effectively. **Table 20** and **Table 21** provide heat maps illustrating the distribution of crashes by month, year, and day of the week from 2020 to 2024.

Table 20 displays the total number of crashes for each month across the five-year period, revealing a clear seasonal pattern. The fall and early winter months consistently show the highest number of incidents. October stands out as the peak month with 1,019 total crashes, followed by December (952) and August (896). In contrast, the summer months tend to have fewer crashes, with July recording the lowest number of incidents at 758. On a yearly basis, the total number of crashes fluctuated, peaking in 2021 with 2,279 incidents and reaching a five-year low of 1,964 in 2024.

Table 20: Monthly Crash Distribution by Year (2020-2024)

Monthly Crash Distribution by Year (2020-2024)

Month of Year	Year					Grand Total
	2020	2021	2022	2023	2024	
January	188	173	136	161	170	828
February	185	187	163	143	146	824
March	143	180	195	178	143	839
April	97	209	154	173	170	803
May	156	188	168	160	179	851
June	174	179	146	158	126	783
July	156	159	153	152	138	758
August	194	184	175	165	178	896
September	172	188	162	190	151	863
October	191	240	186	198	204	1,019
November	174	187	172	170	176	879
December	164	205	225	175	183	952
Grand Total	1,994	2,279	2,035	2,023	1,964	10,295

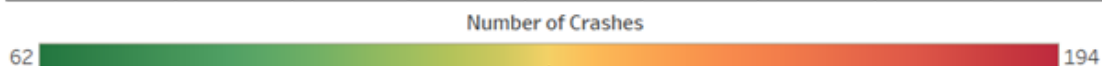




A breakdown by the day of the week, shown in **Table 21**, shows a strong correlation between the day and crash frequency. Crashes occur far more often on weekdays than on weekends, with the number of incidents generally increasing as the work week progresses. Friday is the day with the highest number of crashes by a significant margin, totaling 1,795 incidents in the last five years. Conversely, there is a sharp drop on the weekend, with Sunday being the day with the fewest crashes at 912. This temporal analysis indicates that crash risk is highest during the weekday afternoon commute, particularly late in the week. The single most frequent period for crashes occurs when these two trends intersect: Fridays in October. The patterns suggest that risk is elevated during the fall and early winter seasons, likely due to a combination of weather, lighting conditions, and traffic patterns.

Table 21: Monthly Crash Distribution by Day of Week (2020-2024)
 Monthly Crash Distribution by Day of Week (2020-2024)

Month of Year	Day Of Week							Grand Total
	MON	TUE	WED	THU	FRI	SAT	SUN	
January	132	120	135	145	150	76	70	828
February	111	131	128	119	165	102	68	824
March	110	108	144	167	159	89	62	839
April	133	111	137	122	114	99	87	803
May	122	146	128	144	118	109	84	851
June	139	114	108	131	130	82	79	783
July	122	99	127	130	117	97	66	758
August	137	126	154	150	155	97	77	896
September	109	135	141	157	163	79	79	863
October	152	146	157	167	194	117	86	1,019
November	139	175	130	124	142	92	77	879
December	157	162	138	125	188	105	77	952
Grand Total	1,563	1,573	1,627	1,681	1,795	1,144	912	10,295



Weather Factor

An analysis of weather conditions at the time of crashes shows that the vast majority of incidents occur during favorable weather. **Figure 51** displays that 68.04% of all crashes took place in clear weather conditions. When combined with crashes during cloudy weather (20.00%), a total of 88% of all incidents occurred in dry conditions. Among adverse weather types, rain was the most common contributing factor, present during 9.27% of crashes. All other adverse conditions, such as snow, fog, and sleet, collectively accounted for less than



3% of the total. This pattern shows that while inclement weather increases crash risk, the highest frequency of crashes is tied to periods of normal weather.

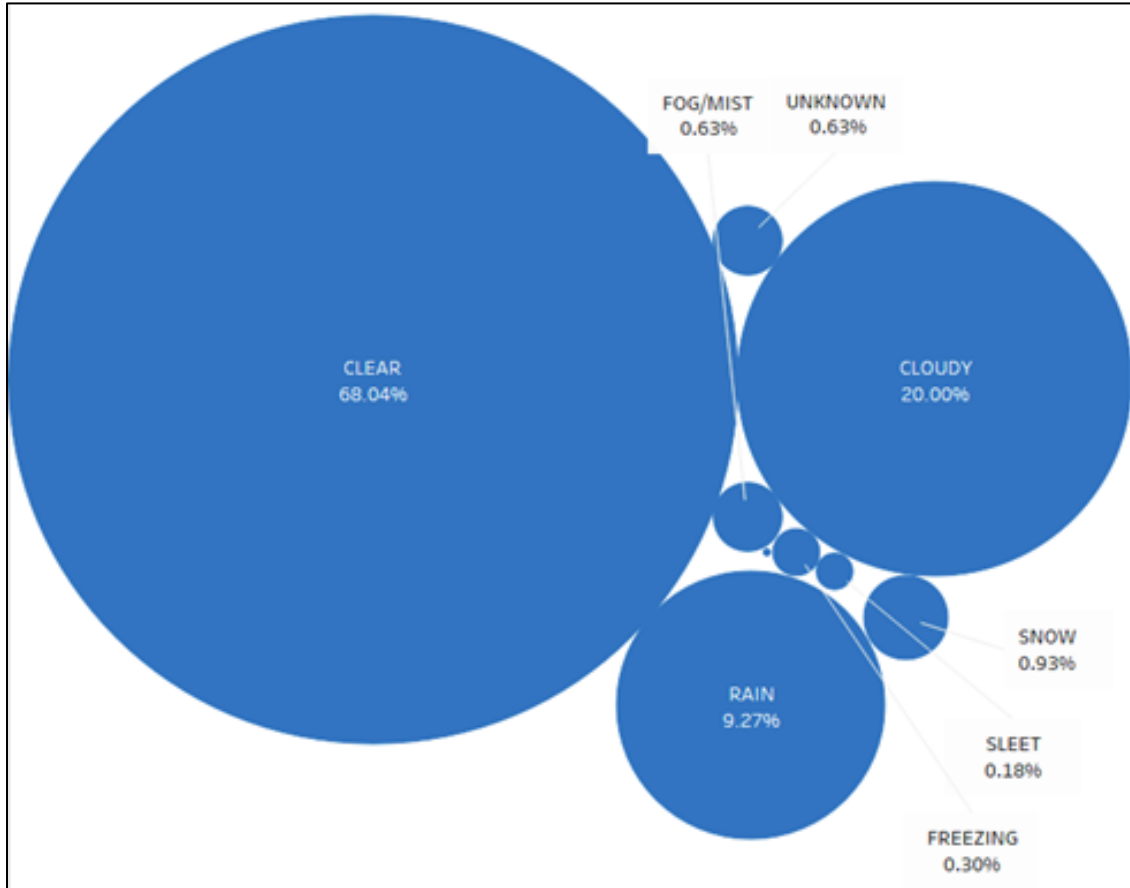


Figure 51: Proportion of Crashes under Different Weather Conditions (2020-2024)

Pedestrian and Pedalcycle Safety

Ensuring pedestrian and pedalcycle safety is key to promoting accessible and multi-modal transportation options for the entire community. Due to the high potential for severe injury in these types of incidents, the safety of non-motorized users must be a priority in planning a healthy and safe transportation network.

Figure 52 shows the specific locations of all pedestrian and pedalcycle related crashes that occurred between 2020 and 2024. A review of the map shows a spatial pattern with the majority of these crashes concentrated within the urbanized areas of the MPA, particularly in the downtown and commercial areas of Cape Girardeau and Jackson. This spatial distribution is consistent with the trend observed in the previous MTP. This concentration is expected, as urban areas typically have more pedestrian facilities and higher volumes of foot and bicycle traffic, including near the Southeast Missouri State University campus.

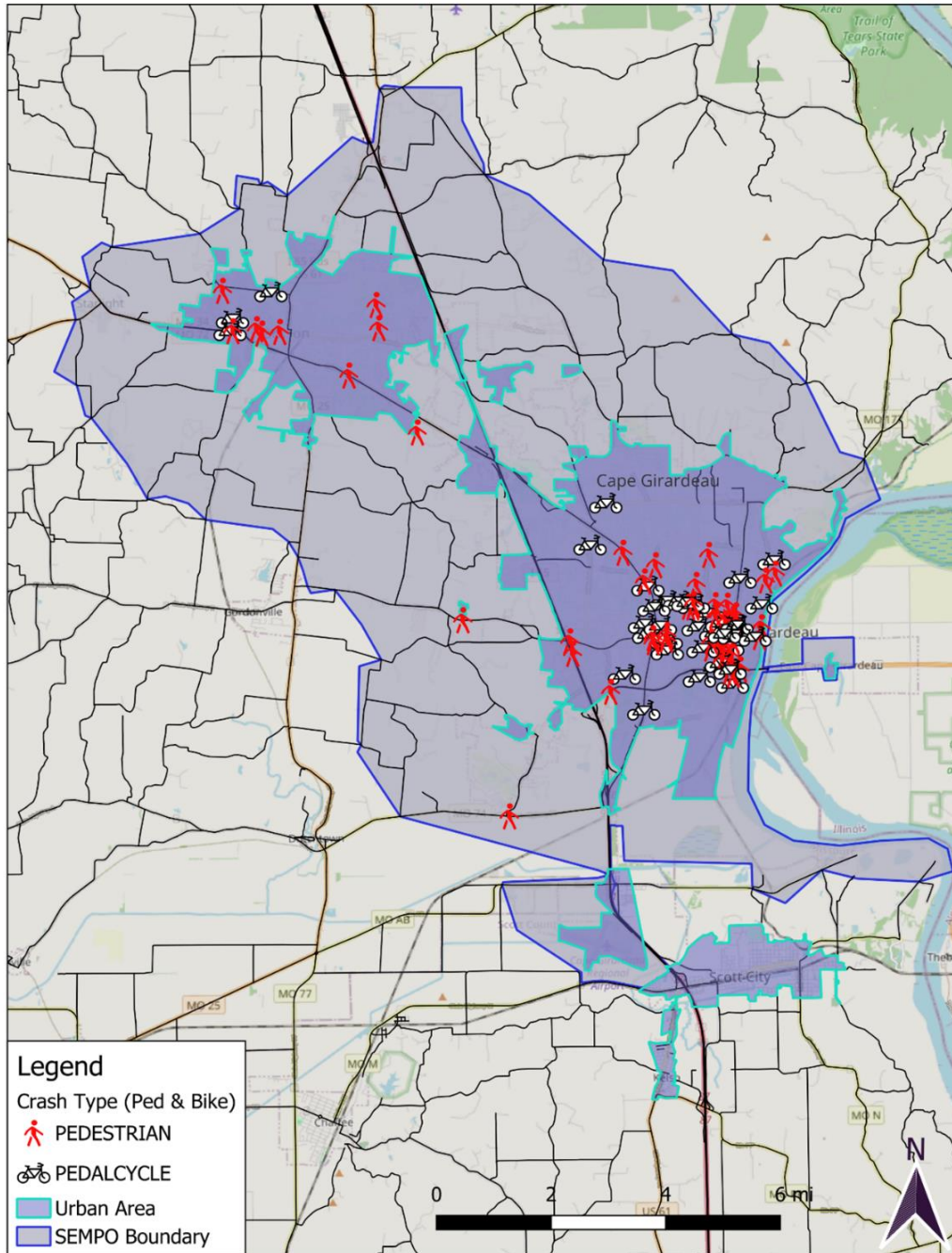


Figure 52: Pedestrian and Pedalcycle Crashes (2020-2024)

Pedestrian and pedalcycle fatalities are also overrepresented in terms of commute mode share. The most critical finding from the data is that while pedestrian and pedalcycle incidents are rare, they are vastly overrepresented in severe crash statistics. For example, pedestrian-related crashes made up less than 1% of all crashes but accounted for 6% of all fatalities and 8% of all suspected serious injuries. This disproportionately high severity is also true for pedalcycle crashes, which represented 3% of all fatalities and 1% of suspected



serious injuries, despite making up a similarly small fraction of total incidents. **Table 22** provides a detailed breakdown of the number of pedestrian and pedalcycle crashes by severity for each year in the analysis period.

Table 22: Crash Severity of Pedestrian and Pedalcycle Involved Crashes (2020-2024)

Crash Type	2020	2021	2022	2023	2024	Grand Total
PEDESTRIAN	8	14	12	8	16	58
Fatal		1	1	0	1	3
Suspected Serious Injury	2	4	5	2	3	16
Suspected Minor Injury	5	9	4	6	7	31
Property Damage Only	1	1	2	1	5	10
PEDALCYCLE	11	5	14	5	9	44
Fatal	0	0	1	0	0	1
Suspected Serious Injury	0	0	0	2	0	2
Suspected Minor Injury	9	1	10	1	8	29
Property Damage Only	2	4	3	2	1	12
GRAND TOTAL	19	19	26	13	25	102

Strategic Highway Safety Plan

The Highway Safety Act of 1966, 23 USC, Section 402(a) requires that, “Each State shall have a highway safety program approved by the Secretary, designed to reduce traffic accidents and deaths, injuries, and property damage resulting therefrom.” This is accomplished through the Highway Safety Program, commonly referred to as Section 402.⁶⁵

Show-Me Zero is Missouri’s Strategic Highway Safety Plan for 2026-2030.⁶⁶ This Strategic Highway Safety Plan (SHSP) is based on the principles of the Safe System Approach, which acknowledges there is not a “one-size-fits-all” answer to addressing highway safety.

⁶⁵ [23 USC, Section 402\(a\)](#)

⁶⁶ [Show-Me Zero 2026-2030 SHSP](#)



The six philosophical principles of the Safe System Approach are:

1. Death and Serious Injuries are Unacceptable
2. Humans Make Mistakes
3. Humans are Vulnerable
4. Responsibility is Shared
5. Safety is Proactive
6. Redundancy is Crucial

Based on the principles above, there are five elements of the Safe System Approach:

1. Safer People
2. Safer Vehicles
3. Safer Speeds
4. Safer Infrastructure
5. Safer Response

As shown in **Figure 54**, the five elements of the Safe System Approach work together by applying a Swiss Cheese Model.

Element 1: Safer People

The first element of traffic safety starts with addressing the choices and decisions people make. Better decisions by drivers and occupants naturally improve safety. Discouraging distracted driving, impaired driving, and unrestrained occupants creates safer roadways. Special attention to programs and educational opportunities for teen drivers and older drivers are also important characteristics of the Safer People element.

Element 2: Safer Vehicles

With a variety of vehicle types traveling on our roadways, safer vehicles is an important element to reduce the number and severity of crashes. With motorcyclist fatalities increasing after the 2020 repeal of the law requiring riders to wear helmets, motorcyclists made up 15% of all traffic fatalities from 2020 to 2024. Continuing education for riders and supporting policies that protect riders are important to promote safer vehicles. As the fleet of commercial motor vehicles (CMV) continues to rise, so do the CMV-involved crashes. Making all drivers aware of CMV operational limitations due to size and weight and promoting driver education programs both promote safer vehicles. Missouri ranks first overall in the nation for UTV/ROV fatalities and third in all off-highway vehicle (OHV)



Figure 53: Safe System Approach Elements

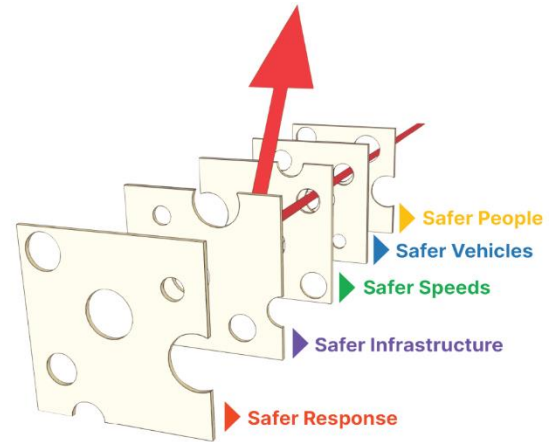


Figure 54: Safe System Approach Based on the Swiss Cheese Model



fatalities. Special attention should also be given to promoting safety of OHVs due to their limited protective features, loose age restrictions, and lack of proper training for riders.

Element 3: Safer Speeds

In 2024, approximately 33% of all Missouri traffic fatalities were the result of speeding. Efforts to achieve safer speeds can come through a combination of appropriate speed-limit setting, high-visibility speed enforcement, outreach campaigns, and targeted educational opportunities.

Element 4: Safer Infrastructure

The built environment plays a critical role in traffic safety. Safer infrastructure targeted to protect vulnerable road users (VRUs) like bicyclists, pedestrians, and wheelchair users as well as incorporating safety features into projects at critical roadway locations can increase overall safety for all roadway users.

Element 5: Safer Response

Although the previous four elements work together to reduce crashes, crashes can still happen. Post-crash care is essential to provide timely and effective responses that save lives. This element focuses on strategies that promote training opportunities, broaden educational awareness, and support resources necessary to increase survivability of crashes.

SEMPO supports MoDOT's SHSP and the intent of the plan to reduce injuries, fatalities, and property damage, with the #1 goal being to reduce fatalities and the #2 goal being to reduce serious injuries. SEMPO does not legislate, enforce, nor design safety projects or programs. It is a multi-jurisdictional planning organization, promoting safety through the identification and analysis of hazardous locations through crash data. SEMPO members and agencies are included, when appropriate, in the development of plans and studies, including the MTP and TIP, to provide important information and help guide the development of multi-modal systems throughout the MPA.

Best Practices Countermeasures

Missouri's 2026-2030 SHSP identified several strategies that could be undertaken by MPOs as countermeasures. Those strategies are shown in **Figure 55**.





METROPOLITAN PLANNING ORGANIZATIONS AND REGIONAL PLANNING COMMISSIONS

SOLUTION	SAFER PEOPLE	SAFER VEHICLES	SAFER SPEEDS	SAFER INFRSTR.	SAFER RESPONSE
Establish an interdisciplinary safety committee to lead organizational actions for incorporating safety into all transportation related functions.					
Promote proven engineering countermeasures (see Public Works on page 36) and include safety as a scoring criterion in project prioritization and selection.					
Encourage cities to adopt a Vision Zero (www.visionzeronetwork.org) approach to addressing transportation safety, including Complete Streets or Livable Streets.					
Make safety an overarching theme and core element of transportation plans, including regional Metropolitan Transportation Plans.					
Emphasize safety when prioritizing improvements among various modes of transportation, considering how increased multimodal alternatives and operational projects can reduce the likelihood of crashes.					
Participate in Missouri Coalition for Roadway Safety meetings and activities. Visit www.savemolives.com for more information.					
Educate member agencies on the significance of highway safety and how their agencies can contribute to a safer road system.					
Seek or provide safety grant-writing assistance for communities that may lack the personnel.					

Figure 55: MPO Best Practice Countermeasures from the 2026-2030 Show-Me Zero Plan

Natural Hazard/Emergency Planning

The MPA is subject to natural hazards such as flooding, tornados, winter storms, hail, high winds, fire, drought, heat, sinkholes, and earthquakes. Severe flooding can be problematic within the MPA, especially major flooding on the Mississippi River and the Diversion Channel. Periodic floods disrupt transportation, damage transportation infrastructure, and pose a threat to public safety.

The MPA is also located in an earthquake impact region, the New Madrid Seismic Zone. The area is in FEMA’s D Seismic Design Category with a risk category of 2⁶⁷. This indicates that very strong shaking could occur, causing light damage in specially designed structures, considerable damage in ordinary substantial buildings with partial collapse, and great damage in poorly built structures. A strong earthquake would likely cause substantial damage to the transportation system, especially older bridges.

To address these risks, the Missouri State Emergency Management Agency (SEMA) and the Missouri Association of Councils of Government (MACOG) developed a Mitigation Planning Initiative to help cities prepare a Hazard Mitigation Plan. Through their joint efforts, the SEMO RPC and Cape Girardeau County published a Hazard Mitigation Plan in 2021⁶⁸, which is an update to the 2016 plan. The plan meets Federal Emergency Management Agency (FEMA) planning requirements and was developed using best practices from the Missouri State

⁶⁷ [Seismic Maps](#)

⁶⁸ [2021 Hazard Mitigation Plan](#)





Hazard Mitigation Plan and the previous Cape Girardeau County Hazard Mitigation Plan. The plan encourages coordination between agencies and jurisdictions that will adopt the plan, such as Unincorporated Cape Girardeau County, the City of Cape Girardeau, the City of Jackson, Cape Girardeau School District, and more that are located in the SEMPO region. It also follows FEMA’s STAPLEE methodology to analyze and prioritize potential mitigation options, which factors in cost/benefit, feasibility of the action, and other issues that would impact the project. The main goals of the plan are listed below:

1. Protect the health, safety, and welfare of residents and students
2. Ensure the operation of critical facilities and services
3. Protect public and private property
4. Enhance informed decision making of mitigation actions

State Emergency Relief and Disaster Preparedness Plans and Strategies

The Missouri State Emergency Management Agency (SEMA) was established to “help our fellow Missourians prepare for, respond to and recover from all emergencies. Each step will be guided by the core values of respect, integrity, trust, honesty and compassion.”⁶⁹ SEMA responds to two types of disasters - natural and those caused by humans. Natural disasters are major snow and/or ice storms, floods, tornadoes/severe weather, and earthquakes. Human-caused disasters, also known as technological emergencies, may include hazardous material incidents, nuclear power plant accidents and other radiological hazards. SEMA is responsible for updating the State Emergency Operations Plan which coordinates the actions of statewide agencies and emergency services in the event of a major disaster requiring the use of state resources and personnel. SEMA also administers the National Flood Insurance Program (NFIP)⁷⁰ for the state of Missouri.

Funding Opportunities

As of 2004, the Federal Emergency Management Agency (FEMA) requires all cities, counties, and organizations to have a Hazard Mitigation Plan in order to receive funding. Grants available through FEMA include programs funding recovery initiatives, research, disaster-specific projects, and both pre- and post-emergency activities.⁷¹ Since 2002, \$9.378 million in funding from FEMA Public Assistance Grants has gone to projects in Cape Girardeau County to help communities quickly respond to major disasters or emergencies.

Due to the risk of flooding in the MPA, the City of Cape Girardeau, City of Jackson, and Cape Girardeau County have made it high priority to participate in the National Flood Insurance Program (NFIP). This program allows residents to have access to joining the NFIP and requires communities to agree to adopt and enforce floodplain management ordinances to reduce future flood damage. By participating in NFIP, these areas are able to receive Flood Mitigation Assistance Grants (FMA). The goal for the region is to reduce development in a

⁶⁹ [Missouri Department of Public Safety - State Emergency Management Agency \(SEMA\)](#)

⁷⁰ [National Flood Insurance Program \(NFIP\)](#)

⁷¹ [FEMA Grant Opportunities](#)





Special Flood Hazard Area (SFHA) which is an area that has a 1% annual chance of flooding (100-year return frequency flood).

The Emergency Management Performance Grant (EMPG) Program⁷² supports state and local all-hazard emergency management capabilities – a comprehensive approach to emergency response that ensures effective and consistent response to disasters and emergencies and builds strategic relationships within the emergency management community. Up to 50% of allowable costs are eligible for financial assistance through the EMPG.

Environmental Impact Mitigation

It is critical to consider the natural environment when accounting for the short- and long-term impacts of transportation decisions. Managing environmental resources as a group of strategic assets is beneficial to advancing municipal goals, protecting ecosystem health, and enhancing the livability of communities in the region. In considering environmental resources, these benefits may be managed and increased by planning transportation networks in a way which preserves, unifies, and invests in these natural systems. Key environmental assets include the following:

- **Clean air:** essential to both human and ecosystem health.
- **Rivers and water bodies:** provide drinking water, recreation, and act as natural pollution filters.
- **Biodiversity:** essential for food, material, and improved quality of life; also increases the region’s resilience.
- **Forests:** serve as watersheds, habitats, carbon sinks, leisure amenities, and tourist destinations. If managed sustainably, forests are also a source of energy and building materials.
- **Wetlands:** filter and process stormwater and waste as well as acting as a nursery for aquatic life.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act (NEPA)⁷³ was signed into law in 1970, establishing requirements for federal agencies to consider the environmental impacts of proposed actions. NEPA policies apply to major federal actions affecting human environment and require that assessments examine the following:

1. The environmental impact of the proposed action;
2. Any adverse effects that cannot be avoided;
3. Alternatives to the proposed action;
4. The relationship between local short-term uses of the human environment and the maintenance and enhancement of long-term productivity; and

⁷² [Emergency Management Performance Grant \(EMPG\) Program](#)

⁷³ [National Environmental Policy Act \(NEPA\)](#)





5. Any irreversible and irretrievable commitments of resources that would be involved in the proposed action.

The NEPA process requires extensive documentation of data, decisions, and analysis that can be perceived as requiring additional work of resource-strapped MPO staff and other public agencies. However, better understanding of individual agency requirements and collaboration can strengthen transportation planning decisions and reduce these challenges over time.

Ecological Framework

To track the preservation of natural systems over time, land cover acreage should be mapped every five years during the MTP development process. **Table 23** identifies the acreage associated with each land cover type in the region. Total land cover within the MPA consists of approximately 32,080 acres of land for agricultural uses; 23,607 acres of developed land; 16,704 acres of forest; 955 acres of wetlands, and 2,356 acres of other uses including open water and grasslands. Information on woodlands, urban areas, grasslands, and agriculture uses was obtained from the 2022 U.S. Geological Survey (USGS) National Land Cover Database (NLCD). Wetland information for the Cape Girardeau UA is based on data from the United States Fish and Wildlife Services (USFWS) National Wetland Inventory classification system, as well as from local agencies.

Table 23: Land Cover in SEMPO MPA

Land Cover	Acreage
1 Barren Land (Rock/Sand/Clay)	475
2 Cultivated Crops	14,759
3 Deciduous Forest	16,472
4 Developed, High Intensity	2,263
5 Developed, Low Intensity	8,763
6 Developed, Medium Intensity	5,863
7 Developed, Open Space	6,718
8 Emergent Herbaceous Wetlands	239
9 Evergreen Forest	8
10 Grassland/Herbaceous	199
11 Mixed Forest	224
12 Open Water	1,591
13 Pasture/Hay	17,321
14 Shrub/Scrub	113
15 Woody Wetland	716
TOTAL	75,702





Cultural and Historic Resources

In addition to natural resources, cultural and historic resources are an important part of the human environment and should also be considered, with steps taken to minimize damage, destruction, or removal of these features. **Table 24** and **Table 25** show the National Register of Historic Places districts and landmarks in the MPA, respectively.⁷⁴

Table 24: National Register Districts in SEMPO MPA

No.	Name	Location
1	Haarig Commercial Historic District	Cape Girardeau, MO
2	Cape Girardeau Commercial Historic District	Cape Girardeau, MO
3	Cape Girardeau Commercial Historic District (Boundary Increase I)	Cape Girardeau, MO
4	Cape Girardeau Commercial Historic District (Boundary Increase II)	Cape Girardeau, MO
5	Big Hill Farmstead Historic District	Jackson, MO
6	Broadway--Middle Commercial Historic District	Cape Girardeau, MO
7	Broadway--Middle Commercial Historic District (Boundary Increase)	Cape Girardeau, MO
8	Courthouse--Seminary Neighborhood Historic District	Cape Girardeau, MO
9	Broadway and North Fountain Street Historic District	Cape Girardeau, MO
10	Warehouse Row Historic District	Cape Girardeau, MO
11	South Middle Street Historic District	Cape Girardeau, MO
12	Broadway Commercial Historic District	Cape Girardeau, MO
13	Jackson Uptown Commercial Historic District	Jackson, MO
14	Main--Spanish Commercial Historic District	Cape Girardeau, MO

⁷⁴ [National Park Service National Register of Historic Places](#)





Table 25: National Register Landmarks in SEMPO MPA

No.	Name	Location
1	Bennett-Tobler-Pace-Oliver House	Jackson, MO
2	St. Vincent De Paul Catholic Church	Cape Girardeau, MO
3	Glenn House	Cape Girardeau, MO
4	Thilenius, Col, George C., House	Cape Girardeau, MO
5	Reynolds, James, House	Cape Girardeau, MO
6	Oliver-Leming House	Cape Girardeau, MO
7	McKendree Chapel	Jackson, MO
8	McKendree Chapel (Boundary Increase)	Jackson, MO
9	Clark, George Boardman, House	Cape Girardeau, MO
10	Klostermann Block	Cape Girardeau, MO
11	House at 323 Themis Street	Cape Girardeau, MO
12	Frizel--Welling House	Jackson, MO
13	Shivelbine, August and Amalia, House	Cape Girardeau, MO
14	Pott, Frederick W. and Mary Karau, House	Cape Girardeau, MO
15	Wichterich, Robert Felix and Elma Taylor, House	Cape Girardeau, MO
16	Marquette Hotel	Cape Girardeau, MO
17	Huhn--Harrison House	Cape Girardeau, MO
18	Himmelberger and Harrison Building	Cape Girardeau, MO
19	Wood Building	Cape Girardeau, MO
20	B'Nai Israel Synagogue	Cape Girardeau, MO
21	Southeast Missourian Building	Cape Girardeau, MO
22	Esquire Theater	Cape Girardeau, MO
23	Kage School	Cape Girardeau, MO
24	St. Vincent's College Building	Cape Girardeau, MO
25	Ponder, Abraham Russell, House	Cape Girardeau, MO
26	Lilly, Edward S. and Mary Annatoile Albert, House	Cape Girardeau, MO
27	Central High School	Cape Girardeau, MO
28	Jefferson School	Cape Girardeau, MO
29	Vasterling, Julius, Building	Cape Girardeau, MO
30	Erlbacher Buildings	Cape Girardeau, MO
31	Cape Girardeau Court of Common Pleas	Cape Girardeau, MO
32	St. James A.M.E. Church	Cape Girardeau, MO
33	Chapman, Dr. Jean, House	Cape Girardeau, MO
34	Old Lorimier Cemetery	Cape Girardeau, MO
35	Broadway Theatre	Cape Girardeau, MO
36	Harrison, William Henry & Lilla Luce, House	Cape Girardeau, MO
37	Wilson, J. Maple & Grace Senne, House	Cape Girardeau, MO
38	Hanover Lutheran Church	Cape Girardeau, MO
39	Turner Hall	Cape Girardeau, MO
40	Fort D	Cape Girardeau, MO
41	First Baptist Church	Cape Girardeau, MO
42	Bainbridge Ferry	Cape Girardeau, MO
43	Bainbridge Ferry Rd.	Cape Girardeau, MO
44	Byrd, Abraham, House	Jackson, MO
45	Green's Ferry	Cape Girardeau, MO





Air Quality

Air quality and transportation are intimately connected through United States Environmental Protection Agency (EPA) regulation. The Clean Air Act, which was last amended in 1990, requires EPA to set National Ambient Air Quality Standards for pollutants considered harmful to public health and the environment. The EPA Office of Air Quality Planning and Standards (OAQPS) has set National Ambient Air Quality Standards for six principal pollutants, which are called "criteria" pollutants. The current standards are shown in **Table 26**.⁷⁵ Units of measure for the standards are parts per million (ppm) by volume, parts per billion (ppb) by volume, and micrograms per cubic meter of air ($\mu\text{g}/\text{m}^3$). The EPA created the Air Quality Index shown in **Table 27** to help explain air pollution levels, and the associated health concerns, to the public.⁷⁶

Table 26: National Ambient Air Quality Standards

Pollutant	Primary/Secondary	Averaging Time	Level	Form	
Carbon Monoxide (CO)	primary	8 hours	9 ppm	Not to be exceeded more than once per year	
		1 hour	35 ppm		
Lead (Pb)	primary and secondary ⁽¹⁾	Rolling 3 month average	0.15 $\mu\text{g}/\text{m}^3$	maximum arithmetic mean of 3 consecutive monthly means in a 3-year period	
Nitrogen Dioxide (NO ₂)	primary	1 hour	100 ppb	Annual 98th percentile of 1-hour daily maximum concentrations, averaged over 3 years	
	primary and secondary	1 year	53 ppb ⁽²⁾	Annual Mean	
Ozone (O ₃)	primary and secondary ⁽³⁾	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years	
Particle Pollution (PM)	PM _{2.5}	primary	1 year	9.0 $\mu\text{g}/\text{m}^3$	annual mean, averaged over 3 years
		secondary	1 year	15.0 $\mu\text{g}/\text{m}^3$	annual mean, averaged over 3 years
	PM ₁₀	primary and secondary	24 hours	35 $\mu\text{g}/\text{m}^3$	98th percentile, averaged over 3 years
		primary and secondary	24 hours	150 $\mu\text{g}/\text{m}^3$	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO ₂)	primary ⁽⁴⁾	1 hour	75 ppb	Annual 99th percentile of 1-hour daily maximum concentrations, averaged over 3 years	
	secondary ⁽⁵⁾	1 year	10 ppb	annual mean, averaged over 3 years	

(1) In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 $\mu\text{g}/\text{m}^3$ as a calendar quarter average) also remain in effect.

⁷⁵ [EPA NAAQS Table](#)

⁷⁶ [EPA AQI Basics](#)





(2) The level of the annual NO₂ standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.

(3) Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O₃ standards are not revoked and remain in effect for designated areas. Additionally, some areas may have certain continuing implementation obligations under the prior revoked 1-hour (1979) and 8-hour (1997) O₃ standards.

(4) The previous SO₂ standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2) any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO₂ standards or is not meeting the requirements of a SIP call under the previous SO₂ standards (40 CFR 50.4(3)). A SIP call is an EPA action requiring a state to resubmit all or part of its State Implementation Plan to demonstrate attainment of the required NAAQS.

(5) The 2024 rulemaking added a new annual secondary NAAQS in 40 CFR Part 50 without altering the 1971 secondary 3-hour SO₂ NAAQS. Note that some areas may have certain continuing implementation obligations.

Table 27: Air Quality Index

Daily AQI Color	Levels of Concern	Values of Index	Description of Air Quality
Green	Good	0 to 50	Air quality is satisfactory, and air pollution poses little or no risk.
Yellow	Moderate	51 to 100	Air quality is acceptable. However, there may be a risk for some people, particularly those who are unusually sensitive to air pollution.
Orange	Unhealthy for Sensitive Groups	101 to 150	Members of sensitive groups may experience health effects. The general public is less likely to be affected.
Red	Unhealthy	151 to 200	Some members of the general public may experience health effects; members of sensitive groups may experience more serious health effects.
Purple	Very Unhealthy	201 to 300	Health alert: The risk of health effects is increased for everyone.
Maroon	Hazardous	301 and higher	Health warning of emergency conditions: everyone is more likely to be affected.

Of the six criteria pollutants, particulate matter is well under the standard in the Cape Girardeau area, but ozone remains a contaminant of concern. Pollutants are measured via two air quality monitors in the area – one located near Farrar in Perry County and one near Bonne Terre in Ste. Genevieve County. According to the Missouri Department of Natural Resources’ Air Quality Analysis for Ozone report⁷⁷ released on October 31, 2025, both

⁷⁷ [Missouri Department of Natural Resources' Air Quality Analysis for Ozone Report](#)





monitors had their highest eight-hour ozone averages below the threshold design value of 70 ppb from 2021-2024, with exceptions in 2023. Data for 2025 is not yet finalized.

In 2022, the SEMO RPC released an updated report entitled “Ozone Advance Path Forward”⁷⁸ which focuses on methods of reducing ozone in the region and analyzing the data that has been collected. **Figure 56** and **Figure 57** from the report demonstrate the overall decrease in the amount of unhealthy ozone days for both monitoring locations from 2000 to 2022. The report also seeks to educate the public and promote awareness of how changes in habits and behavior can affect ozone levels and air quality. Examples include stopping the gas pump once the fuel nozzle clicks, filling the tank in the evening to slow down the chemical reaction between pollutants and sunlight that creates ozone, and mowing the lawn at night for the same reason.

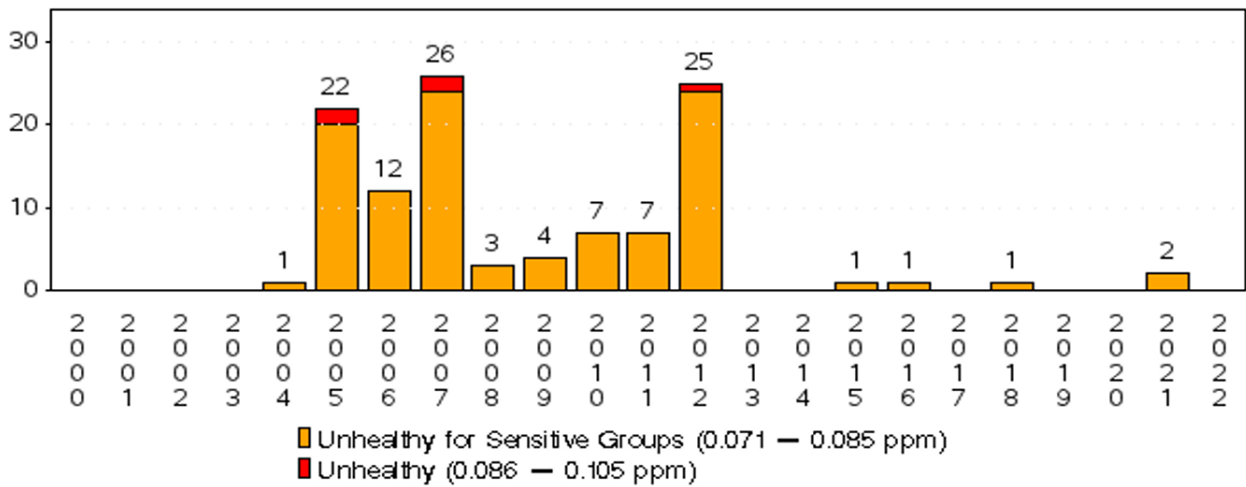


Figure 56: Number of Days 8-hr Ozone Daily Max > 0.070 ppm 2000-2022 in Perry County, MO

⁷⁸ [Ozone Advance Path Forward](#)



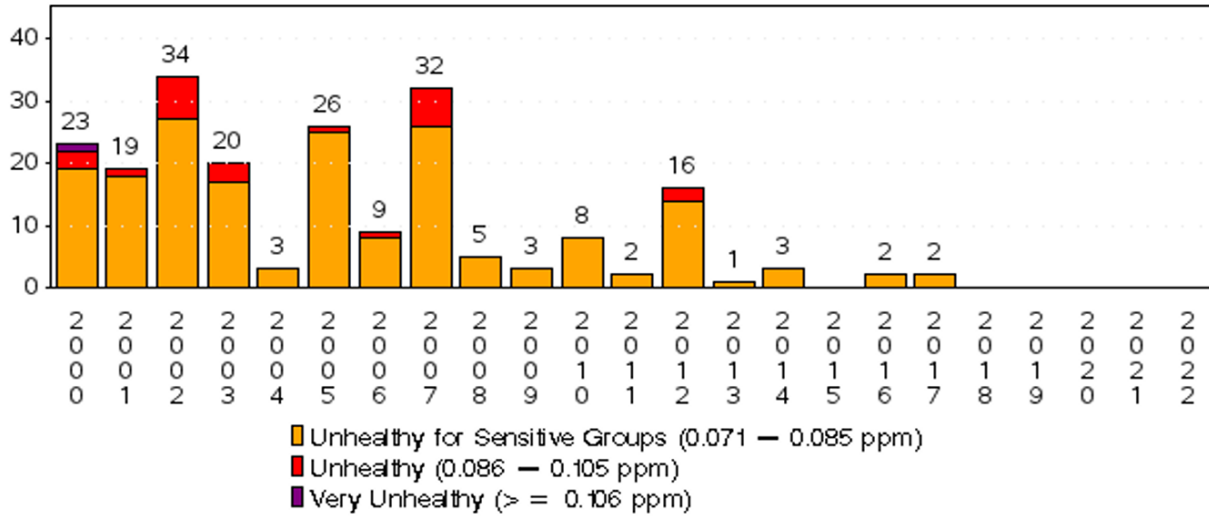


Figure 57: Number of Days 8-hr Ozone Daily Max > 0.070 ppm 2000-2022 in Sainte Genevieve County, MO

Water Quality

Transportation affects water quality directly in several ways, including road construction and maintenance that increases impervious surfaces and reduces stormwater runoff, discharge of pollutants such as oil, dirt, and deicing chemicals, leaks from underground petroleum storage tanks, and oil spills. Section 303(d) of the federal Clean Water Act requires that each state identify impaired waters – waterbodies which are not meeting water quality standards – and enables the EPA to assist in developing tools to restore water quality.⁷⁹ Water quality standards protect beneficial uses of water, such as whole-body contact (swimming), maintaining fish and other aquatic life, and providing drinking water for people, livestock and wildlife. The 303(d) list helps state and federal agencies keep track of waters that are impaired but not addressed by normal water pollution control programs.

At this time, the Mississippi River is the only waterway in the MPA included in the Section 303(d) lists. The river’s identified issues are pesticides, mercury, metals, and PCBs (polychlorinated biphenyls). Additional waterways in Cape Girardeau County, Missouri and Alexander County, Illinois have been identified as impaired; however, they are not located within the MPA.⁸⁰

Stormwater Management

The City of Cape Girardeau has almost 5,500 storm drain inlets and 200 miles of drainage pipe.⁸¹ The Stormwater Division of the Public Works Department maintains the storm drain system in the public right-of-way and within drainage easements. Both Cape Girardeau and

⁷⁹ [Clean Water Act Section 303\(d\): Impaired Waters and Total Maximum Daily Loads \(TMDLs\)](#)

⁸⁰ [EPA](#)

⁸¹ [City of Cape Girardeau Stormwater](#)





the City of Jackson were required to submit a Notice of Intent application to the MoDNR for coverage under the Missouri Phase II MS4 general stormwater permit, as moderated by the EPA Clean Water Act. This program requires that the City develop a stormwater program which addresses water quality issues. Under this permit, Jackson maintains a Stormwater Management Plant (SWMP) that requires best management practices related to stormwater drainage and the monitoring of known outfalls. These outfalls are known locations where stormwater infrastructure drains into permanent flow streams within the city limits. Currently, Jackson has approximately 200 known outfalls that are monitored on a rotating basis as required under the permit. Jackson continues to work towards completing the mapping of the city's stormwater system to determine the approximate number of storm drain inlets and miles of pipe within the city, which is unknown at this time.

One method of lessening the impact of stormwater is through green infrastructure. Green infrastructure is strategically planned and managed networks of natural lands, working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations. Using green infrastructure techniques in the transportation system has many benefits. For example, a road built through the heart of a historically wet area can experience flooding and can deplete the ability for that area to absorb and filter stormwater. However, when these systems are built in concert, a community can effectively build a transportation system while maintaining the vital roles that ecosystems play in community health and well-being. The concept and associated technology of green infrastructure have been evolving for decades, increasing confidence in the applicability and effectiveness of these technologies.

Examples of how green infrastructure can be integrated into roadway projects:

- The use of vegetative bioswales and wetland retention to filter and absorb stormwater from the road system;
- Planting of street trees; and
- The use of porous pavement.

Other recommended methods to reduce water pollution from transportation projects include:

- Ensuring the quality of stormwater runoff is protected while roadways in SEMPO are constructed, operated, and maintained;
- Promoting innovative control measures (i.e., best management practices);
- Reducing the amount of herbicides and chemical agents used for road maintenance;
- Managing natural habitat to compensate for lost systems, such as planting native vegetation in swales;
- Providing effective water quality education to SEMPO staff;
- Facilitating cooperation between SEMPO, watershed groups, other Water Quality Program managers, businesses, and the public; and





- Developing a Stormwater Management Program to reduce pollutants in stormwater from area roadways and facilities.

Transportation System Security

Federal recommendations advise MPOs to consider transportation system security in key documents such as the Unified Planning Work Program (UPWP), the State Planning and Research Program, the long-range transportation plan, the statewide transportation improvement program (STIP) or MPO transportation improvement program (TIP), or as part of a standalone study. Federally funded or regionally significant transportation security should be included in the metropolitan long-range plan, STIP, or TIP.

SEMPO can improve security by identifying possible emergency or alternate routes, encouraging accessibility of emergency vehicles in neighborhood and street design, and supporting interagency cooperation. SEMPO may also explore hazardous materials and truck routing information, assist state and local planning efforts through collection and analysis of crash and infrastructure condition data, and make improvements in project selection and investment. Other possible transportation security activities for SEMPO include:

- Establish collaborative decision-making opportunities with emergency response stakeholders;
- Collaborate with other state and local agency efforts and/or private sector to enhance security planning for the transportation system;
- Reduce injuries, fatalities, and property damage for all modes of transportation;
- Minimize security risks on roadways and bikeways, at Cape Girardeau Regional Airport, and on public transportation facilities throughout the MPA;
- Improve disaster, emergency, and incident response preparedness and recovery;
- Assess security vulnerabilities while minimizing redundancies through agency coordination;
- Participate in regional planning for safety and security initiatives, such as evacuation measures and homeland security;
- Assess existing resources while periodically re-evaluating emergency preparedness procedures;
- Improve protection of critical, security-related infrastructure key facilities.

Supporting Activities

Federal activities supporting transportation security include establishing the Transportation Security Administration (TSA)⁸² to secure the nation's airports and commercial flights after September 11, 2001, which includes the Cape Girardeau Regional Airport. The Public Transportation System Security and Emergency Preparedness Planning Guide,⁸³ published

⁸² [TSA Website](#)

⁸³ [The Public Transportation System Security and Emergency Preparedness Planning Guide](#)





by the U.S. Department of Transportation in 2003 and last updated in 2016, provides guidance to ensure security on public transit systems. At the state level, Executive order (05-20),⁸⁴ signed on July 21, 2005, authorized Missouri’s Homeland Security Advisory Council (HSAC) to review and coordinate homeland security plans at the state and local level and make recommendations on the use of federal homeland security funds.

Accessibility

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. According to Title II of the Act, municipalities are required to have a plan to make accommodations for everyone. If a public agency employs more than 50 people, a formal transition plan is required in addition to a self-evaluation. A self-evaluation is a detail of existing barriers to city communications, programs and services, streets and intersections, and buildings and outdoor areas. The self-evaluation information is ultimately used to create the agency’s methods and schedule on these barrier removals.

In 2021, SEMPO completed an ADA Transition Framework Plan for the cities of Cape Girardeau and Jackson. The framework provides a self-evaluation of infrastructure within non-MoDOT Public Rights-of-Way (PROW) to assist the two cities in improving accessibility and creating a full ADA Transition Plan. A full ADA Transition Plan requires the additional steps of a self-evaluation of all public buildings and properties, the creation of a schedule and implementation plan, adoption of a grievance policy, and a public engagement period. It is also required to be updated periodically until all accessibility barriers are removed.

The ADA Framework Plan includes assessment of the following features:

1. Sidewalks
2. Curb Ramps
3. Sidewalk Ramps
4. Blended Transitions
5. Grade Breaks
6. Detectable Warning Surfaces
7. Openings
8. Horizontal Objects
9. Vertical Objects
10. Bus Stops and Stations
11. Crosswalks
12. Pushbuttons
13. Railroad Crossings
14. Handrails
15. Pedestrian Refuge Islands

⁸⁴ [Executive Order \(05-20\)](#).





Section 5: Demographic and Economic Outlook

Understanding where a region is headed begins with a clear picture of who lives there today and how that population may evolve in the future. This section explores the demographic and economic trends that shape travel behavior, transportation needs, and regional development. From population growth and age distribution to employment patterns and industry shifts, these factors help planners anticipate demand and prioritize investments. Together, they form the foundation for a responsive, forward-looking transportation system.

Today's Population

The Cape Girardeau Urbanized Area (UA) has seen modest but meaningful population growth over the past decade, with shifts that reflect both regional trends and broader national patterns. While the overall population has grown, the rate and distribution of this growth have varied between communities, some gaining residents steadily, others facing decline. This section provides an overview of recent population changes in the UA and its major communities, offering insight into how the region is evolving and what those changes might mean for future transportation, housing, and economic development efforts.

Population Growth in the Cape Girardeau UA

Estimated population trends for the Cape Girardeau Urbanized Area over the past 10 years are drawn from the U.S. Census Bureau's American Community Survey (ACS)⁸⁵. The ACS was selected as the source to provide consistent, comparable estimates across all geographic levels studied—including cities, counties, and urbanized areas. While ACS estimates reflect multi-year averages rather than annual point-in-time counts, they offer the most uniform basis for analyzing long-term trends across differing jurisdictional boundaries. These estimates are shown in **Figure 58**. The estimated population has generally increased, starting at 54,099 in 2013 and reaching 56,340 in 2023. However, growth rates have fluctuated significantly. The highest growth rate over a single year occurred in 2022 at 1.26%. Between 2016 and 2018, the population experienced slight declines, with the lowest growth single year growth rate of -0.67% in 2017. After stabilizing with minimal changes from 2018 to 2021, population growth accelerated in the last two years. Overall, between 2013 and 2023, the Cape Girardeau UA grew in population by 4.1%.

⁸⁵ Note: ACS estimates represent five-year rolling averages and are subject to sampling variability. As such, they may not reflect short-term population changes or conditions in any specific year, particularly for smaller geographies.



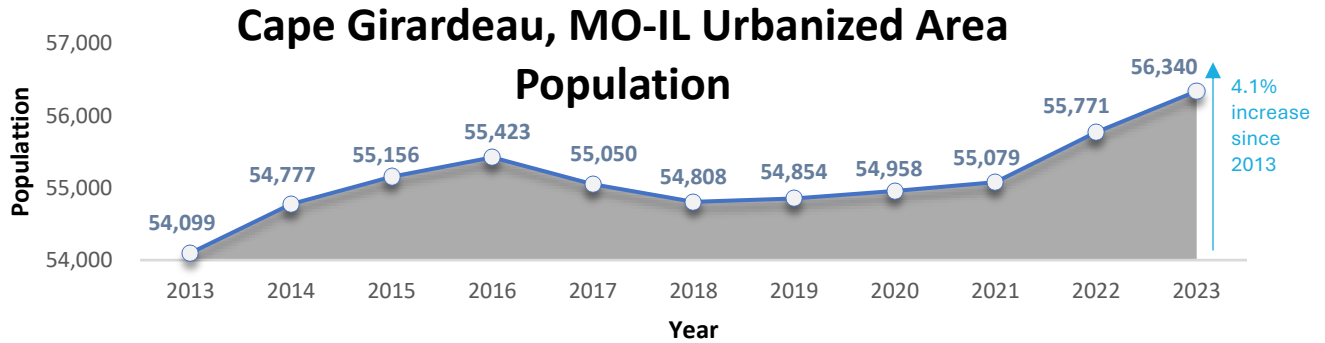


Figure 58: Cape Girardeau UA Estimated Population from 2013 to 2023

Between 2013 and 2023, Cape Girardeau City experienced steady population growth, rising from 38,296 to 40,047. The city saw consistent increases each year, with notable peaks in 2020 when the population reached 40,100. However, following this peak, there was a slight decline in 2021 before growth resumed in 2022 and 2023. Overall, the trend suggests gradual, long-term growth with minor fluctuations with a growth rate of 4.6%, slightly more than the UA. The estimated population growth in Cape Girardeau City is shown in **Figure 59**.

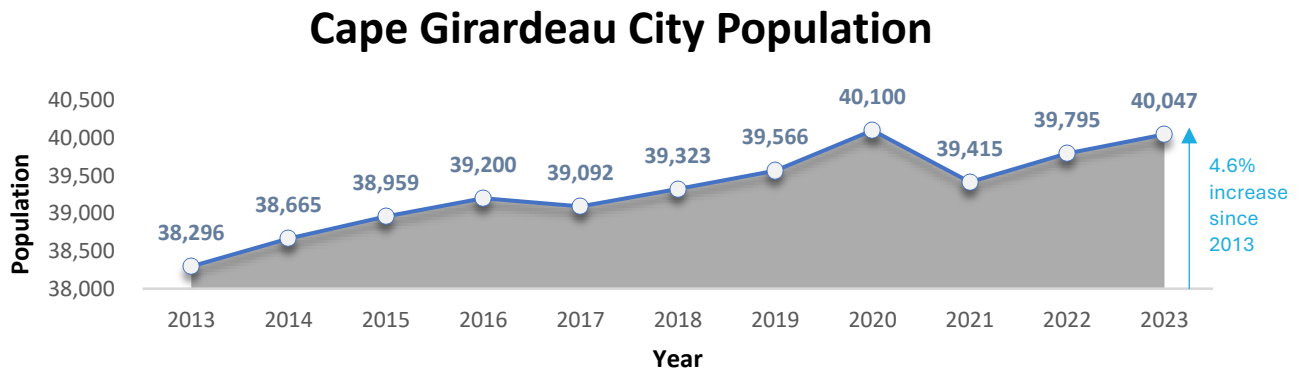


Figure 59: Cape Girardeau City Estimated Population from 2013 to 2023

Jackson also experienced population growth over the past decade, increasing from a population of 13,999 in 2013 to 15,532 in 2023. Growth was steady, with small fluctuations, particularly between 2016 and 2020, when the population stabilized between 14,600–14,900. However, after 2020, Jackson saw more consistent gains, reflecting a positive trajectory in recent years. Overall, Jackson saw the highest growth rate of the three communities in the Cape Girardeau UA with an 11% increase since 2013. The estimated population growth in Jackson is shown in **Figure 60**.



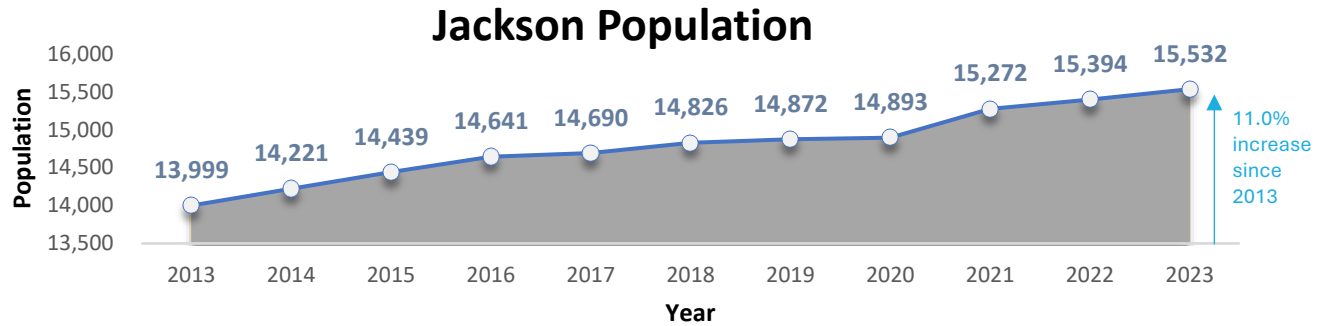


Figure 60: Jackson Estimated Population from 2013 to 2023

Unlike Cape Girardeau City and Jackson, East Cape Girardeau saw a declining population trend over the ten-year period. The population peaked at 672 in 2014 before beginning a steady decline, reaching 292 by 2023. Overall, the population of East Cape Girardeau declined by 53.7% between 2013 and 2023. The estimated population change in East Cape Girardeau is shown in **Figure 61**.

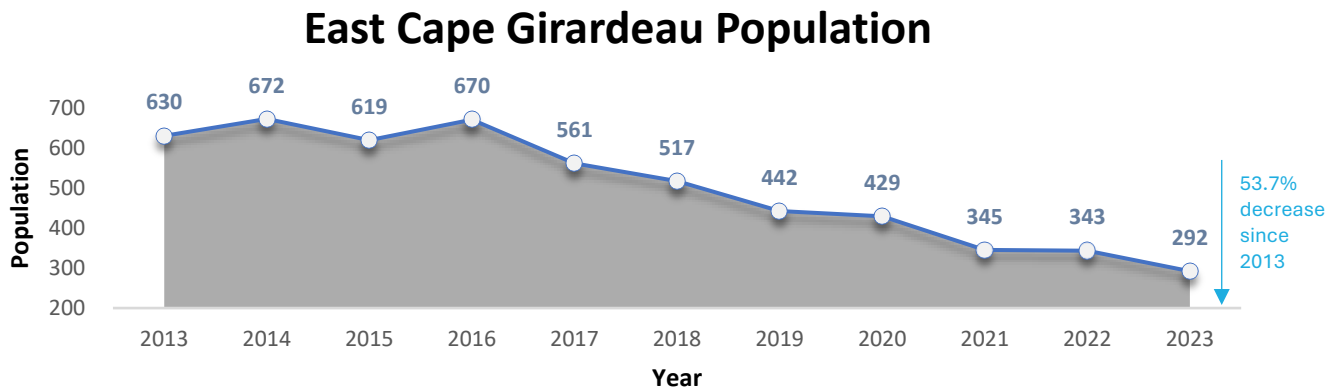


Figure 61: East Cape Girardeau Estimated Population from 2013 to 2023

Cape Girardeau County as a whole has experienced steady population growth over the past decade, increasing from 76,322 in 2013 to 82,180 in 2023. The county saw consistent year-over-year growth, with only a slight dip in 2017 before rebounding in 2018. The most significant increase occurred between 2019 and 2020, when the population rose from 78,834 to 81,086, followed by continued growth in subsequent years. Overall, the population of Cape Girardeau County increased by 7.7% between 2013 and 2023. The estimated population increase in Cape Girardeau County is shown in **Figure 62**.



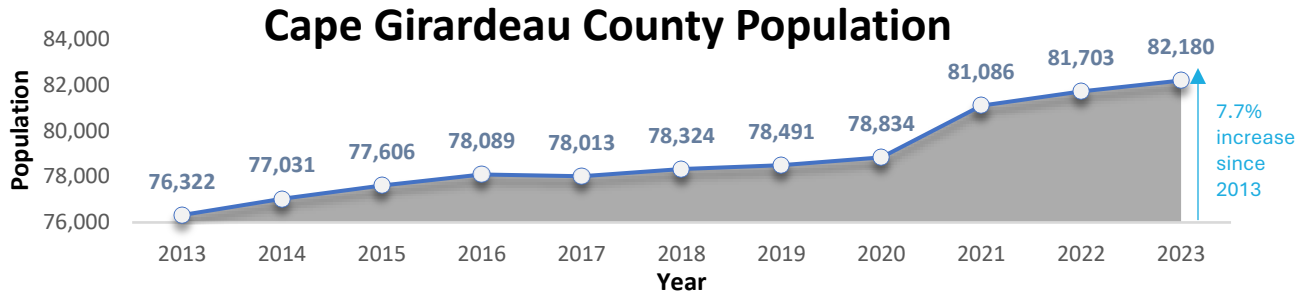


Figure 62: Cape Girardeau County Estimated Population from 2013 to 2023

Age

The age analysis shown in **Table 28** compares population distribution by age group over a ten-year period, between 2013 and 2023. The analysis also compares the age distribution from 2018, which was the most recent year data was available when the plan was last updated. While the total population has steadily increased from 54,099 in 2013 to 54,808 in 2018, to 56,340 in 2023, the age composition has changed significantly.

Table 28: Age Distribution Across the Cape Girardeau UA⁸⁶

Population by Age	2013		2018		2023	
	Population	Percent	Population	Percent	Population	Percent
0-9	7,100	13.1%	6,857	12.5%	6,471	11.5%
10-19	6,800	12.6%	6,794	12.4%	7,697	13.6%
20-29	10,480	19.4%	11,179	20.4%	11,436	20.3%
30-39	6,490	12.0%	6,580	12.0%	6,590	11.7%
40-49	6,019	11.1%	5,602	10.2%	6,172	11.0%
50-59	6,646	12.3%	6,186	11.3%	4,970	8.8%
60-69	4,631	8.6%	5,646	10.3%	5,799	10.3%
70-79	2,999	5.5%	3,283	6.0%	4,394	7.8%
80+	2,934	5.4%	2,681	4.9%	2,811	5.0%
Total	54,099		54,808		56,340	

The 0-9 age group has declined both in number and percentage, from 7,100 (13.1%) in 2013 to 6,471 (11.5%) in 2023, suggesting a decrease in young children in the Cape Girardeau, MO-IL Urban Area. In contrast, the 10-19 age group grew from 6,800 (12.6%) in 2013 to 7,697 (13.6%) in 2023, indicating an increase in older children and teenagers.

The 20-29 age group remains the largest cohort, growing from 10,480 (19.4%) in 2013 to 11,436 (20.3%) in 2023, reinforcing the presence of young adults, possibly due to college-

⁸⁶ [ACS Cape UA Age Data](#)





age individuals or early-career professionals. Meanwhile, the 30-39 age group has remained relatively stable at around approximately 12% of the population.

There have been fluctuations in the middle-aged groups. The 40-49 age group declined from 11.1% in 2013 to 10.2% in 2018 but rebounded to 11.0% in 2023. Conversely, the 50-59 group has declined notably, from 12.3% in 2013 to just 8.8% in 2023.

Aging trends are evident in the older population. The 60-69 group grew from 8.6% in 2013 to 10.3% in 2023, and the 70-79 group saw significant growth from 5.5% to 7.8% over the same period. The 80+ population has remained relatively steady in population, fluctuating slightly from 5.4% in 2013 to 5.0% in 2023.

Overall, these trends indicate a gradual aging of the population, with fewer young children and a growing number of older adults. These demographic shifts could have significant implications for future service needs, housing, and infrastructure planning. In 2023, 12.8% of the population was over the age of 70, while residents under the age of 20 accounted for 25.1% of the population. Together, these two age groups make up approximately 37.9% of the Cape Girardeau UA. These two groups form a vulnerable group for transportation needs due to many not being able to drive or facing other barriers to driving, so alternatives should be in place for them.

The aging population will have profound societal and policy implications for future residents. Baby boomers are expected to be more active than previous generations of seniors; they will live and work longer and have more disposable income to spend on community activities and the local economy. This trend of active seniors, combined with overall population growth, suggests a shifting landscape for the SEMPO area. Residents will require more transportation alternatives than currently offered. Furthermore, as the percentage of older adults increases there will be a smaller percentage of residents in their prime income years of their working life to support future transportation investments and other community needs.

Disability Status

It is important to understand the prevalence of disability within the Cape Girardeau UA to plan accessible transportation networks that serve all residents. As shown in **Table 29**, according to the 2023 ACS survey, an estimated 14.7% of the civilian noninstitutionalized population in the UA has a disability, representing an increase from 13.5% in the previous MTP update.

Among age groups, disability rates vary significantly. Approximately 6.9% of individuals under 18 have a disability, while 11.2% of those aged 18 to 64—typically the working-age population—report having a disability. Notably, the highest prevalence is among individuals 65 and older, with 38.0% experiencing a disability.



Table 29: Disability Status in the Cape Girardeau UA⁸⁷

Disability Status	2023		
	Total Population	Population with a Disability	Percent with a Disability
Under 18 years	11,607	802	6.9%
18 to 64 Years	34,502	3,856	11.2%
65 years and over	9,052	3,438	38.0%
Total Civilian Noninstitutionalized Population	55,161	8,096	14.7%

Disabilities can impact individuals in different ways, including hearing, vision, cognitive function, ambulatory mobility, self-care, and independent living. Given the significant portion of the population affected, especially among older adults, transportation planning efforts must ensure accessibility through well-maintained pedestrian infrastructure, ADA-compliant transit services, and other mobility solutions that support independent travel.

Educational Attainment

The Cape Girardeau UA has seen a steady increase in educational attainment over the past decade as shown in **Table 30**. The percentage of residents aged 25 and older with at least a high school diploma rose from 87.3% in 2013 to 92.6% in 2023. Additionally, the proportion of individuals holding a bachelor's degree or higher increased from 28.9% to 35.7% over the same period.

Table 30: Cape Girardeau UA Educational Attainment⁸⁸

Educational Attainment (Pop. 25 years and over)	2013	2018	2023
Less than 9th grade	5.0%	3.3%	2.1%
9th to 12th grade, no diploma	7.6%	5.7%	5.3%
High school graduate (includes equivalency)	30.1%	29.1%	29.8%
Some college, no degree	23.2%	23.8%	20.7%
Associate degree	5.1%	5.9%	6.4%
Bachelor's degree	18.8%	19.8%	21.7%
Graduate or professional degree	10.2%	12.3%	14.1%
Percent high school graduate or higher	87.3%	91.0%	92.6%
Percent bachelor's degree or higher	28.9%	32.1%	35.7%

Notably, the percentage of residents without a high school diploma has declined, with those having less than a 9th-grade education dropping from 5.0% to 2.1%, and those who attended some high school but did not earn a diploma decreasing from 7.6% to 5.3%.

⁸⁷ [ACS Cape Girardeau UA Disability Status](#)

⁸⁸ [ACS Cape Girardeau UA Education Data](#)





Graduate and professional degree attainment has also grown significantly, rising from 10.2% in 2013 to 14.1% in 2023. These trends indicate a positive shift toward higher educational attainment in the Cape Girardeau UA, which may shift the outlook for workforce development and economic opportunities.

Median Household Income and Poverty

The income level of a household directly affects its travel options. **Table 31** illustrates changes in median household income across different age groups in the Cape Girardeau UA. There has been significant overall increase in household income over the past decade, with the median income for all households rising from \$43,088 in 2013 to \$61,104 in 2023—an increase of approximately 42%.

Table 31: Cape Girardeau UA Median Household Income by Age⁸⁹

Median Household Income	2013	2018	2023
Householder under 25 years	\$22,028	\$20,840	\$28,182
Householder 25 to 44 years	\$51,339	\$56,260	\$77,559
Householder 45 to 64	\$54,316	\$56,972	\$78,393
Householder 65 years and over	\$32,190	\$40,465	\$45,753
All households	\$43,088	\$47,379	\$61,104

Income growth has not been uniform across age groups. The most substantial increases occurred among householders aged 25 to 64. Householders aged 25 to 44 saw their median income rise by over 51% between 2013 and 2023, while those aged 45 to 64 experienced an increase of 44%. This suggests economic growth and improved earning potential for mid-career individuals in the region.

In contrast, younger householders under 25 years saw a more modest increase. After a decline from 2013 to 2018, their median income rebounded by 2023, reaching \$28,182—a net increase of 28% over the decade. While this represents an improvement, median incomes for this group remain significantly lower than those of older age groups.

Householders aged 65 and over experienced steady income growth, with a notable increase from \$32,190 in 2013 to \$45,753 in 2023, reflecting a 42% rise. This may be attributed to factors such as higher retirement incomes, pensions, or changes in household composition. These income trends indicate positive economic shifts in the Cape Girardeau UA, with strong growth particularly among middle-aged working households. However, disparities persist, especially among younger householders, who continue to have the lowest median incomes.

⁸⁹ [ACS Cape Girardeau UA Household Income by Age](#)





Table 32 presents changes in poverty levels across different age groups. The data indicates a general decline in the overall poverty rate, decreasing from 18.8% in 2013 to 17.3% in 2023, despite fluctuations over the decade. The number of individuals below the poverty level reached 10,754 in 2018 when the last MTP was updated but dropped to 9,098 in 2023.

Table 32: Cape Girardeau UA Poverty Status by Age⁹⁰

Poverty Status by Age	2013	%	2018	%	2023	%
Population for whom poverty status is determined	50,638		51,636		52,577	
Population below poverty level	9,516	18.8%	10,754	20.8%	9,098	17.3%
Under 18	2,987	27.2%	2,725	24.6%	2,105	19.0%
18 to 64 years	5,849	17.9%	7,456	22.8%	5,867	18.1%
65 years and older	680	9.7%	573	7.2%	1,126	12.4%

A notable trend is the significant reduction in child poverty. The percentage of individuals under 18 living in poverty declined from 27.2% in 2013 to 19.0% in 2023. This represents both a numerical and proportional decrease, suggesting potential improvements in family economic stability, social programs, or other factors supporting children and youth in the region.

For adults aged 18 to 64, poverty increased to 22.8% in 2018 but declined to 18.1% in 2023—close to the 2013 level of 17.9%. This suggests that economic conditions for working-age individuals worsened in the middle of the decade but have since improved.

In contrast, the poverty rate among individuals 65 and older has increased over time, rising from 9.7% in 2013 to 12.4% in 2023. While incomes for those in this age group have increased over the past 10 years as seen above, the increase in percentage of those experiencing poverty indicates an increasing wealth gap and/or factors such as rising living costs.

These trends highlight positive reductions in poverty among children and working-age adults, while emphasizing a growing need to address economic challenges faced by older residents.

Households

Household size can be used as an indicator of density and distribution in a UA. **Table 33** illustrates changes in household size. Over this period, the total number of occupied housing units increased from 21,127 in 2013 to 22,716 in 2023.

⁹⁰ [ACS Cape Girardeau Poverty Status Data](#)





Table 33: Cape Girardeau Household Size⁹¹

Household Size	2013	%	2018	%	2023	%
1-person household	6,338	30.0%	6,592	31.6%	7,714	34.0%
2-person household	7,606	36.0%	7,745	37.1%	8,019	35.3%
3-person household	3,465	16.4%	2,887	13.8%	3,251	14.3%
4-or-more-person household	3,718	17.6%	3,664	17.5%	3,732	16.4%
Total Occupied Households	21,127		20,888		22,716	

However, one of the most notable trends is the steady increase in one-person households, which grew from 30.0% of all households in 2013 to 34.0% in 2023. This shift suggests a rising number of individuals living alone, which may be influenced by factors such as an aging population, lifestyle preferences, or economic considerations.

Two-person households have remained the most common household type throughout the decade, making up approximately 35-37% of all households. While this category saw modest growth in the number of estimated units, its percentage of occupied housing units in the Cape Girardeau UA declined slightly from the last plan in 2018 and 2023.

Three-person households experienced some fluctuation, dropping from 16.4% in 2013 to 13.8% in 2018 before rebounding to 14.3% in 2023. Households with four or more persons remained relatively stable, declining slightly from 17.6% in 2013 to 16.4% in 2023.

Over the past 10 years and since the previous MTP update, there has been a trend toward smaller household sizes, particularly with an increasing number of one-person households. These shifts may have implications for housing demand, and community services, which can have a number of impacts on transportation needs.

Housing Units and Vacancies

Between 2013 and 2023, the Cape Girardeau-Jackson UA generally experienced a growth in housing units with the percentage of housing unit vacancies staying relatively proportional between the years. This section demonstrates the changes in housing units, vacant properties, and vacancy rates at multiple geographies within the MSA.

The Cape Girardeau-Jackson UA saw a 7.6% increase in total housing units between 2013 and 2023, led by Cape Girardeau, Missouri (+12.6%), and Cape Girardeau County overall (+10.0%). However, East Cape Girardeau, Illinois experienced a 42.5% decline, making it a notable outlier.

⁹¹ [ACS Cape Girardeau-Jackson MSA Housing Data](#)



Table 34: Housing Units Across Cape Girardeau-Jackson UA in 2013 and 2023⁹²

Jurisdiction	2013 Units	2023 Units	Change % (2013–2023)
Cape Girardeau City, MO	16,516	18,590	+12.6%
Jackson, MO	6,114	6,267	+2.5%
East Cape Girardeau, IL	275	158	-42.5%
Cape Girardeau County, MO	32,641	35,892	+10.0%
Cape Girardeau-Jackson, MO-IL UA	23,413	25,193	+7.6%

Despite increases in total units, vacant housing units increased throughout the region. Most notable, East Cape Girardeau saw a 94.7% increase in vacant units, despite losing 42.5% of its overall housing stock over the past decade.

Table 35: Vacant Units Across Cape Girardeau-Jackson UA in 2013 and 2023⁹³

Jurisdiction	2013 Vacant Units	2023 Vacant Units	Change % (2013–2023)
Cape Girardeau City, MO	1,804	2,069	+14.7%
Jackson, MO	412	352	-14.6%
East Cape Girardeau, IL	38	74	+94.7%
Cape Girardeau County, MO	3,230	3,348	+3.7%
Cape Girardeau-Jackson, MO-IL UA	2,286	2,477	+8.4%

The proportion vacant units compared to total housing units stayed relatively steady throughout most of the region except for East Cape Girardeau, Illinois, which increased to a 46.8% vacancy rate in 2023.

Table 36: Percentage Vacant Homes by Jurisdiction in 2013 and 2023

Jurisdiction	2013 % Vacant	2023 % Vacant
Cape Girardeau, MO	10.9%	11.1%
Jackson, MO	6.7%	5.6%
East Cape Girardeau, IL	13.8%	46.8%
Cape Girardeau County, MO	9.9%	9.3%
Cape Girardeau-Jackson, MO-IL UA	9.8%	9.8%

Vehicle Access

Automobile dependence is an indicator for the mobility options of residents in the UA, including their ability to travel for work, education, and other daily needs. **Table 37** illustrates trends in vehicle availability among workers aged 16 and over in the Cape Girardeau Urbanized Area from 2013 to 2023.

⁹² [ACS 5-Year Estimates of B25001 Housing Units Data](#)

⁹³ [ACS 5-Year Estimates of B25004 Vacancy Status](#)





Table 37: Cape Girardeau UA Access to Vehicles⁹⁴

Workers 16 years and over in households	2013	%	2018	%	2023	%
No vehicle available	547	2.2%	621	2.5%	713	2.6%
1 vehicle available	5,545	22.3%	4,945	19.9%	5,652	20.6%
2 vehicles available	10,469	42.1%	11,779	47.4%	11,633	42.4%
3 or more vehicles available	8,305	33.4%	7,504	30.2%	9,438	34.4%
Total	24,867		24,849		27,437	

Overall, the proportions relative to number of vehicles available for workers 16 years and over in households has remained relatively similar between 2013 and 2023. The total number of workers in households has increased over the decade, with an increase in those without access to a vehicle. The number of workers in zero-vehicle households grew from 547 in 2013 to 713 in 2023. While this could indicate a growing reliance on alternative transportation options, it may also reflect economic factors limiting car ownership. This highlights the importance of maintaining and improving alternative transportation options, such as public transit, biking, and pedestrian infrastructure, to support mobility needs in the Cape Girardeau UA.

Workforce

As the local economy and workforce trends change over time, they will have a direct impact on the transportation needs of the region. Being aware of these trends is necessary for long-term transportation planning to understand how and where the region is traveling.

According to the Southeast Missouri Regional Economic Development, Inc. (SEMO REDI), the biggest industries in the Cape Area are retail, educational services, manufacturing, health care, and wholesale trade. **Table 38** shows some of the current largest employers in the region, related industries, and total number of employees.

Table 38: Largest Employers in the Cape Area⁹⁵

Employer	Industry	Employees
Saint Francis Healthcare Services	Healthcare	3,143
Mercy Southeast	Healthcare	2,950
Procter & Gamble	Manufacturing	1,200
Southeast Missouri State University	Higher Education	1,107
Cape Girardeau Public Schools	Education (KL-12)	713
Jackson R-II School District	Education (K-12)	479
Century Casino Cape Girardeau	Gaming/Hospitality	450
Mondi Jackson, Inc.	Manufacturing	428

⁹⁴ [ACS Cape Girardeau UA Commuting Data](#)

⁹⁵ [SEMO Regional Economic Development, Inc. Largest Employers Data](#)





Based on the US Census Bureau data, **Table 39** breaks down the industry by occupation for employed civilians ages sixteen and older. In 2023, the top categories of employment for the Cape Girardeau, MO-IL Urban Area are (1) educational services, healthcare, and social assistance; (2) arts, entertainment, recreation, accommodation, and food services; (3) retail trade; and (4) manufacturing.

Table 39: Industry by Occupation for the Civilian Employed Population 16 Years+⁹⁶

Industry Sector	2023	
	Count	Share
Agriculture, Forestry, Fishing and Hunting, and Mining	234	0.8%
Construction	923	3.3%
Manufacturing	2,450	8.6%
Wholesale trade	566	2.0%
Retail Trade	3,628	12.8%
Transportation and Warehousing, and Utilities	993	3.5%
Information	352	1.2%
Finance and Insurance, Real Estate, Rental and Leasing	1,775	6.2%
Professional, Scientific, Management, Administrative, and Waste Management Services	2,198	7.7%
Educational Services, Health Care, and Social Assistance	8,926	31.4%
Arts, Entertainment, Recreation, Accommodation, and Food Services	3,739	13.1%
Other Services, Except Public Administration	1,639	5.8%
Public Administration	1,014	3.6%
Total	28,437	

Existing Zoning

The maps in **Figure 63** and **Figure 64**, show the existing zoning for the cities of Cape Girardeau and Jackson, serving as an approximation of current land use patterns. As expected, the major commercial and industrial areas are located along major transportation corridors. Cape Girardeau County does not have zoning regulations at this time.

⁹⁶ [ACS 5-Year Estimates for C24050 Industry Sector Data](#)



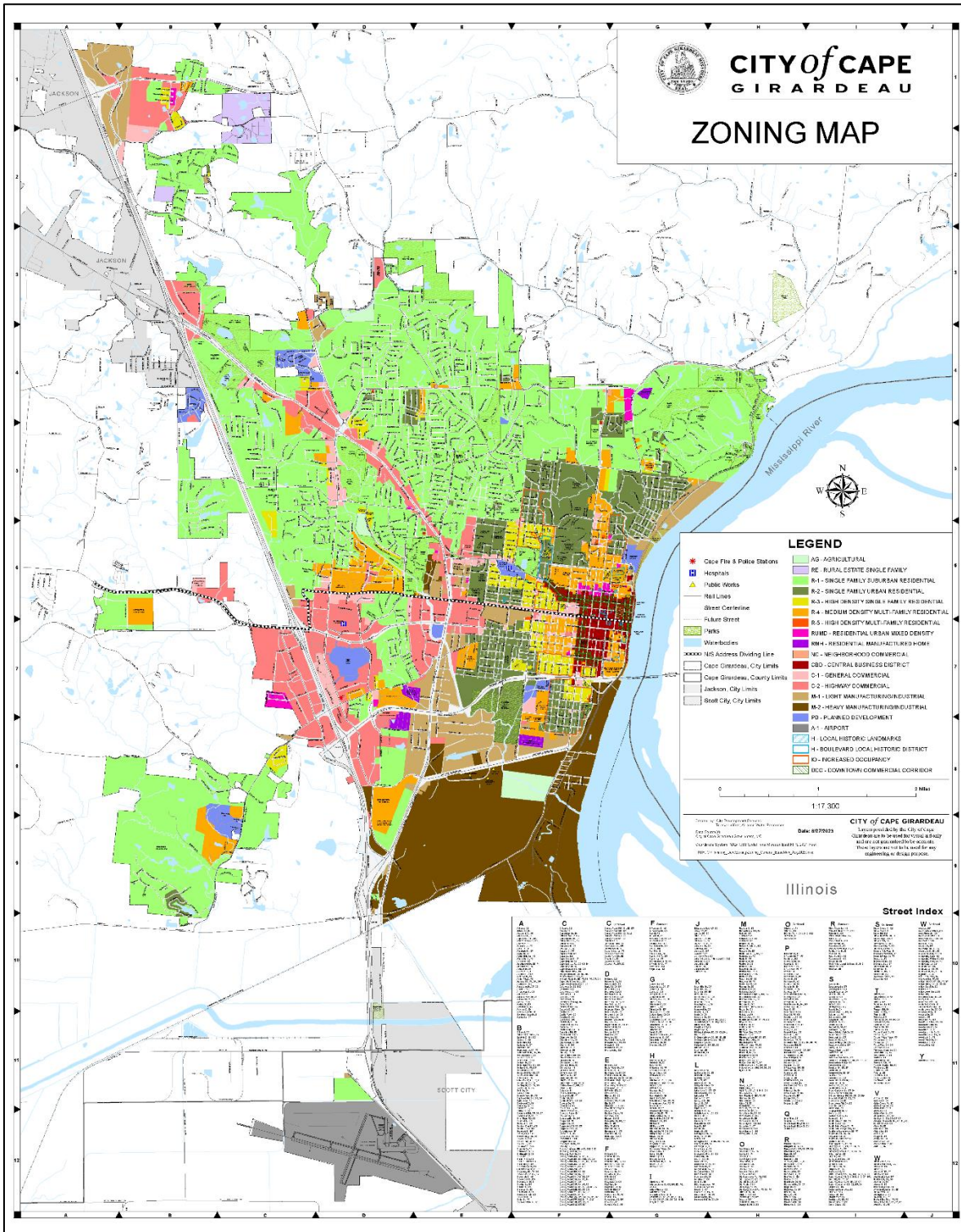


Figure 63: City of Cape Girardeau Zoning Map⁹⁷

⁹⁷ City of Cape Girardeau Zoning Map



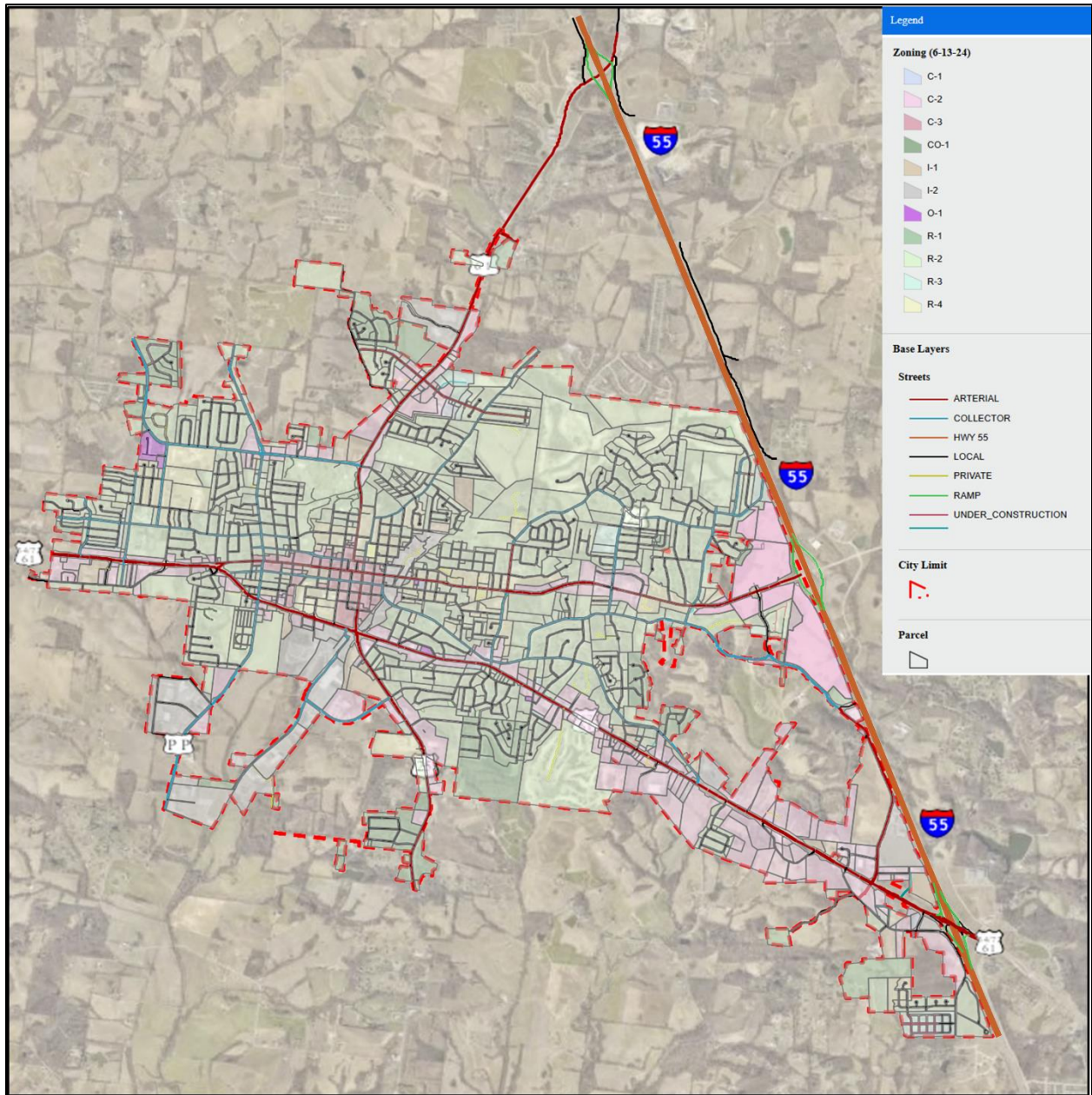


Figure 64: City of Jackson Zoning Map⁹⁸

Looking Ahead: Growth Projections for 2050

The year 2050 may feel far away, but for planners, it's just around the corner. As SEMPO charts the course toward a more connected, livable, and economically vibrant future, it's essential to understand the trajectory of population, employment, and land use growth across the region. These projections aren't just numbers on a page—they shape how and where people will live, work, and travel in the decades to come.

⁹⁸ [City of Jackson Zoning Map](#)



By analyzing historical data and applying consistent, data-driven trends, this MTP update forecasts how our communities are expected to evolve. From the slow-but-steady growth of Cape Girardeau to the more rapid expansion of Jackson, each area has a unique story to tell. These growth forecasts form the foundation for transportation investments, land use decisions, and economic development strategies that will shape the region's future. With eyes on the horizon and data in hand, SEMPO is preparing for tomorrow's needs—because planning for 2050 starts today.

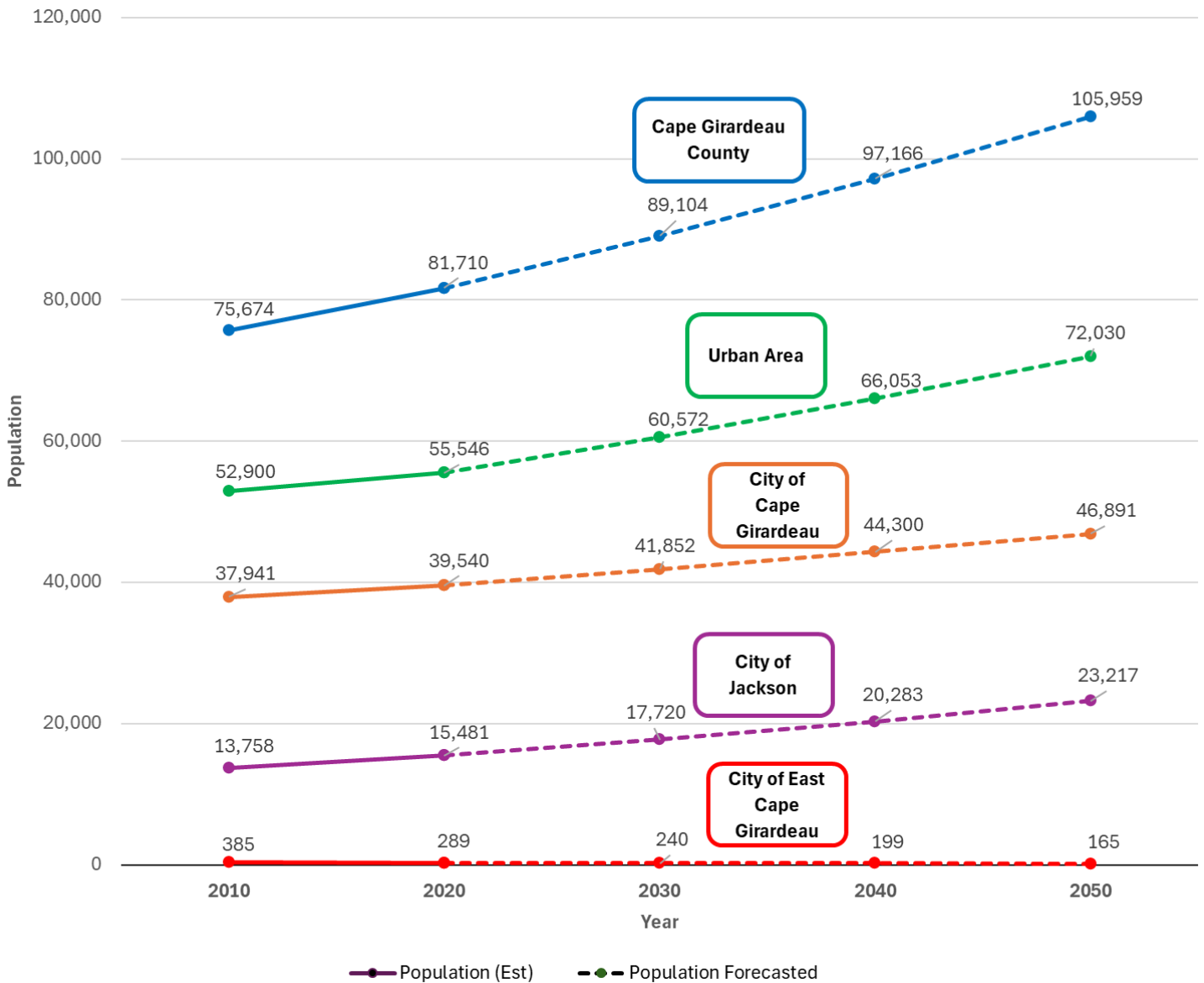


Figure 65: Projected Population 2010-2050 of SEMPO Jurisdictions





Population Projection

To accurately forecast travel demand for the horizon year of this MTP update (2050), official U.S. Census data on past population growth was analyzed, dating back to 2000. An annualized average growth rate was determined by calculating the population change between the 2000 and 2020 decennial U.S. Censuses. The average annual growth rate between 2000 and 2020 was projected to continue through 2050 and used to forecast population. The following describes the forecasted growth in each major area discussed in this plan:

- **City of Cape Girardeau:** Expected to grow at an annual rate of 0.57%, reflecting the gradual expansion of an already largely developed area. The population is projected to grow from 39,540 in 2020 to 46,891 by 2050.
- **City of Jackson:** Projected to grow at an annual rate of 1.36%, significantly outpacing Cape Girardeau. This higher growth rate is attributed to greater land availability and development potential. However, Jackson remains less developed and functions primarily as a bedroom community. The population is projected to grow from 15,481 in 2020 to 23,217 by 2050.
- **Village of East Cape Girardeau:** Population projected to decline at an annual rate of -1.85%. It is a bedroom community with limited development, and the population is projected to continue to decline from 289 in 2020 to 165 in 2050.
- **Cape Girardeau County:** Expected to grow at an annual rate of 0.87%. This forecast accounts for the entire county's population, not just areas within the MPA boundaries. The population is projected to grow from 81,740 in 2020 to 105,959 by 2050.
- **Urbanized Area (UA):** Forecasted to grow at an annual rate of 0.87%. The UA encompasses the higher-density population within city limits. Notably, the combined populations of Cape Girardeau, Jackson, and East Cape Girardeau nearly equal the total UA population, as all three municipalities are within its boundaries. The remainder of the UA includes unincorporated areas in Cape Girardeau County, Scott County, and Alexander County within the SEMPO MPA. The population is projected to grow from 55,546 in 2020 to 72,030 by 2050.

Tomorrow's Job Market

The number of people whose job is located in Cape Girardeau County is projected to reach 43,993 by 2050. Based on trends between 2002 and 2023, this reflects an annualized growth rate of 0.40% jobs in Cape Girardeau County, which falls below the county's projected population growth rate. To support local planning efforts, the change in workers was distributed among the primary study areas:

- **City of Cape Girardeau:** Employment in the City of Cape Girardeau declined over the past decade resulting in an overall flat trend between 2002 and 2023. With an annualized growth rate of -0.10%, the city held 26,973 jobs in 2023 and is projected at 26,244 by 2050. While growth has slowed, the city remains the region's largest





employment center. Modest job increases may be supported by infill development and redevelopment within the existing city footprint.

- City of Jackson:** Employment in Jackson has followed a modest upward trend overall, with an average annual growth rate of 0.42% between 2002 and 2023. The city reported 6,182 jobs in 2023 and is projected to reach 6,920 by 2050. Continued growth is expected, driven by recent commercial development and available land for expansion.
- City of East Cape Girardeau:** East Cape Girardeau presents an interesting case, having experienced a sharp and sustained decline in employment between 2002 and 2023, with an annualized rate of -7.23%. During that period, the job count fell from 29 to just 6. While current forecasts suggest employment could theoretically reach 1 by 2050, a more realistic scenario may resemble what's known as *asymptotic decay*—a pattern in which the number of jobs continues to decline but never quite hits zero. Instead, it may level off and stabilize at a minimal level—perhaps 1, 2, or the current 3—rather than following a clean trajectory to extinction.
- Cape Girardeau County:** Countywide employment increased from 36,294 in 2002 to 39,481 in 2023, with a solid average annual growth rate of 0.40%. The County is expected to increase jobs over the next 30 years, reaching 43,993 by 2050. Job growth is anticipated to be dispersed across both incorporated and unincorporated areas.
- Cape Girardeau Metropolitan Area:** The Cape Girardeau-Jackson Metropolitan Area recorded an annual employment growth rate of 0.23% from 2002 to 2023, which is significantly less than Cape Girardeau County, the metro area's core county. The metropolitan area reported 42,124 jobs in 2023 and is projected to reach 44,847 by 2050. Growth is expected to continue gradually, with most job increases occurring within the incorporated areas of Cape Girardeau and Jackson.

Table 40: SEMPO Employment Projections – Sustained Growth⁹⁹

Location	2002	2007	2012	2020	2023	(2012-2023)	Compounded Annual Growth Rate (2002-2023)	2030	2040	2050
Cape Girardeau, Missouri	27,554	31,415	27,732	27,628	26,973	-2.37%	-0.10%	26,782	26,512	26,244
Jackson, Missouri	5,663	5,512	6,247	6,182	6,182	2.79%	0.42%	6,365	6,637	6,920
East Cape Girardeau, Illinois	29	17	3	3	6	100.0%	-7.23%	4	2	1
Cape Girardeau County, Missouri	36,294	40,887	38,112	39,621	39,481	-0.35%	0.40%	40,604	42,265	43,993
Cape Girardeau-Jackson Metropolitan Area, MO-IL	40,121	44,626	41,524	42,229	42,124	-0.25%	0.23%	42,814	43,818	44,847

⁹⁹ [On the Map Census Data](#)



Future Land Use

To forecast future transportation needs, understanding anticipated changes in land use and development is crucial. As part of their long-range planning, both the City of Cape Girardeau and the City of Jackson have adopted comprehensive plans that include future land use and development maps. Given that the majority of development in the Metropolitan Planning Area (MPA) occurs within these two cities, these maps offer valuable insight into the potential future of the Urbanized Area (UA).

City of Cape Girardeau

The Cape Vision 2040 Comprehensive Plan's¹⁰⁰ Future Land Use Map in **Figure 66** illustrates the City's Retrofit and Redevelopment approach to growth. This strategy promotes mixed uses in the downtown district while also supporting innovative, mixed-use development in strategic suburban locations. In contrast to previous planning efforts that favored development expansion in rural areas, the Retrofit and Redevelopment principles prioritize limiting expansion, particularly westward.

The Cape Vision 2040 Comprehensive Plan recommends that the community focus on the following areas:

- West of Interstate 55
- Kingshighway Corridor
- West Park Mall
- Older Neighborhoods
- Downtown

According to the plan, these areas have the potential for a major positive or negative impact on the City's future well-being. Proactive planning for these areas can drive positive changes.

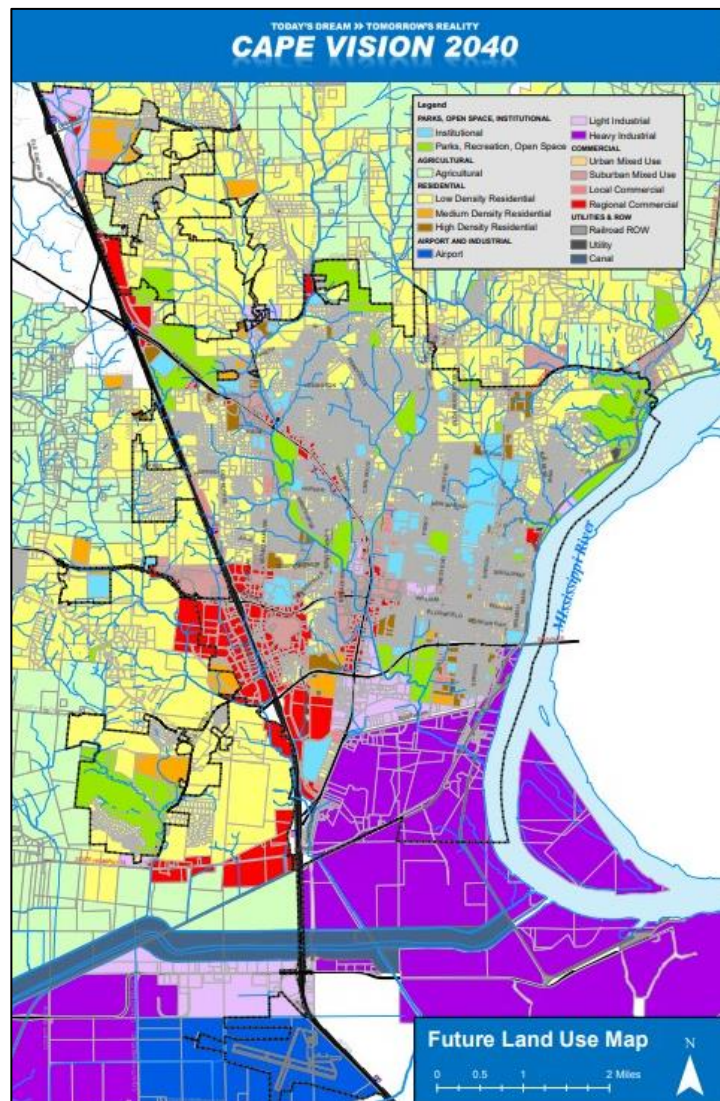


Figure 66: Cape Vision 2040 Future Land Use Map

¹⁰⁰ [Cape Vision 2040](#)

Jackson

The City of Jackson Comprehensive Plan includes a Future Land Use Plan.¹⁰¹ It assigns one of the designations shown in **Figure 67** to all parcels, forming the basis for development project review and future zoning changes. These designations range from Rural Residential and Agricultural, primarily outside city limits, to various Single-Family and higher-density Mixed Residential and Multi-family categories within the city. The plan also identifies areas for Uptown (the historic core), Uptown Fringe (a transitional zone), Neighborhood Commercial (for daily needs), General Commercial (corridor retail and services), and a Regional Center catering to a broader customer base.

Beyond these, the plan includes designations for Industrial areas, Public/Semi-Public lands (schools, government facilities), Parks and Open Space for recreation and environmental preservation, and Utility sites. This comprehensive framework guides the city's growth, aiming to balance different land use types while considering factors like density, accessibility, and compatibility.

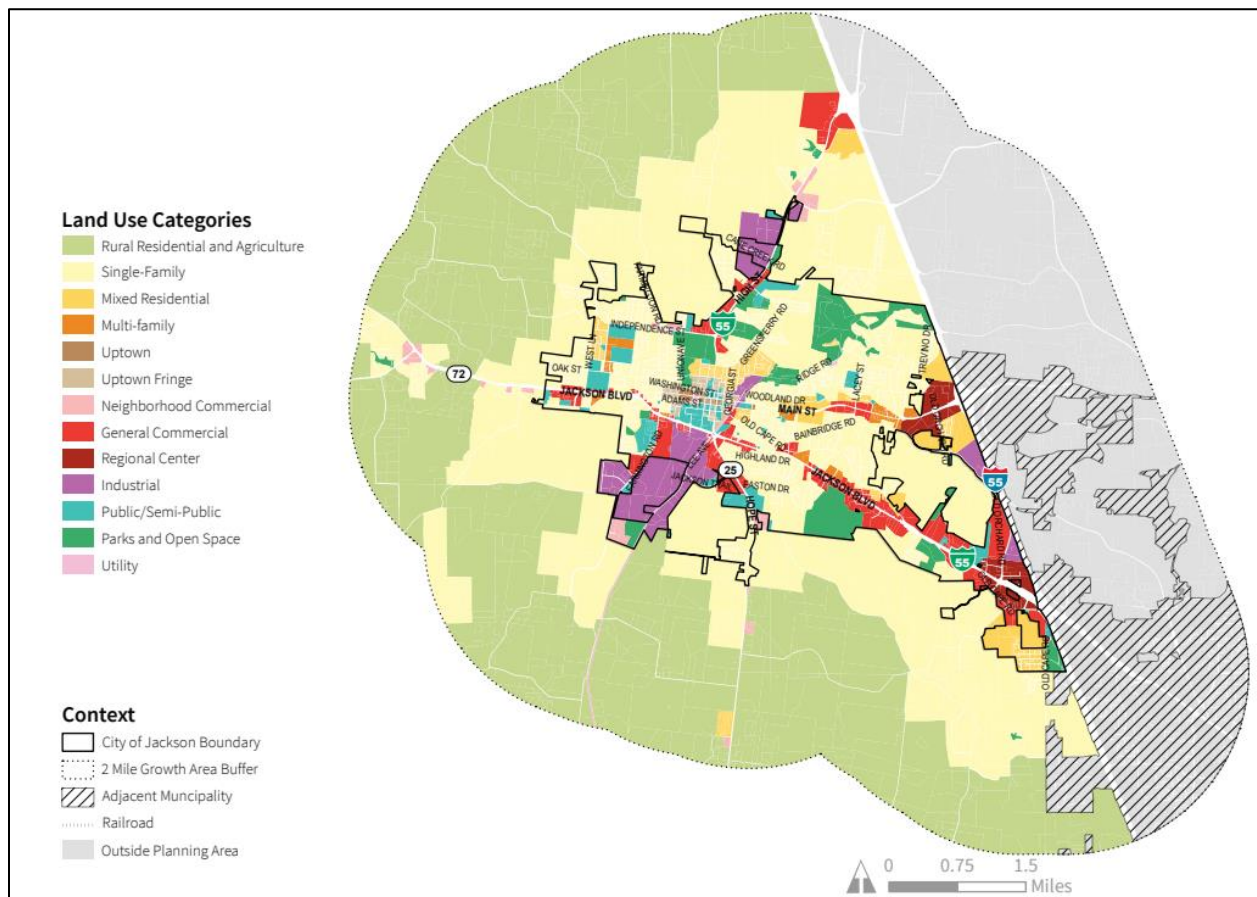


Figure 67: City of Jackson Land Use Plan (2024 Comprehensive Plan)

¹⁰¹ [City of Jackson Comprehensive Plan](#)

Section 6: Financial Analysis and Project Lists

Overview

This section identifies future transportation improvements needed to strengthen existing transportation infrastructure and enhance overall regional mobility. The MTP includes an updated fiscally constrained list of transportation improvements and an illustrative (fiscally unconstrained) vision for the SEMPO area.

Funding Future Transportation Investments

Federal

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was signed into law in November 2021 and is set to expire on September 30, 2026. This act allocates \$1.2 trillion over five years to rebuilding America’s infrastructure. Under IIJA, more than \$602 billion has been allocated for transportation programs nationwide over a five-year period (2022–2026), funding critical improvements across multiple transportation sectors—including highways, bridges, transit, rail, airports, and ports.

State

Missouri’s transportation system is funded primarily through state-generated revenues, supplemented by federal aid. In fiscal year 2025, Missouri’s total transportation revenue exceeded \$4.4 billion, with 50% coming from state user fees and other revenue (over \$2.2 billion), 37% from federal reimbursements and grants (\$1.6 billion), and 13% from Missouri general revenue (\$563 million).¹⁰² The state motor fuel tax remains the largest single source of state revenue and was recently increased to 29.5 cents per gallon effective July 1, 2025. These fuel taxes, along with other user fees such as vehicle registration, driver licensing fees, and motor vehicle sales and use taxes, form the core of Missouri’s transportation funding system. MODOT’s FY 2026 **operations and maintenance cost per lane mile is \$6,883**. Within the SEMPO MPA, there are 400 eligible federal-aid lane miles, including 154 non-state-system lane miles. The most recent Citizen’s Guide to Transportation Funding in Missouri has more information about each funding category and how funds are allocated across the state.¹⁰³

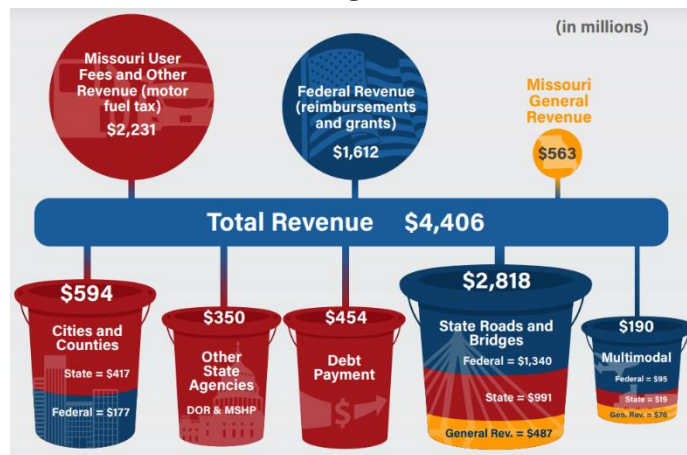


Figure 68: Citizen's Guide to Transportation Funding in Missouri Graphic

¹⁰² [2025 Citizen's Guide to Transportation Funding in Missouri](#)

¹⁰³ [Citizen's Guide to Transportation Funding in Missouri Resources](#)





Potential Funding Strategies

In addition to state and federal transportation funding sources, it is in the best interest of the region to seek out additional or alternative funding sources and strategies to implement future projects and goals. Tolling, bonding, or public private partnerships are a few examples that may be explored further if a specific need or opportunity arises.¹⁰⁴

Federal Funding

Federal funding comes primarily from the IIJA, the current Federal transportation act. As previously mentioned earlier in the MTP, the Cape Girardeau MPA has received just under \$35 million among seven different IIJA programs as of November 25, 2024, since IIJA began in 2022. The MPA can continue to pursue federal funding opportunities related to these specific programs until IIJA expires September 30, 2026 and any future programs set up in subsequent transportation acts.

Surface Transportation Block Grant Program (STBG)¹⁰⁵

The STBG is one of the most flexible federal-aid highway programs. It provides states and localities with funding for a wide range of surface transportation projects, including roads, bridges, transit capital, and bicycle/pedestrian projects. It allows for the prioritization of projects that meet local transportation needs.

National Highway Performance Program (NHPP)¹⁰⁶

The NHPP provides funding to maintain and improve the condition and performance of the National Highway System (NHS), which includes the Interstate Highway System and other roads critical to the nation's economy, defense, and mobility. This program ensures that key roadways are in good condition, enhancing safety and mobility.

Highway Safety Improvement Program (HSIP)¹⁰⁷

The HSIP funds projects that aim to reduce fatalities and serious injuries on all public roads, including highways and local roads. It focuses on data-driven approaches to identify high-risk areas and implement safety improvements, such as enhanced traffic control devices, lighting, or road redesigns to enhance traffic safety.

Delta Regional Authority (DRA) Delta Workforce Program¹⁰⁸

This grant initiative is designed to strengthen workforce training and education in the Mississippi River Delta and Alabama Black Belt regions. It supports projects that enhance job skills, expand career pathways, and address industry workforce needs, with a focus on high-demand sectors like healthcare, manufacturing, and information technology. The goal

¹⁰⁴ [23 CFR 450.324\(f\)\(11\)\(iii\)](#)

¹⁰⁵ [STBG Information by FHWA](#)

¹⁰⁶ [NHPP Information by FHWA](#)

¹⁰⁷ [HSIP Information by FHWA](#)

¹⁰⁸ [Delta Workforce Program Information](#)





is to equip workers with the skills needed to secure quality jobs, driving economic growth in the region.

Airport Infrastructure Grants¹⁰⁹

This funding is part of the effort to modernize and expand airport infrastructure, ensuring that airports meet growing demand and enhance safety. The grants help improve runways, terminals, taxiways, and other critical airport facilities, facilitating better passenger service and cargo operations.

Safe Streets and Roads for All (SS4A)¹¹⁰

This discretionary program funds initiatives aimed at reducing traffic fatalities and serious injuries on the nation's roadways, particularly for vulnerable road users such as pedestrians and cyclists. It promotes safer street designs, traffic calming measures, and the creation of safer, more connected networks for non-motorized transport.

Delta Regional Authority (DRA) Strategic Planning Grants¹¹¹

These grants support local and regional efforts to develop comprehensive economic development strategies. They fund projects that assess community needs, identify economic opportunities, and create actionable plans for growth. By providing resources for data analysis, stakeholder engagement, and strategy development, the program helps communities attract investment, improve infrastructure, and strengthen their economies.

Federal Transit Administration

UA Formula Grants (Section 5307)¹¹²

The Urbanized Area Formula Funding program (49 U.S.C 5307) provides Federal funding to urbanized areas (UZAs) for public transportation capital projects, planning activities, job access and reverse commute activities, and, in certain circumstances, operating expenses. The program represents one of the Federal Transit Administration's (FTA) primary sources of funding to support and enhance public transportation systems in urbanized areas, helping communities improve mobility, reduce congestion, and support economic development. Section 5307 funds are available for six federal fiscal years, the year of apportionment plus five additional years.

Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2).

¹⁰⁹ [Airport Infrastructure Grant Funding Information](#)

¹¹⁰ [SS4A Information by FHWA](#)

¹¹¹ [DRA Strategic Planning Grant Program Information](#)

¹¹² [Section 5307](#)





The Governor or Governor’s designee is the designated recipient for urbanized areas between 50,000 and 200,000.

In small urbanized areas (50,000 to 199,999 population) like the SEMPO MPA, funding may be used for capital, planning, and operating expenses.

Formula Grants for Rural Areas (Section 5311)¹¹³

The Formula Grants for Rural Areas program provides (49 U.S.C. 5311) Federal funding to support public transportation in rural and non-urbanized areas with populations under 50,000. The program assists states in maintaining, developing, and improving transit systems that provide access to employment, healthcare, education, and other essential services. Funds are distributed using a formula based on land area, population factors, vehicle revenue miles, and low-income individual factors. Section 5311 funds may be used for planning, capital projects, operating assistance, mobility management, job access projects, and the coordination of public transportation services.

Funds are apportioned to States and federally recognized Indian Tribes. Subrecipients may include nonprofit organizations, state or local government authorities, and operators of public transportation. When planning for the local match of the project cost, the federal share may not exceed 80-percent for planning and capital expenses, 80-percent for ADA non-fixed route paratransit service, and 50-percent for operating assistance.

Grants for Buses and Bus Facilities Formula Program (Section 5339(a))¹¹⁴

Section 5339(a) grants can be used for capital projects aimed to replace, rehabilitate, or purchase buses, vans, and related equipment; to construct bus facilities; and projects intended to reduce emission vehicles or facilities.

Funds are allocated to designated recipients that operate fixed route bus services. Eligible recipients may allocate amounts of the awarded grant to subrecipients that include public agencies or private nonprofit organizations active in public transportation.

Local Funding

Transportation Trust Fund (TTF)

The Transportation Trust Fund (TTF) sales tax serves as the City of Cape Girardeau’s main funding source for road repair, major street construction and renovation, and other transportation projects.¹¹⁵ The residents vote to determine if this 0.5% sales tax is renewed every five years. TTF has been renewed every five years since 1995 and is currently on TTF-7 which was renewed in 2025. This source of revenue spreads the cost of improvement

¹¹³ [Section 5311](#)

¹¹⁴ [Section 5339\(a\)](#)

¹¹⁵ [TTF-7 Information](#)





projects to everyone who uses the roadway network instead of just Cape Girardeau residents. Recommendations for TTF projects are made to the City Council by the Harry Rediger Transportation Trust Fund Committee, a citizen advisory group. At the time of this MTP update, TTF-7 sunsets December 2030 and will return to the voters to determine if it will be renewed for another five years.

Capital Improvement Sales Tax (CIST)

In the 1990s, voters in the City of Cape Girardeau approved two, ¼-cent Capital Improvement Sales Taxes (CIST). One provides water treatment plan renovations and system improvements, which has been extended through 2037. The other CIST was renewed in 2019 for the purposes of funding capital improvements for water system projects, airport improvements, street repairs, City facilities, and other capital projects approved by the City Council. At the time of this MTP update, CIST is set to sunset December 2034 before it returns to the voters to determine if it will be renewed for another five years.

Other Innovative Finance Techniques

Congestion Pricing

High performance highways involve the application of variable tolls on all lanes of existing toll ways and toll-free limited-access facilities to manage traffic flow. Tolls vary by level of demand, either on a fixed schedule by time of day or in real time to reflect changes in congestion levels and are charged on congested highway segments to manage traffic flow. The concept also involves promotion of carpools and vanpools, park-and-ride facilities, and provision of express bus services, to provide travel alternatives to transportation system users.

Private Activity Bonds¹¹⁶

PABs allow the bonds to retain tax-exempt status despite a greater level of private involvement than is ordinarily allowed for these types of bonds. This allows public-private partnerships (PPPs) to obtain lower financing rates, eliminating one barrier to private sector participation in transportation finance.

TIFIA¹¹⁷

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance to eligible surface transportation projects of national or regional significance. The program is administered by the U.S. Department of Transportation's Build America Bureau and is intended to leverage Federal resources by attracting substantial non-Federal and private investment in transportation infrastructure.

¹¹⁶ [Private Activity Bonds](#)

¹¹⁷ [TIFIA Information](#)





Recent IIJA legislation and subsequent policy updates have expanded the accessibility and flexibility of the TIFIA program. Eligible projects include highway, transit, passenger rail, port, intermodal freight, transit-oriented development, and rural infrastructure projects, among others. The program is designed to fill market gaps by providing long-term, low-cost financing that supplements traditional funding sources and supports public-private partnerships.

The TIFIA credit program offers three distinct types of financial assistance:

- Secured loans are direct Federal loans to project sponsors offering flexible repayment terms and providing combined construction and permanent financing of capital costs.
- Loan guarantees provide full-faith-and-credit guarantees a borrower's repayments by the Federal Government to non-Federal lenders that make loans for projects.
- Lines of credit are contingent sources of funding in the form of Federal loans that may be drawn upon to supplement project revenues, if needed, during the early years of project operations.

Note: The amount of Federal credit assistance may not exceed 49 percent of total project costs.

State Infrastructure Banks (SIB)¹¹⁸

Missouri Transportation Finance Corporation (MTFC)¹¹⁹ is the SIB for Missouri. A SIB does the following:

- Loans (primary and subordinated)
- Standby lines of credit
- Debt service reserve financing
- Bond security
- Limited financial planning assistance
- Grant Anticipation Notes
- Gap financing
- Credit enhancements

¹¹⁸ [SIB](#)

¹¹⁹ [MTFC](#)





Fiscally Constrained Investment Plan 2026-2050

The fiscal constraint requirement is intended to ensure the MTP reflects realistic assumptions about future revenues. Compliance with the requirement entails that estimated revenues (Federal, State, local, and private) cover both the estimated construction costs and the estimated operation and maintenance costs.

When developing the revenue and cost estimates, it is necessary to use an inflation rate to reflect the “year of expenditure dollars” based on reasonable financial principals developed cooperatively with the MPO, States, and public transportation officials. SEMPO has determined that a 2% rate of annual inflation is the most reasonable figure to estimate both revenues and expenses. As the MTP is updated in future years, anticipated revenues and expenditures for future funding cycles will be refined to reflect the most recent financial conditions.

Table 41 shows the revenues and expenses in the SEMPO MPA through the year 2050. The first column in the financial summary tables breakdown the anticipated revenues and expenditures from 2026-2029, which reflects the first four-years cost band requirement per IJJA. The following columns in these tables represent future four-year cost bands with the final column representing the remaining nine-years to meet the 20-year minimum planning horizon to fulfill 23 CFR 450.324(a) requirements.

Table 41: SEMPO Financial Summary

SEMPO Planning Area Financial Summary					
	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Revenues	\$109,179,852	\$118,014,919	\$127,578,279	\$137,929,966	\$166,948,891
Expenditures	\$104,664,859	\$113,127,745	\$122,288,246	\$132,203,865	\$160,105,673

Anticipated Revenues

Table 42 through

Table 47 show the anticipated revenues, by source, for each of SEMPO’s members.

Table 42: City of Cape Girardeau Anticipated Revenues

City of Cape Girardeau Anticipated Revenues					
Revenues	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Transportation Sales Tax	\$26,774,942	\$28,982,058	\$31,371,112	\$33,957,101	\$40,581,879
Motor Fuel Tax	\$6,072,897	\$6,573,499	\$7,115,367	\$7,701,902	\$9,204,486
Capital Improvement Sales Tax	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$4,500,000
Total	\$34,847,839	\$37,555,557	\$40,486,479	\$43,659,003	\$54,286,365

*No inflation applied to CIST revenues. At the time of this MTP update, the Transportation Sales Tax sunsets December 2030 and CIST Sunsets December 2034. The estimates in these tables beyond this date assume these forms of revenue will be renewed at a later date; however, these future revenue sources and estimates are subject to change.





Table 43: City of Jackson Anticipated Revenues

City of Jackson Anticipated Revenues					
Revenues	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Transportation Sales Tax	\$7,610,000	\$8,237,309	\$8,916,328	\$9,651,320	\$11,534,221
Road Use Tax	\$3,898,000	\$4,219,321	\$4,567,129	\$4,943,607	\$5,908,068
Total	\$11,508,000	\$12,456,630	\$13,483,457	\$14,594,927	\$17,442,289

Table 44: Cape Girardeau County Transit Authority Anticipated Revenues

Cape Girardeau County Transit Authority Anticipated Revenues					
Revenues	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
FTA 5307 - Operations & Preventative Maintenance	\$5,674,862	\$6,142,653	\$6,649,005	\$7,197,097	\$8,601,197
FTA 5307 - Capital - Vehicle Replacement	\$823,520	\$891,405	\$964,885	\$1,044,423	\$1,248,182
FTA 5307 - Capital - Dispatch Software & Equipment	\$0	\$0	\$0	\$0	\$0
FTA 5311 - Operations	\$2,100,000	\$2,273,108	\$2,460,485	\$2,663,308	\$3,182,900
FTA 5311 - Capital - Vehicle Replacement	\$734,400	\$794,938	\$860,466	\$931,396	\$1,113,104
FTA 5339 - Capital - Bus & Bus Facility (Formula Grant)	\$1,113,064	\$1,204,816	\$1,304,132	\$1,411,634	\$1,687,033
FTA 5339 - Capital - Bus & Bus Facility (Competitive Grant)	\$0	\$0	\$0	\$0	\$0
Fare Revenue	\$1,160,000	\$1,255,621	\$1,359,125	\$1,471,161	\$1,758,174
Local & State Matching Funds	\$6,317,830	\$6,838,622	\$7,402,344	\$8,012,535	\$9,575,721
Escrow & In Kind Matching Funds	\$734,400	\$794,938	\$860,466	\$931,396	\$1,113,104
Total	\$18,658,076	\$20,196,101	\$21,860,908	\$23,662,950	\$28,279,415

Table 45: Cape Special Road District Anticipated Revenues

Cape Special Road District Anticipated Revenues					
Revenues	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Portion of Cape Girardeau County Sales Tax	\$11,156,000	\$12,075,613	\$13,071,032	\$14,148,505	\$16,908,773
Total	\$11,156,000	\$12,075,613	\$13,071,032	\$14,148,505	\$16,908,773





Table 46: SEMO Regional Port Authority Anticipated Revenues

SEMPO Regional Port Authority Anticipated Revenues					
Revenues	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
State and Local Funds	\$18,339,969	\$19,851,772	\$21,488,196	\$23,259,514	\$27,797,272
Federal Funds	\$0	\$0	\$0	\$0	\$0
Total	\$18,339,969	\$19,851,772	\$21,488,196	\$23,259,514	\$27,797,272

Table 47: Cape Girardeau Regional Airport Anticipated Revenues

Cape Girardeau Regional Airport Anticipated Revenues					
Revenues	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Airport Improvement Program	\$6,000,000	\$6,494,593	\$7,029,956	\$7,609,450	\$9,093,997
General Funds	\$7,249,968	\$7,847,599	\$8,494,494	\$9,194,713	\$10,988,533
State Funds	\$1,420,000	\$1,537,054	\$1,663,757	\$1,800,904	\$2,152,247
Total	\$14,669,968	\$15,879,246	\$17,188,207	\$18,605,067	\$22,234,777

Anticipated Expenditures

Table 48 through Table 53 show the anticipated expenditures, by category, for each of SEMPO’s members.

Table 48: City of Cape Girardeau Anticipated Expenditures

City of Cape Girardeau Anticipated Expenditures					
Expenditures	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Operations & Maintenance	\$8,072,897	\$8,573,499	\$9,115,367	\$9,701,902	\$13,704,486
Capital Projects	\$26,774,942	\$28,982,058	\$31,371,112	\$33,957,101	\$40,581,879
Total	\$34,847,839	\$37,555,557	\$40,486,479	\$43,659,003	\$54,286,365

Table 49: City of Jackson Anticipated Expenditures

City of Jackson Anticipated Expenditures					
Expenditures	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Operations & Maintenance	\$3,804,000	\$4,117,572	\$4,456,992	\$4,824,391	\$5,765,594
Capital Projects	\$5,722,000	\$6,193,677	\$6,704,235	\$7,256,880	\$8,672,643
Total	\$9,526,000	\$10,311,249	\$11,161,227	\$12,081,271	\$14,438,237





Table 50: Cape Girardeau County Transit Authority Anticipated Expenditures

Cape Girardeau County Transit Authority Anticipated Expenditures					
Expenditures	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Operations & Preventative Maintenance	\$15,549,725	\$16,831,522	\$18,218,981	\$19,720,811	\$23,568,195
Capital Projects - Vehicle Replacement	\$3,108,352	\$3,364,580	\$3,641,930	\$3,942,142	\$4,711,225
Total	\$18,658,077	\$20,196,102	\$21,860,911	\$23,662,953	\$28,279,420

Table 51: Cape Special Road District Anticipated Expenditures

Cape Special Road District Anticipated Expenditures					
Expenditures	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Operations & Maintenance	\$5,756,000	\$6,230,480	\$6,744,072	\$7,300,000	\$8,724,176
Capital Projects	\$5,400,000	\$5,845,134	\$6,326,961	\$6,848,506	\$8,184,599
Total	\$11,156,000	\$12,075,614	\$13,071,033	\$14,148,506	\$16,908,775

Table 52: SEMO Regional Port Authority Anticipated Expenditures

SEMO Regional Port Authority Anticipated Expenditures					
Expenditures	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Operations & Maintenance	\$9,306,975	\$10,074,169	\$10,904,605	\$11,803,495	\$14,106,269
Capital Projects	\$6,500,000	\$7,035,809	\$7,615,786	\$8,243,572	\$9,851,832
Total	\$15,806,975	\$17,109,978	\$18,520,391	\$20,047,067	\$23,958,101

Table 53: Cape Girardeau Regional Airport Anticipated Expenditures

Cape Girardeau Regional Airport Anticipated Expenditures					
Expenditures	2026-2029	2030-2033	2034-2037	2038-2041	2042-2050
Operations & Maintenance	\$8,669,968	\$9,384,652	\$10,158,249	\$10,995,615	\$13,140,778
Capital Projects	\$6,000,000	\$6,494,593	\$7,029,956	\$7,609,450	\$9,093,997
Total	\$14,669,968	\$15,879,245	\$17,188,205	\$18,605,065	\$22,234,775





Fiscally Constrained Projects

SEMPO’s Fiscally Constrained Projects list is shown in **Table 54**. This list only includes projects for which a funding commitment has been made or there is a reasonable expectation that funding will be committed in the future, based on previous funding history. Projects not falling under this category are included in the Illustrative Projects list, which is discussed in the next section.



Table 54: Fiscally Constrained Projects List 2026-2030

Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate (all sources) and Year of Anticipated Construction							Funding Source	Notes		
				Prior	2026	2027	2028	2029	Future	2026-2029			Total	
Cape Girardeau Regional Airport	Aviation	NA	Airport Perimeter/Wildlife Fence		\$1,500,000						\$1,500,000	\$1,500,000	AIP Funding	
Cape Girardeau Regional Airport	Aviation	NA	Taxiway Relocation/Reconstruction (E and F)		\$5,500,000						\$5,500,000	\$5,500,000	City and Casino Funds	
City of Cape Girardeau	Bike/Ped	N Cape Rock Dr	Sidewalk from Kingshighway to Brookwood		\$427,637						\$427,637	\$427,637	TAP 1505(021)	
City of Cape Girardeau	Bike/Ped	N Cape Rock Dr	Sidewalk from Brookwood to Perryville		\$289,615						\$289,615	\$289,615	TAP 1505(022)	
City of Cape Girardeau	Bike/Ped	Cape LaCroix Trail	Trail enhancements along Cape LaCroix Trail from the Bloomfield Road Overpass to the Shawnee Park trailhead	\$37,081	\$600,825						\$600,825	\$637,906	TAP 9900(177)	TAP funding Not-to-Exceed amount of \$480,680.80
City of Jackson	Bike/Ped	Rte D	Middle School Crosswalk & Sidewalk Improvement Project		\$250,000						\$250,000	\$250,000	Jackson TAP Grant	
City of Jackson	Bike/Ped	US 61	Pedestrian Crossing at US 61 and Deerwood Drive		\$150,000						\$150,000	\$150,000	Cost Share MoDOT	
City of Jackson	Bike/Ped	NA	Hubble Creek Trail - Connects Jackson High School to Jackson Soccer Park			\$1,095,267					\$1,095,267	\$1,095,267	Jackson TAP Grant	
MoDOT	Pedestrian	Various	Scoping to research pedestrian facility responsibilities at various locations in the Southeast District	\$300,000	\$50,000	\$100,000					\$150,000	\$450,000	Federal: \$0 and State: \$450,000	
MoDOT	Road	Various	Surveying to sell excess right of way parcels in Southeast District	\$201,000	\$100,000	\$400,000					\$500,000	\$701,000	Federal: \$0 and State: \$701,000	
MoDOT	Road	Rte 61	Scoping for intersection improvements at S. Shawnee Blvd. and Donna Dr. in Jackson	\$255,000	\$50,000	\$50,000					\$100,000	\$355,000	Federal: \$285,000 and State: \$70,000	NHPP Funding
MoDOT	Road	US 61	Add intersection turn lanes and upgrade signals at S. Donna Drive	\$13,000	\$546,000	\$2,213,000					\$2,759,000	\$2,772,000	Federal: \$2,217,200 and State: \$554,800	NHPP Funding
MoDOT	Road/Capacity	Rte 61	Scoping for capacity improvements from I-55 to Rte 25	\$460,000	\$50,000	\$50,000					\$100,000	\$560,000	Federal: \$80,000 and State: \$480,000	Funds were increased from prior plan
MoDOT	Road/Safety	NA	On-call work zone enforcement at various locations in the Southeast District	\$1,000	\$41,000						\$41,000	\$42,000	Federal: \$37,000 and State: \$5,000	FHWA SAFETY Funding
MoDOT	Road/Safety	NA	Job Order Contracting for ADA Transition Plan Improvements at various locations in the Southeast District	\$3,000	\$112,000						\$112,000	\$115,000	Federal: \$92,000 and State: \$23,000	STBG Funding
MoDOT	Road/Safety	MO 74	Upgrade pedestrian facilities at Rte. 177		\$1,000	\$5,000				\$127,000	\$6,000	\$133,000	Federal: \$119,700 and State: \$13,300	FHWA SAFETY Funding
MoDOT	Road/Safety	Rte. K	Roadway widening from County Road 319 to 0.2 miles west of I-55 in Cape Girardeau and add roundabout at Notre Dame Drive. \$3,991,000 Open Container funds and \$585,560 repurposed earmarks DEMO ID MO234	\$755,000	\$13,825,000						\$13,825,000	\$14,580,000	Federal: \$11,664,000 and State: \$2,916,000	STBG Funding
MoDOT	Road/Safety	MO 84	Replace signals at Kennett Street and Main Street in Kennett, Rte. 61, and Cape Rock Drive in Cape Girardeau and at Rte. 62 and Rte. 105 in Charleston	\$103,000	\$1,010,000	\$1,972,000					\$2,982,000	\$3,085,000	Federal: \$2,467,600 and State: \$617,400	STBG Funding





Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate (all sources) and Year of Anticipated Construction							Funding Source	Notes	
				Prior	2026	2027	2028	2029	Future	2026-2029			Total
MoDOT	Road/Safety	MO 25	Add roundabout at Rte. 74 and Rte. A	\$79,000	\$75,000	\$50,000	\$20,000	\$50,000	\$4,131,000	\$195,000	\$4,405,000	Federal: \$3,893,000 and State: \$433,000	
MoDOT/City of Jackson	Road/Safety	US 61	Roundabout at US 61 and Deerwood Drive in Jackson		\$1,006,497					\$1,006,497	\$1,006,497	Cost Share MoDOT	
MoDOT/City of Jackson	Road/Safety	US 61	E. Jackson Blvd. Roadway Lighting		\$1,900,000					\$1,900,000	\$1,900,000	Cost Share MoDOT	Engineering 100% complete, construction in 2026
MoDOT	Road/Signals	NA	Upgrade signals at various locations in the Southeast District	\$76,000	\$780,000					\$780,000	\$856,000	Federal: \$684,400 and State: \$171,600	STBG Funding
City of Cape Girardeau	Road/TCOS	Mount Auburn Road	Mount Auburn Road from Hopper Road to Independence Street: New Pavement, New Curb and Gutter, Sidewalk Repair			\$5,500,000				\$5,500,000	\$5,500,000	TTF-7 Committee Recommended Project	
City of Cape Girardeau	Road/TCOS	Perryville Road	Perryville Road from Cape Rock Drive to Perry Avenue: Pavement Repair, Addition of New Sidewalk on East Side				\$3,500,000			\$3,500,000	\$3,500,000	TTF-7 Committee Recommended Project	
City of Cape Girardeau	Road/TCOS	Sprigg Street	Sprigg Street from William Street to Route 74: New Pavement, New Curb and Gutter, Sidewalk Repair					\$4,500,000		\$4,500,000	\$4,500,000	TTF-7 Committee Recommended Project	
MoDOT	Road/TCOS	NA	Job Order Contracting for concrete pavement repair at various locations on all major highways except interstates in the Southeast District	\$2,000	\$520,000					\$520,000	\$522,000	Federal: \$417,000 and State: \$105,000	STBG Funding
MoDOT	Road/TCOS	NA	Drainage upgrades from Rte. K to Bloomfield Road and from County Road 434 to Exit 105	\$5,000	\$10,000	\$15,000			\$1,845,000	\$25,000	\$1,875,000	Federal: \$1,687,500 and State: \$187,500	NHPP Funding
MoDOT	Road/TCOS	I-55	Job Order Contracting for concrete pavement repair from the Jefferson County line to the Arkansas State line and all of I-57 and all of I-155		\$2,000	\$540,000				\$542,000	\$542,000	Federal: \$487,800 and State: \$54,200	NHPP Funding
MoDOT	Road/TCOS	I-55	Job Order Contracting for concrete pavement repair from the Jefferson County line to the Arkansas State line and all of I-57 and all of I-155		\$1,000	\$1,000			\$561,000	\$2,000	\$563,000	Federal: \$506,700 and State: \$56,300	NHPP Funding
MoDOT	Road/TCOS	RT AA	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations in Bloomfield, Park Hills, Arcadia, and Jackson	\$117,000	\$1,611,000					\$1,611,000	\$1,728,000	Federal: \$1,382,400 and State: \$345,600	STBG Funding
MoDOT	Road/TCOS	Various	Job Order Contracting for ADA compliance repairs at various locations in the Southeast District		\$3,000	\$116,000				\$119,000	\$119,000	Federal: \$95,200 and State: \$23,800	STBG Funding
MoDOT	Road/TCOS	Various	Job Order Contracting for ADA compliance repairs at various locations in the Southeast District		\$1,000	\$2,000			\$120,000	\$3,000	\$123,000	Federal: \$98,400 and State: \$24,600	STBG Funding
MoDOT	Road/TCOS	Various	Job Order Contracting for concrete pavement repair at various locations on all major highways except interstates in the Southeast District		\$2,000	\$540,000				\$542,000	\$542,000	Federal: \$433,600 and State: \$108,400	STBG Funding





Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate (all sources) and Year of Anticipated Construction							Funding Source	Notes		
				Prior	2026	2027	2028	2029	Future	2026-2029			Total	
MoDOT	Road/TCOS	Various	Job Order Contracting for concrete pavement repair at various locations on all major highways except interstates in the Southeast District		\$1,000	\$1,000				\$561,000	\$2,000	\$563,000	Federal: \$450,400 and State: \$112,600	STBG Funding
MoDOT	Road/TCOS	Various	Job Order Contracting for erosion control repairs at various locations		\$20,000	\$1,135,000					\$1,155,000	\$1,155,000	Federal: \$924,000 and State: \$231,000	STBG Funding
MoDOT	Road/TCOS	Various	Job Order Contracting for erosion control repairs at various locations		\$5,000	\$15,000				\$1,177,000	\$20,000	\$1,197,000	Federal: \$957,600 and State: \$239,400	STBG Funding
MoDOT	Road/TCOS	Various	Job Order Contracting for guard cable and guardrail repair for St. Francois, Ste. Genevieve, Madison, Perry, Cape Girardeau, Wayne, Bollinger, Stoddard, Scott, Butler, New Madrid, Mississippi, Pemiscot, and Dunklin Counties		\$6,000	\$2,508,000					\$2,514,000	\$2,514,000	Federal: \$2,011,200 and State: \$502,800	STBG Funding
MoDOT	Road/TCOS	Various	Job Order Contracting for guard cable and guardrail repair for St. Francois, Ste. Genevieve, Madison, Perry, Cape Girardeau, Wayne, Bollinger, Stoddard, Scott, Butler, New Madrid, Mississippi, Pemiscot, and Dunklin Counties		\$2,000	\$4,000				\$2,602,000	\$6,000	\$2,608,000	Federal: \$2,086,400 and State: \$521,600	STBG Funding
MoDOT	Road/TCOS	Various	On-call work zone enforcement at various locations in the Southeast District		\$1,000	\$1,000				\$41,000	\$2,000	\$43,000	Federal: \$38,700 and State: \$4,300	
MoDOT	Road/TCOS	I-55	Pavement resurfacing on southbound lanes from Rte. 61 to Rte. 74 and on northbound lanes from Rte. 74 and on northbound lanes from Rte. M to Rte. 61. Project involves bridges A0516, A0476, and A0476	\$249,000	\$19,296,000						\$19,296,000	\$19,545,000	Federal: \$17,586,400 and State: \$1,958,600	NHPP Funding
MoDOT	Road/TCOS	MO 34	Pavement resurfacing from Rte. B to Rte. 72. Project involves bridge F0751, B0500, B0498, and B0495	\$95,000	\$4,927,000						\$4,927,000	\$5,022,000	Federal: \$4,017,600 and State: \$1,004,400	NHPP Funding
MoDOT	Road/TCOS	MO 25	Pavement resurfacing from Rte. 61 to Rte. 77 and add turn lanes at Rte. Z and County Roads 325, 324, and 318. Project involves bridges J0056 and H0613	\$746,000	\$100,000	\$3,974,000					\$4,074,000	\$4,820,000	Federal: \$3,856,200 and State: \$963,800	STBG Funding
MoDOT	Road/TCOS	NA	Job Order Contracting for concrete pavement repair at various locations from Jefferson County line to the Arkansas State line and all of I-57 and all of I-155	\$2,000	\$520,000						\$520,000	\$522,000	Federal: \$469,000 and State: \$53,000	NHPP Funding
MoDOT	Road/TCOS	NA	Job Order Contracting for guard cable and guardrail repair for St. Francois, Ste. Genevieve, Madison, Perry, Cape Girardeau, Wayne, Bollinger, Stoddard, Scott, Butler, New Madrid, Mississippi, Pemiscot, and Dunklin Counties	\$6,000	\$2,418,000						\$2,418,000	\$2,424,000	Federal: \$1,939,000 and State: \$485,000	STBG Funding
MoDOT	Road/TCOS	Various	Job Order Contracting for erosion control repairs at various locations	\$20,000	\$1,095,000						\$1,095,000	\$1,115,000	Federal: \$892,000 and State: \$223,000	STBG Funding
MoDOT	Road/TCOS	MO 25	Bridge replacement over Drainage Ditch 25. Project involves bridge H0431	\$52,000	\$802,000						\$802,000	\$854,000	Federal: \$642,000 and State: \$160,000	NHPP Funding
MoDOT	Road/TCOS	MO 25	Pavement resurfacing from Rte. 77 to Rte. 91. Project involves bridge G0853, G0854 and H0429	\$103,000	\$5,516,000						\$5,516,000	\$5,619,000	Adv. CN: \$4,413,000 and State: \$1,103,000	STBG Funding





Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate (all sources) and Year of Anticipated Construction							Funding Source	Notes		
				Prior	2026	2027	2028	2029	Future	2026-2029			Total	
MoDOT	Road/TCOS	MO 34	Bridge replacement over Dillard Creek. Project involves bridge J0883	\$174,000	\$40,000	\$90,000	\$2,678,000				\$2,808,000	\$2,982,000	Federal: \$2,246,000 and State: \$562,000	NHPP Funding
MoDOT	Road/TCOS	US 61	Bridge replacement over Erlide Creek. Project involves bridge G0027	\$51,000	\$712,000						\$712,000	\$763,000	Federal: \$570,000 and State: \$142,000	NHPP Funding
MoDOT	Road/TCOS	RT BB	Bridge rehabilitation over Caney Creek. Project involves bridge R0071	\$56,000	\$918,000						\$918,000	\$974,000	Adv. CN: \$734,000 and State: \$184,000	STBG Funding
MoDOT	Road/TCOS	RT D	Bridge replacement over Cane Creek. Project involves bridge P0714	\$65,000	\$30,000	\$1,094,000					\$1,124,000	\$1,189,000	Adv. CN: \$899,000 and State: \$225,000	STBG Funding
MoDOT	Road/TCOS	RT N	Bridge replacement over Whitewater River. Project involves bridge S0291	\$54,000	\$20,000	\$76,000	\$1,652,000				\$1,748,000	\$1,802,000	Federal: \$1,398,000 and State: \$350,000	NHPP Funding
MoDOT	Road/TCOS	RT N	Bridge replacement over Small Creek. Project involves bridge S0532.	\$51,000	\$20,000	\$81,000	\$1,414,000				\$1,515,000	\$1,566,000	Adv. CN: \$1,212,000 and State: \$303,000	NHPP Funding
MoDOT	Road/TCOS	RT OO	Bridge replacement over Whitewater River. Project involves bridge N0690	\$415,000	\$3,605,000						\$3,605,000	\$4,020,000	Federal: \$2,884,000 and State: \$721,000	NHPP Funding
MoDOT	Road/TCOS	RT P	Pavement preservation treatment from Rte. 25 to Rte. 91		\$5,000	\$10,000	\$601,000				\$616,000	\$616,000	Adv. CN: \$493,000 and State: \$123,000	STBG Funding
MoDOT	Road/TCOS	RT Z	Bridge replacement over Hubble Creek and Hubble Creek Overflow. Project involves bridges T0788 and T0842	\$469,000	\$3,964,000						\$3,964,000	\$4,433,000	Federal: \$3,171,000 and State: \$793,000	NHPP Funding
MoDOT	Road/TCOS	Bloomfield Rd	Scoping for bridge improvements over I-55. Project involves bridge A0473		\$20,000	\$40,000					\$60,000	\$60,000	Federal: \$48,000 and State: \$12,000	NHPP Funding
MoDOT	Road/TCOS	MO 177	Scoping for pavement improvements from Rte. 61 to Rte. J		\$10,000	\$230,000					\$240,000	\$240,000	Federal: \$192,000 and State: \$48,000	STBG Funding
MoDOT	Road/TCOS	US 61	Scoping for pavement improvements in the southbound and northbound lanes from Rte. 25 in Jackson to I-55 south intersection in Cape Girardeau		\$100,000	\$400,000					\$500,000	\$500,000	Federal: \$400,000 and State: \$100,000	NHPP Funding
MoDOT	Road/TCOS	US 61	Scoping for roadway improvements from 1.3 miles south of I-55 to 0.5 miles south of Rte. 74		\$100,000	\$200,000					\$300,000	\$300,000	Federal: \$240,000 and State: \$60,000	NHPP Funding
MoDOT	Road/TCOS	MO 72	Scoping for pavement improvements from Rte. OO to Rte. 34		\$20,000	\$270,000					\$290,000	\$290,000	Federal: \$232,000 and State: \$58,000	STBG Funding





Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate (all sources) and Year of Anticipated Construction							Total	Funding Source	Notes	
				Prior	2026	2027	2028	2029	Future	2026-2029				
MoDOT	Road/TCOS	US 61 flyover bridge at Exit 93	Bridge rehabilitation northbound over BNSF Railway and Rte. 74 and Rte. 61 over I-55. Add roundabout at Rte. 61 and Silver Springs Road. Project involves bridge A0628, A0513, and A0514	\$1,237,000	\$156,000	\$6,828,000					\$6,984,000	\$8,221,000	Federal: \$6,699,200 and State: \$1,521,800	Year of Letting: 2026; Funds were significantly increased from prior plan
MoDOT	Road/TCOS	US 61	Pavement resurfacing from Rte. 177 to Drury Lane	\$28,000	\$1,257,000						\$1,257,000	\$1,285,000	Federal: \$1,028,600 and State: \$256,400	STBG Funding
CGCTA	Transit	NA	Project Administration 117-00 Other Capital Items (Bus)		\$546,000						\$546,000	\$546,000	Federal: \$436,800 and Local: \$109,200	
CGCTA	Transit	NA	Preventative Maintenance 117-00 Other Capital Items (Bus)		\$622,000						\$622,000	\$622,000	Federal: \$497,600 and Local: \$124,400	
CGCTA	Transit	NA	Operating Assistance 300-00 Operating Assistance		\$5,600,008						\$5,600,008	\$5,600,008	Federal: \$2,800,004 and Local: \$2,800,004	
CGCTA	Transit	NA	Fixed-Route Transit System Planning Study		\$90,000						\$90,000	\$90,000	Federal PL & Local Match Funds	
Total:				\$6,280,081	\$82,958,581	\$29,606,267	\$9,865,000	\$4,550,000	\$11,165,000	\$126,979,848	\$144,424,929			





Illustrative Projects

The future transportation needs of SEMPO far exceed the projected revenue as forecast through the year 2050. Increasing construction, maintenance, and operating costs have significantly limited the ability of agencies to implement large transportation infrastructure projects. While it is not possible to implement all the transportation projects included in this plan, the Illustrative Projects list is still a critical part of the vision of the MTP. The Illustrative Projects list is important because it:

- Defines the long-term vision for future transportation investments;
- Allows for better land use planning, informed development decisions, and better policy making; and
- Positions SEMPO to have “shovel ready” projects should additional funding become available.

SEMPO’s Illustrative Projects list is shown in **Table 55**.



Table 55: Illustrative Projects List 2026-2050

Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate
Cape Girardeau Regional Airport	Aviation	NA	Air traffic Control Tower (ATC)	\$8,000,000-\$12,000,000
Cape Girardeau Regional Airport	Aviation	NA	Fuel Farm Expansion/Replacement	\$1,500,000
Cape Girardeau Regional Airport	Aviation	NA	Expanding Maintenance Facility – Vehicle Storage	\$300,000
Cape Girardeau Regional Airport	Aviation	NA	Land Acquisition for Access Road to NW Quadrant	\$400,000
Cape Girardeau Regional Airport	Aviation	NA	Landside Access Road for NW Quadrant	\$800,000
Cape Girardeau Regional Airport	Aviation	NA	Taxiway Access to NW Quadrant	\$1,000,000
Cape Girardeau Regional Airport	Aviation	NA	Taxiway ‘A’ Reconstruction	\$4,000,000
Cape Girardeau Regional Airport	Aviation	NA	Airport Rescue Fire Fighting Access Road	\$1,300,000
Cape Girardeau Regional Airport	Aviation	NA	Airline Passenger Boarding Bridge	\$2,000,000
Cape Girardeau Regional Airport	Aviation	NA	Land Acquisition for RWY 10 Expansion	\$3,000,000
City of Cape Girardeau	Bike/Ped	Broadway Street	Broadway St Sidewalks from US 61 to Clark Ave	\$50,000
City of Cape Girardeau	Bike/Ped	LaSalle Ave and Rte W	LaSalle Ave and Rte W Trail	\$8,385,000
City of Cape Girardeau	Bike/Ped	Rte K	Pedestrian Crossing at Rte K and South Mt. Auburn Rd	\$275,000
City of Cape Girardeau	Bike/Ped	US 61	Pedestrian Crossing at US 61 and Broadway St	\$300,000
City of Cape Girardeau	Bike/Ped	US 61	Pedestrian Crossing at US 61 and Rte K (William St)	\$300,000
City of Cape Girardeau	Bike/Ped	US 61	Pedestrian Crossing at US 61 and Independence Street	\$300,000
City of Cape Girardeau	Bike/Ped	NA	Shawnee Parkway Trail – Connects the south end of the Riverfront Trail to the Cape LaCroix Trail	\$2,420,000
City of Cape Girardeau	Bike/Ped	US 61	US 61 Sidewalks from Silver Springs Rd to Cape LaCroix Trail	\$405,000
City of Cape Girardeau	Bike/Ped	NA	Walker Creek Trail – Adds a Trail along Kingshighway	\$3,950,000
City of Cape Girardeau	Bike/Ped	William Street	William St Sidewalks from Cape LaCroix Trail to S Sunset Blvd	\$105,000
City of Cape Girardeau	Bike/Ped	US 61	US 61 Sidewalks from Old Cape Rd to Bessie St	\$1,030,000
City of Jackson	Bike/Ped	MO-72	Pedestrian crossing at MO-72 and West Lane	\$250,000
City of Jackson	Bike/Ped	Rte D	Pedestrian Crossing at Rte D and North Farmington Road	\$150,000
City of Jackson	Bike/Ped	US 61	Pedestrian Crossing at US 61 and S Donna Dr	\$250,000
City of Jackson	Bike/Ped	US 61	Pedestrian Crossing at US 61 and S Shawnee Blvd	\$275,000
City of Jackson	Bike/Ped	Rte D	Rte D Sidewalks from Cambridge Road to Broadridge Drive	\$105,000
City of Jackson	Bike/Ped	Shawnee Blvd	S. Shawnee Blvd Sidewalks from Highland Dr to Litz Park	\$165,000
City of Jackson	Bike/Ped	Farmington Road	Add sidewalks along the entire corridor	To be determined
City of Jackson	Bike/Ped	W. Main St.	Add sidewalk between W. Jackson Blvd. and Farmington Rd.	To be determined
IDOT	Bike/Ped	IL 146	Bike Lanes – Connects existing bike lanes and proposed trails on the west side of the River to Illinois	\$280,000
IDOT	Bike/Ped	IL 146	IL 146 Sidewalks from Comanche Dr to Virginia Dr	\$45,000
MoDOT	Bike/Ped	CST Main St E	Preliminary engineering for the North Jackson-Cape bike/pedestrian trail	\$2,000,000
MoDOT	Bike/Ped	Rt K E	Construct pedestrian crossing at Farrar Drive in Cape Girardeau	\$94,000
MoDOT	Bike/Ped	US 61 S	Construct pedestrian crossing at Rte K in Cape Girardeau	\$150,000
MoDOT	Bike/Ped	US 61 S	Construct pedestrian crossing at Independence Street in Cape Girardeau	\$150,000
SEMPO	Bike/Ped	NA	Phase 1 - Jackson High School to Main Street (Segment 1)	\$4,263,000
SEMPO	Bike/Ped	NA	Phase 2 - Cape LaCroix Recreation Trail Extension (Segment 8)	\$6,467,000
SEMPO	Bike/Ped	NA	Phase 3 - Cypress Drive to Boutin Drive (Segment 7)	\$3,088,000
SEMPO	Bike/Ped	NA	Phase 4 - Lacey Street to Veterans Memorial Drive (Segment 3)	\$7,919,000





Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate
SEMPO	Bike/Ped	NA	Phase 5 - Veterans Memorial Drive to Highway W (Segment 4)	\$9,416,000
SEMPO	Bike/Ped	NA	Phase 6 - County Road 618 to Cypress Drive (Segment 6)	\$5,673,000
SEMPO	Bike/Ped	NA	Phase 7 - Lasalle Avenue to Route 638 (Segment 5)	\$7,006,000
SEMPO	Bike/Ped	NA	Phase 8 - Goose Creek to Lacey Street (Segment 2)	\$6,153,000
SEMPO	Bike/Ped	NA	Construct the North Jackson-Cape bike/pedestrian trail	\$8,616,000
City of Jackson	Road	N. Donna Dr.	Construct roadway segment between Bainbridge Rd. and E. Main St.	\$1,600,000
City of Jackson	Road	N. Old Orchard Rd.	Construct roadway segment between E. Main St. and Ridge Rd.	To be determined
MoDOT	Road	MO 74 E	PEL study for the proposed new road Ozark Parkway	\$3,000,000
MoDOT/City of Jackson	Road	US 61 (S. Hope St.)	Between E. Monroe St. and E. Adams St., bring the stretch of road up to modern standards to reflect the upgrades being performed on the northern parts of US 61.	To be determined
SEMPO	Road	New Road	A new road is needed as part of an East-West route through southeast Missouri.	To be determined
SEMPO	Road	Old US 61	Need two-lane bridge over Diversion Channel so old US 61 can be reactivated as a frontage road by I-55 for slow moving vehicles and non-Interstate traffic.	To be determined
SEMPO	Road	MO 74	Study to be performed to assess better community connectivity and pedestrian accommodations for north-south connectivity issues with Route 74/Shawnee Parkway	\$150,000
City of Cape Girardeau	Road/Capacity	Veterans Memorial Drive	Construction only from Hopper Rd to Percy Dr. TTF9 would potentially fund construction	\$3,700,000
City of Jackson	Road/Capacity	Emma St/Vera Wagner Dr	Connect Emma St to Vera Wagner Dr in Litz Park to reduce congestion on E Main St	To be determined
MoDOT	Road/Capacity	IS 55 S	I-55 - Phase I: Add and additional lane in both directions	\$12,912,000
MoDOT	Road/Capacity	IS 55 S	I-55 - Phase 2,3,4: Add and additional lane in both directions	\$24,467,000
MoDOT/City of Cape Girardeau	Road/Capacity	New Rd	A new road is needed connecting Rte K and the I-55/MO-74 interchange	To be determined
MoDOT/City of Jackson	Road/Capacity	US 61	Scoping for capacity improvements at I-55 at Fruitland to MO 25. Improvements should increase safety, improve access, and reduce congestion. Needs include pavement resurfacing, bridge replacements, additional lanes, access improvements, lighting improvements, and pedestrian/bicycle lanes	\$5,000,000-\$10,000,000
MoDOT/City of Jackson	Road/Capacity	US 61	Intersection improvements and widening of the roadway between Rte. 25 & I-55	To be determined
Cape Girardeau County Special Road District	Road/Safety	Perryville Road/CR621	Intersection safety and geometric improvements at Perryville Road and County Road 621 to address documented crash history, skewed alignment, sharp horizontal curvature, and driver confusion.	\$3,500,000-\$8,000,000
Cape Girardeau Special Road District	Road/Safety	Perryville Road	Intersection safety and geometric improvements at Perryville Road and County Road 621 to address crash history, skewed alignment, sharp horizontal curvature, and driver confusion. Improvements may include roadway realignment, modified traffic control, or construction of a single-lane roundabout, along with associated bridge, drainage, signing, and striping improvements.	To be determined
City of Jackson	Road/Safety	West Main St.	Intersection improvements at W Main St and Farmington Rd	\$250,000
MoDOT/City of Cape Girardeau	Road/Safety	MO 74 E	Lighting is needed from Kingshighway to I-55	\$500,000
MoDOT/City of Jackson	Road/Safety	MO 25	MO 25 between MO 34/MO 72 and Rte K needs improvements to increase safety, improve access, and reduce congestion. Suggested to reduce shoulder width from 10' to 6' to reduce project estimated costs by ~ \$4 million. Includes bridge replacement and adding full shoulders, bike/ped lanes, and lighting.	\$40,268,000





Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate
MoDOT/City of Jackson	Road/Safety	US 61	Roadway lighting, center median and access management, and other safety features needed from I-55 to K-Land Drive	\$1,000,000
MoDOT/SEMO Port	Road/Safety	Rte K/Rte N	Rte K/Rte N/CR 305 Intersection improvements	\$1,000,000
SEMPO	Road/Safety	William Street	Safety Improvements on Route K (William Street) from Siemers Drive to US-61 (Kingshighway Street)	To be determined
SEMPO	Road/Safety	Jackson Boulevard	Safety Improvements on MO-34 (W. Jackson Boulevard) from West Main Street to Hope Street.	To be determined
SEMPO	Road/Safety	Broadway Street	Safety Improvements on Broadway Street from US-61 to NW End Boulevard	To be determined
SEMPO	Road/Safety	Kingshighway Street	Safety Improvements on US-61 (Kingshighway Street) from Veterans Memorial Drive to Southern Expressway.	To be determined
SEMPO	Road/Safety	US-61	Safety Improvements on US-61 from S. Hope Street to South Old Orchard Road.	To be determined
SEMPO	Road/Safety	West Main Street	Safety Improvements on West Main Street from MO-34 to east of Georgia Street.	To be determined
SEMPO	Road/Safety	New Madrid Street	Safety Improvements on New Madrid Street from Clark Street to Sprigg Street.	To be determined
SEMPO	Road/Safety	North Mt. Auburn Road	Safety Improvements on North Mt. Auburn Road from Route K (William Street) to US-61.	To be determined
City of Cape Girardeau	Road/TCOS	Mount Auburn Road	Mount Auburn Road from Kingshighway to Hopper Road: New Pavement, New Curb and Gutter, Sidewalk Repair	\$3,500,000
City of Cape Girardeau	Road/TCOS	William Street	William Street from Sheridan Drive to West End Boulevard: Pavement and Sidewalk Repair, Addition of Pedestrian Crossing Signals to Traffic Signals at Sheridan Drive and West End Boulevard Intersections	\$4,000,000
MoDOT	Road/TCOS	CST Bloomfield Rd E	Bridge improvements over IS 55	\$5,859,000
MoDOT	Road/TCOS	IS 55 S	Capital improvements at Exit 93 Interchange	\$23,069,000
MoDOT	Road/TCOS	MO 177 S	Add shoulders from Rte 61 to Rte J	\$1,634,000
MoDOT	Road/TCOS	US 61 S	Intersection improvements from I-55 in Fruitland to Rte D	\$12,271,000
MoDOT	Road/TCOS	RR Unknown Railroads	Railroad right of way and drainage improvements	\$2,000,000
MoDOT/City of Cape Girardeau	Road/TCOS	US 61	Scoping for drainage improvements from Rte W to Southern Expressway	\$300,000-\$1,000,000
Cape Girardeau County	Road/TCOS	Co Rd 226	Co Rd 226 - Hubble Creek Bridge Replacement	\$1,031,755
Cape Girardeau County	Road/TCOS	CCR #238	CCR #238 - Castor River/Diversion Channel Bridge Replacement	\$2,475,000
MoDOT	Road/TCOS/Safety	US 61 S	Intersection improvements at Shawnee Boulevard	\$2,897,000
CGCTA	Transit	Small Urban	Bus stop shelters and pay system for fixed route service.	\$500,000
CGCTA	Transit	NA	Extension of bus routes to the northern and southern areas of Cape Girardeau County.	To be determined
CGCTA	Transit	Small Urban	Vehicles that exceed useful life	\$1,182,808
CGCTA	Transit	Small Urban	Covered Parking and Paved Parking Lot	\$525,000
CGCTA	Transit	Small Urban	Improvements to garage for on-site maintenance	\$525,000
CGCTA	Transit	Small Urban	Annual Match required for Operations	\$600,000
CGCTA	Transit	Rural	Vehicles that exceed useful life	\$401,842
CGCTA	Transit	Rural	Covered Parking and Paved Parking Lot	\$225,000
CGCTA	Transit	Rural	Improvements to garage for on-site maintenance	\$225,000
CGCTA	Transit	Rural	Annual Match required for Operations	\$375,000
CGCTA	Transit	Rural	Fixed-route transit service to the Nash Road Corridor and the City of Jackson	To be determined





Project Sponsor	Project Type	Route (if applicable)	Description	Cost Estimate
MoDOT	Transit	CST Leming Lane S	Improve Cape Transit Authority facilities	\$1,000,000
MoDOT	Transit	CST Leming Lane S	Install bus shelters and pay system for fixed route service for Cape Transit Authority	\$500,000
SEMO Port	Waterways/Rail	NA	Loop Track Storage Tracks - Remainder of Storage Track 1 and all of Storage Track 2	\$3,500,000
SEMO Port	Waterways/Rail	NA	North Lead Track #2 and North Tracks 11 & 12	\$2,100,000
SEMO Port	Waterways/Rail	NA	Raise approximately 2,000 track feet of short line railroad an average of 2 feet (Bridge 5 to BNSF Interchange)	\$950,000
SEMO Port	Waterways/Rail	NA	Loop Track Storage Tracks - All of Storage Tracks 3 and 4	\$4,800,000
SEMO Port	Waterways/Rail	NA	Interchange Track #2 - Second interchange track for additional rail traffic in Scott City	\$2,500,000
SEMO Port	Waterways/Rail	NA	Extending TOFC Track north to Bridge 5 - Allow train crews a siding to utilize when unit trains need to come into Semo Port.	\$2,000,000
SEMO Port	Waterways/Rail	NA	Grain Track # 5 - Additional grain track for extra storage and loading and unloading railcars	\$1,250,000
SEMO Port	Waterways/Rail	NA	Construction of a Transload System (including, dock, transloader, conveyor, load out system, earthwork, utilities and rail) to support the movement of freight for new and existing customers of Semo Port.	\$5,000,000
SEMO Port	Waterways/Rail	NA	Railroad Right-of-Way and Drainage Improvements	\$1,850,000
Total				\$288,728,405+





Section 7: Congestion Management

Overview

While congestion is often an unavoidable occurrence, there are tools and strategies that public agencies can use to manage or reduce the risks and disruption associated with unexpected incidents as well as recurring traffic flow challenges. Roadway congestion is not always a problem to be solved and at times can signal positive regional growth and economic vitality. However, when congestion begins to negatively impact mobility, reliability, or air quality, it requires careful evaluation and planning to identify and remedy the causes.

Within the SEMPO MPA, there is not significant, widespread congestion disrupting regular travel. There are areas of localized congestion, typically during peak travel periods, which are described in further detail below, along with potential solutions.

Existing Conditions

The travel time index (TTI) was used to analyze congestion in the MPA. TTI measures congestion and travel time reliability by calculating actual travel times as a percentage of the ideal travel time¹²⁰. For example, a TTI of one indicates ideal travel time, whereas a TTI of two indicates a trip that would take twice as long as ideally expected. Higher TTIs represent longer, less reliable travel times and therefore congestion.

The most congested corridor in the region is Route K/William Street in Cape Girardeau to the east of the I-55 interchange. This is the only location that consistently experiences a TTI of 2 throughout the day, not just morning and evening peak travel times. The only other areas experiencing this level of congestion are S. Sprigg Street at Shawnee Parkway/MO 74, which remains congested at most times of day, and W. Jackson Blvd. to the west of the I-55 interchange, which sees the highest TTI during the morning peak.

Outside of corridors near major intersection and interchanges, TTI is generally low, often at levels of 1.2 or lower on interstates and state routes and even lower during non-peak hours.

Figure 69 - Figure 71 display the TTI on major routes in the SEMPO region, at morning peak, mid-day, and evening peak, respectively.

¹²⁰ [FHWA Travel Time Reliability](#)



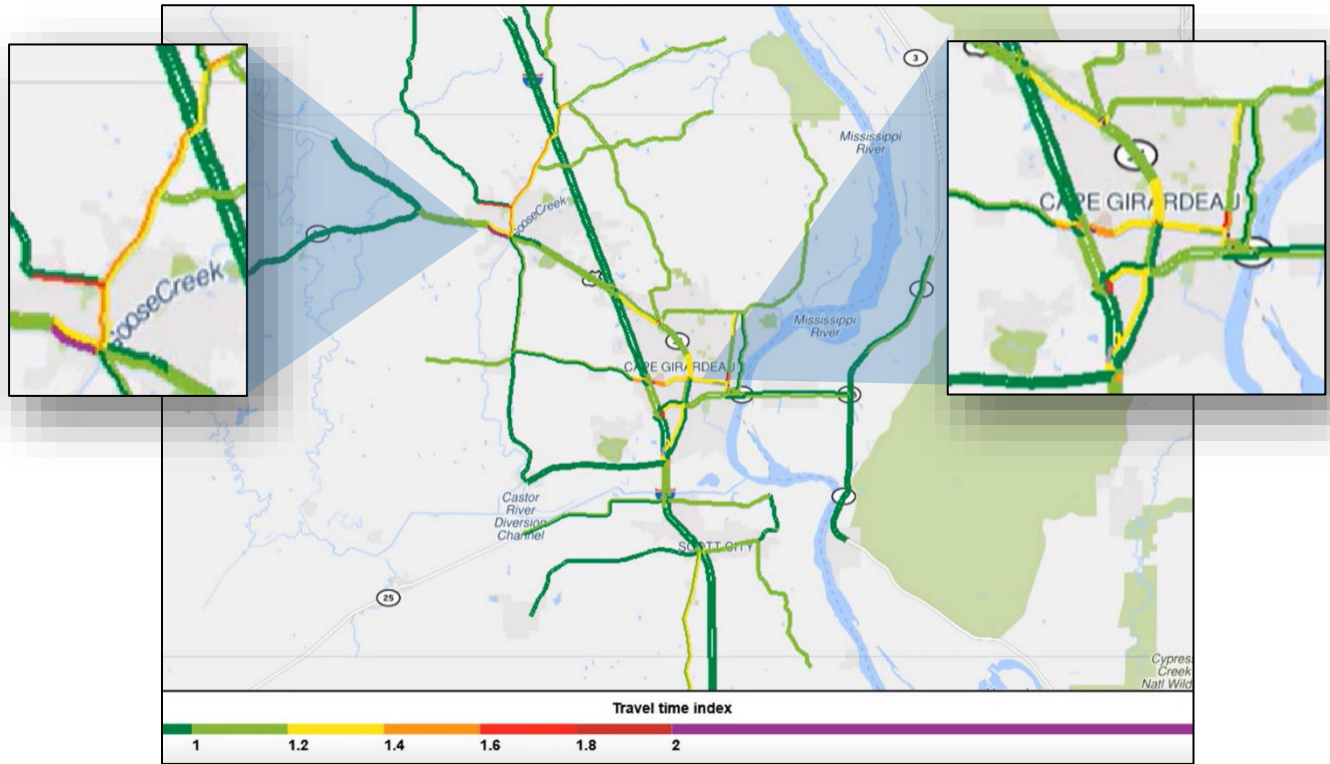


Figure 69: SEMPO MPA Morning Peak (7:15 AM) TTI

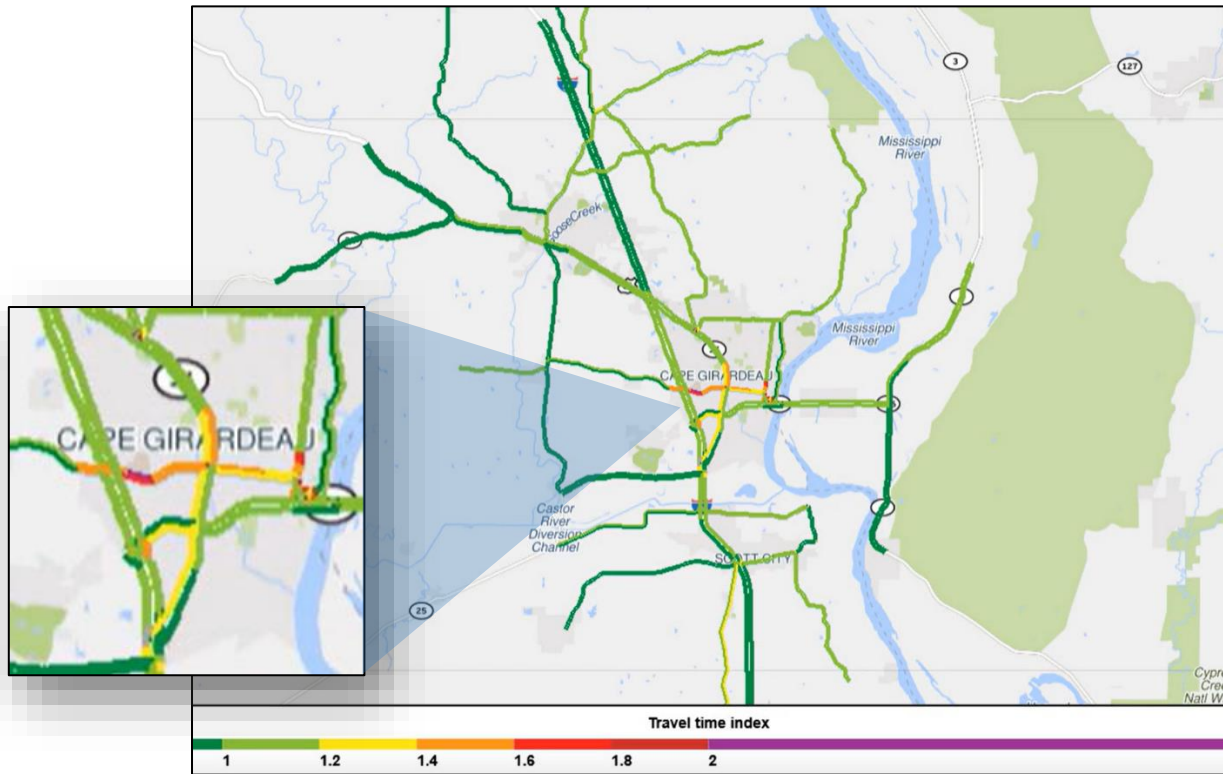


Figure 70: SEMPO MPA Midday (12:00 PM) TTI

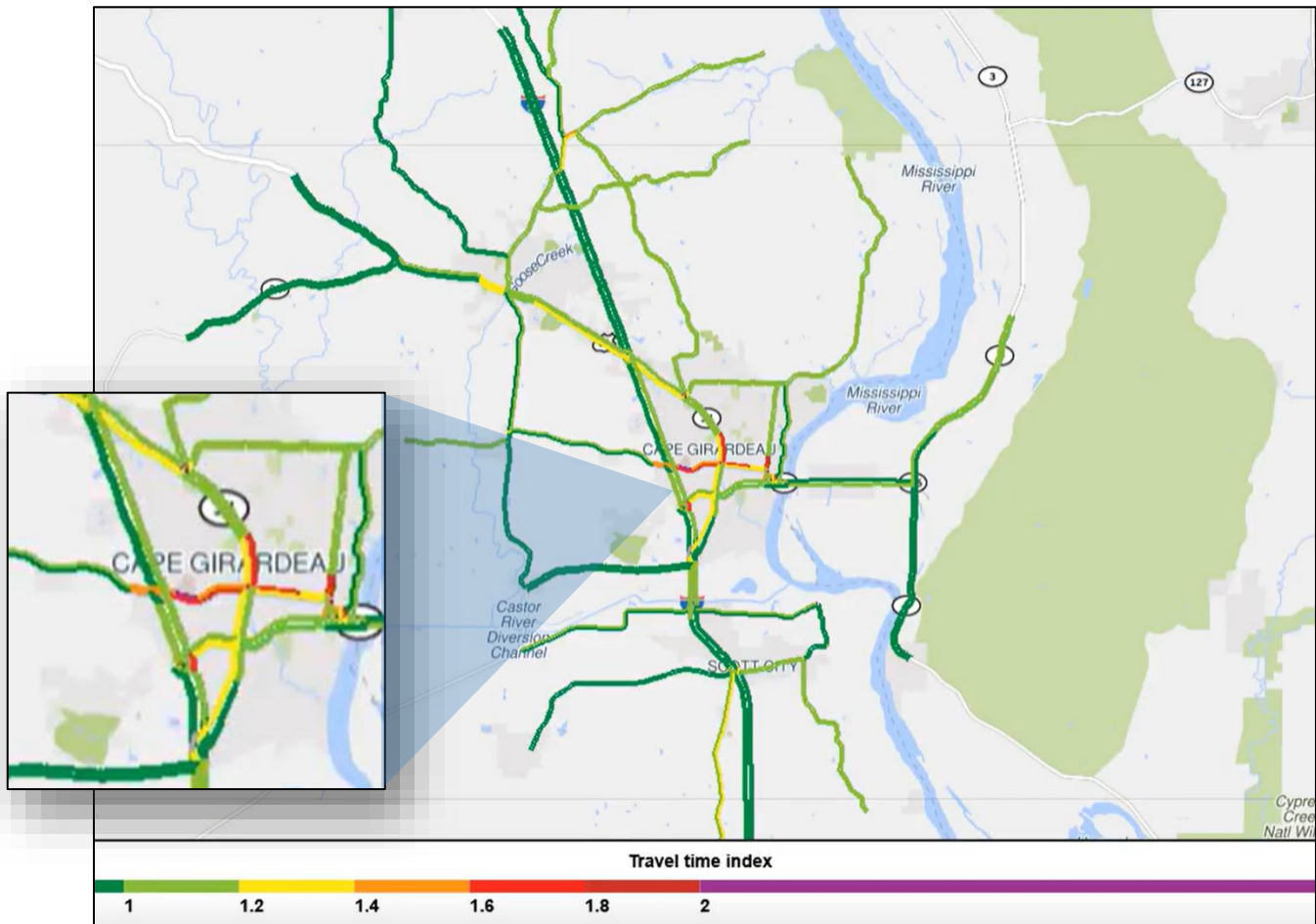


Figure 71: SEMPO MPA Evening Peak (5:15 PM) TTI

System Performance Projections

The SEMPO region is projected to experience modest but steady population growth over the next few decades, as discussed in Section 5. Congestion levels are expected to increase at a similar pace, primarily in areas already experiencing congestion. To develop traffic projections through 2050, data from MODOT on historical traffic counts and annual growth rates from 1995 to 2025 were analyzed.

Overall, there is minimal interstate (I-55) congestion in the MPA, even at peak hours and with growing traffic volumes in the region. Based on historical traffic counts, ADT on I-55 has experienced annual growth rates ranging from 0.3% to 3.4% since 1995, depending on the specific segment of the interstate. From 2025 to 2050, the annual growth rate is expected to slow in some areas, with ADT overall increasing between 0.3% and 1.5% per year.

Western portions of MO 74 have experienced a steady decrease in ADT since 1995, with that trend anticipated to continue. However, MO 74 from West End Blvd. to the Mississippi River has seen annual growth rates of 3.3% to 4.0%. That level of growth is not projected to



continue through 2050, since the increase can largely be attributed to major projects during that time involving the reconstruction of MO 74, addition of an interchange at I-55, and the replacement of the Cape Girardeau Bridge, completed in 2003. Future annual growth rates of 1.1% to 1.4% are expected.

Traffic volumes along MO 72 have held relatively steady over the last 30 years and are assumed to continue with little to no change through the 2050 horizon year. The section of MO 72 between Broadway and Independence is projected to see the highest growth, reversing a historical annual growth rate of -1.6% to a future annual growth rate of 1.5%. Traffic volumes in other sections of the corridor are likely to remain flat or experience annual growth rate decreases of up to 0.7%.

Congestion Reduction Strategies

To address existing congestion in the SEMPO MPA, there are several operational and management strategies that can be implemented in both the short and long term.

Traffic signal improvements can address congestion in identified problem areas through projects involving signal optimization, vehicle detection technology, and dynamic message systems that support roadway operations and management. Because these types of improvements do not involve physical roadway construction, they can often be implemented in relatively short time frames.

In the medium to long term, intersection improvements, such as adding or changing turn lanes, can target problem areas and bottlenecks. The region can also implement projects and programs aimed at shifting mode share away from single-occupancy vehicle travel and improving the safety and viability of non-motorized transportation options. This includes expanding and enhancing bicycle and pedestrian infrastructure like sidewalks and shared-use paths, as well as public transit – all of which were supported in the MTP public survey.





Future Projects

In addition to the strategies outlined above, the illustrative project list in Section 6 identifies three projects seeking to reduce congestion in key locations in the region. While these projects do not yet have funding secured or a construction timeline in place, they identify both connectivity and capacity improvements – such as adding lanes, shoulders, or bicycle and pedestrian facilities – to improve traffic flow.

- Connect Emma St to Vera Wagner Dr in Litz Park to reduce congestion on E Main St.
- Scoping for capacity improvements at I-55 at Fruitland to MO 25. Improvements should increase safety, improve access, and reduce congestion. Needs include pavement resurfacing, bridge replacements, additional lanes, access improvements, lighting improvements, and pedestrian/bicycle lanes.
- MO 25 between MO 34/MO 72 and Rte K needs improvements to increase safety, improve access, and reduce congestion. Suggested to reduce shoulder width from 10' to 6' to reduce project estimated costs by ~ \$4 million. Includes bridge replacement and adding full shoulders, bike/ped lanes, and lighting.

It should be noted that other projects proposing these types of improvements may also result in reduced congestion, even if they do not explicitly state that as a goal.



Appendix A: Engagement

SEMPO 2050 MTP UPDATE



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Introduction

Collaborative engagement builds trust and momentum. In this spirit, the project team engaged with stakeholders and community members along every step of the way while forming the 2050 SEMPO Metropolitan Transportation Plan (MTP) Update. In this way challenges, concerns, vision, and opportunities were understood and addressed. This collaborative engagement process resulted in an MTP update that is beneficial to all in the SEMPO region. Engagement strategies used in this project are explained in detail in this appendix.

Engagement Plan

Purpose

A project Engagement Plan was developed to outline a clear, inclusive strategy for engaging the public and stakeholders throughout the 2050 SEMPO MTP update process. Meaningful engagement is essential to crafting a Metropolitan Transportation Plan that reflects the needs, priorities, and values of the entire community. Through consistent collaboration, this plan aims to foster transparency, build trust, and create lasting relationships that extend beyond the planning horizon. By prioritizing equity, accessibility, and open dialogue, the Public Involvement Plan supports and builds upon the framework established in the SEMPO Public Participation Plan.

Goals

- **Inform and Educate** - Provide citizens and stakeholders material via a variety of information-sharing channels and techniques that will allow them to stay informed, educated, and current on all aspects of the planning process.
- **Listen and Understand** - Gather insights from a wide range of voices—especially traditionally underrepresented groups—through stakeholder meetings, open houses, surveys, and online tools. This will ensure the plan reflects a full spectrum of transportation needs and perspectives.
- **Foster Ongoing Engagement** - Involve stakeholders and the public at key milestones—from visioning and goal-setting to reviewing draft recommendations—ensuring they help shape the plan’s direction and outcomes. Engagement will be structured to encourage early input and sustained involvement.
- **Build and Sustain Community Relationships** - Establish a collaborative foundation between SEMPO, the consultant team, and the community. The goal is to promote mutual trust, enhance plan credibility, and create advocates for implementation through a transparent and inclusive process.





Coordination and Schedule

SEMPO Executive Director – Central Point of Contact

The SEMPO Executive Director served as the primary liaison for all stakeholder and public engagement activities. This centralized approach streamlined communication, maintained consistency, and ensured alignment with SEMPO’s broader objectives.

SEMPO Technical Planning Committee – General Information Sharing

The SEMPO Technical Planning Committee was engaged primarily through high-level informational updates to support general awareness and understanding of the plan’s development. These updates were coordinated with the Executive Director and largely coincided with the Committee’s regularly scheduled meetings.

Engagement Schedule

Major engagement activities were conducted via the schedule below.

General Timeframe	Key Activities
July-August 2025	<ul style="list-style-type: none"> • Stakeholder Roundtable #1: Facilitated discussion among interest groups to gather early input. • Public Survey: For collecting public feedback. • Public Open House #1: Share and validate initial findings and direction.
October 2025	<ul style="list-style-type: none"> • Stakeholder Roundtable #2: Review and refine draft recommendations with interest groups. • Public Open House #2: Present draft recommendations for public input.
February 2026	<ul style="list-style-type: none"> • Public Comment Period
Spring 2026	<ul style="list-style-type: none"> • Plan Adoption

Outreach and Engagement

Meaningful engagement is essential to crafting a Metropolitan Transportation Plan that reflects the needs, priorities, and values of the entire community. The engagement outreach summarized in this section involved two primary groups: Stakeholder Groups and the public. The information in this appendix provides greater insight into the engagement process, details stakeholder and public input that was utilized to develop this MTP, and documents the materials used throughout the engagement process.





Stakeholder Groups

To ensure that all voices are heard and all needs are met, a variety of stakeholders were solicited for participation in this process to represent eight stakeholder focus areas. These eight specialty areas included:

- Aviation
- Bicycle/Pedestrian
- Economic Development & Tourism
- Emergency Management
- Freight (Port, Rail, Trucking)
- Neighborhood Groups
- Transit
- Accessibility

Round One stakeholder meetings were held throughout July 2025 to gather early input on transportation needs, challenges, and priorities across the SEMPO region. Meetings included representation from 19 entities and offered both virtual and in-person participation options. These facilitated discussions helped inform the development of the plan’s vision, goals, and recommendations. Key themes included limited regional connectivity beyond private vehicles, safety and access challenges for bicyclists and pedestrians, gaps in sidewalk and trail networks, growing transit demand paired with funding and awareness constraints, concerns related to freight and industrial traffic, and barriers to riverfront access. Further details and meeting documentation from these meetings is provided in this appendix.

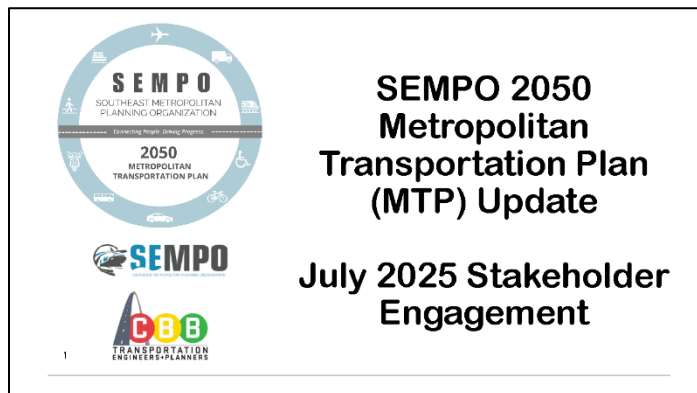


Figure 1: Stakeholder PowerPoint Presentation from Round One

Round Two stakeholder meetings were held in October 2025 to review and refine draft recommendations for the 2050 SEMPO Metropolitan Transportation Plan. Stakeholders were invited to provide feedback on the draft fiscally constrained and illustrative project lists, including suggested additions, removals, and updates to project descriptions and cost estimates. These meetings also allowed for discussion of new updates each agency had made since the previous round of stakeholder meetings. Highlights of these updates include new long-distance travel opportunities for the region with the addition of FlixBus, real-time transit updates with CTA added to the TripShot app, and new flights being added to the region to reach Dallas, Texas (December 2025) and Pensacola, Florida (April 2026). Input from Round Two meetings helped finalize project priorities and informed additional study recommendations included in this MTP update.





Public Open Houses

Round One of the public open houses were held in July 2025 in Cape Girardeau and Jackson to introduce the 2050 SEMPO MTP update to the public, educate participants on the planning process, and gather early input on transportation needs and priorities for the region. Engagement activities included informational boards, feedback boards with sticker voting activities, mapping exercises, comment cards, and an online survey. Public input largely echoed stakeholder feedback, highlighting the need for improved pedestrian and bicycle safety and connectivity, expanded transit options and service awareness, targeted roadway improvements, and the need for expanded long-distance travel options. These open houses helped validate early findings and informed the development of draft goals and strategies.

Round Two public open houses were held in October 2025 in Cape Girardeau and Jackson to 1) share a review and summary of our findings of the Round 1 meetings and online survey with the public 2) gather input to shape goals for the 2050 MTP and 3) update the fiscally constrained and illustrative projects lists to meet the region’s needs. Participants reviewed and provided feedback on the fiscally constrained and illustrative project lists through feedback boards, mapping exercises, and project ranking activities. Further details and meeting documentation from these meetings are provided in this appendix.

Online Survey

The SEMPO 2050 survey was distributed through social media (e.g., Facebook), outreach from stakeholders, and the public open houses. The purpose of the survey was to develop the vision, goals, and objectives of the MTP Update by assessing the public’s needs and priorities in relation to transportation. The survey became available to the public on Monday, July 7, 2025, and closed Wednesday August 27, 2025. The survey was a total of 31 questions and began with questions on demographics. The purpose of questions on demographics was to gain insight into who the surveys were reaching, and which groups were not being reached. Questions on mode share, transportation barriers, strengths and weaknesses of the Cape Girardeau area’s transportation system, and transportation priorities were then asked. The survey concluded with an open-form question, inviting respondents to provide additional feedback, like the comment cards available at the public open houses. Further details and documentation from this survey is provided in this appendix.





Social Media

Social media’s unique power to reach a large audience in a short amount of time was utilized to increase the levels of engagement of the 2050 SEMPO MTP update. Social media posts about the 2050 SEMPO MTP Update were made to various Facebook pages including posts from the following pages: Southeast Metropolitan Planning Organization, Jackson MO – City Government, United Way of Southeast Missouri, City of Cape Girardeau Community Development, and other community pages.

These posts advertised opportunities for Southeast Metropolitan area residents to provide their input on the MTP Update. These posts also included educational information about the purpose and importance of the 2050 SEMPO MTP Update, when open houses were hosted for the public to attend, and links to the public survey.

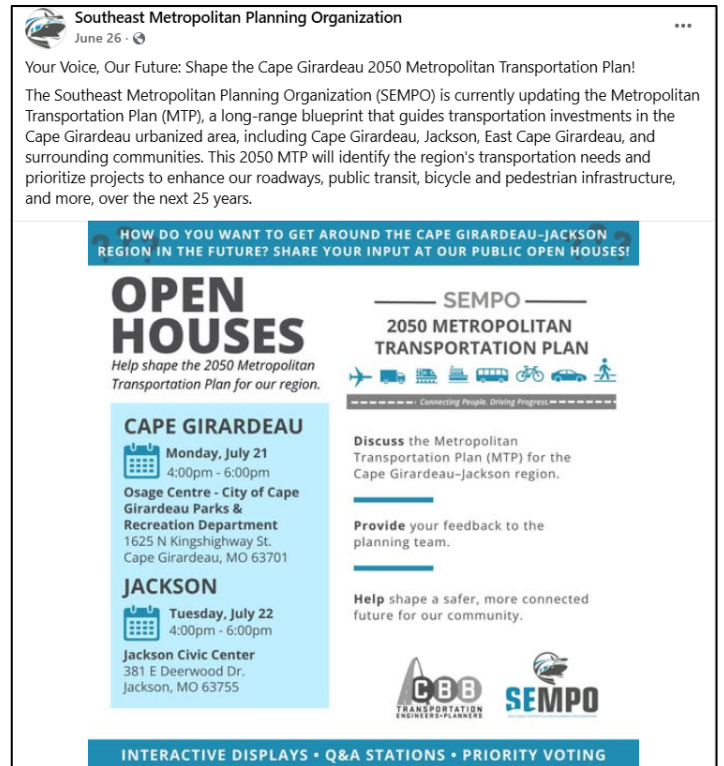


Figure 2: Social Media Posts from the 2050 SEMPO MTP Update





Round 1 Stakeholder Meetings

To ensure that all voices are heard and all needs are met, a variety of stakeholders were solicited for participation in this process. When identifying a list of possible stakeholders, the project team collaborated with the SEMPO Executive Director to ensure the stakeholder list was comprehensive. Stakeholders were divided into eight areas of specialty, and discussions were focused on each of these specialties.

Specific organizations, committees, businesses, and entities that aligned with these specialty areas were then identified. After specific stakeholders were identified, they were contacted via email. For those who did not respond to the email invite, the project team conducted additional outreach by phone to reach more stakeholders. The email outlined the purpose of the plan, the purpose and importance of stakeholders, and how they can share input as stakeholders. The groups that expressed interest and joined the stakeholder meetings were:

- Shawnee Transit Group
- Cape Girardeau County Transit Authority (CTA)
- United Way
- ManPower
- SEMO – University International Student Services
- City of Jackson Fire Department
- Cape Girardeau Parks and Recreation
- City of Jackson Public Works
- City of Cape Girardeau
- United Way
- SEMO University
- Buzzi Unicem USA
- Union Pacific
- Representative of the local pilot community
- SEMO Redi
- Cape Girardeau Chamber of Commerce
- Uptown Jackson
- Visit Cape
- Old Town Cape
- Cape Girardeau Regional Airport

Round One Stakeholder Meetings

The first round of Stakeholder Meetings were held in July 2025, primarily during the weeks of July 7th and July 14th. The goal of the first round of stakeholder meetings was to gain an understanding of the transportation-related needs of the different entities that the stakeholders represented. These identified needs would then be used to develop a consensus around visions, goals, and objectives that would drive the plan forward and maintain buy-in from stakeholders.

Stakeholders were given the option to attend the meetings virtually. In total, 12 meetings were held, with 19 different entities represented (stakeholders were divided into groups based on the purpose of their organization). Meetings each lasted about an hour and





consisted of a presentation from the project team and a facilitated conversation with entities. The presentation provided background information on SEMPO, their role, the purpose of the 2050 SEMPO MTP Update, and the role of stakeholders. The facilitated conversation with entities began with questions from the project team. This opened a discussion with stakeholders about how the MTP Update could address the needs of their entity. These conversations helped the project team form recommendations as part of the MTP Update that reflected the identified needs of stakeholders. Meeting notes and PowerPoint slides from each meeting are included in this appendix.

The following are major takeaways from the round-one stakeholder meetings:

Regional Connectivity

- There are limited options to travel to/from the Cape Girardeau region other than by private car
- There are limited flights to Cape Girardeau Regional Airport, no Greyhound service to the area, and the closest Amtrak station is in Carbondale
- There was discussion that there are efforts to bring Greyhound service back to the area

Roadways

- The I-55/MO 74 interchange and the Bloomfield Road overpass were discussed as areas needing improvement

Bicycles and Pedestrians

- Getting around the SEMPO area without a car can be challenging
- There are gaps in connectivity in the local sidewalk/trail system in some areas
- The region has plans for improving and better connecting regional pedestrian and bicycle facilities, that making those improvements and connections will take some time
- One issue is that the region has poor driver compliance in yielding to pedestrians using crosswalks
- Jackson has started a “SafeAcross” program in response to make it easier for people to cross the street

Transit

- Many people are unaware of the available transit service, especially that it is free
- However, the system saw a 24% increase in ridership over the past year, especially an increase in seniors
- The system added a line July 1, 2025, with a bus at each stop every 30 minutes
- There is an interest in expanding the transit system’s hours of operation





Riverfront Access

- There is a desire for better access to the Mississippi Riverfront
- The railroad tracks present a barrier to that access


Industrial Traffic

- Jackson Blvd (Hwy 72) carries a high volume of heavy truck traffic through Downtown Jackson







Round One Stakeholder Meetings PowerPoint Presentation



SEMPO 2050 Metropolitan Transportation Plan (MTP) Update



July 2025 Stakeholder Engagement

1

We are here to obtain your feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP)

Two Rounds of Engagement

- Engagement Round 1: Fact Finding
- Engagement Round 2: Share Draft Plan

2





July Engagement

Public Open Houses (4-6 PM)

- Cape Girardeau Osage Center
Monday 7/21/25
- Jackson Civic Center
Tuesday 7/22/25

Survey:

<https://forms.office.com/r/UYNeciUCxL>

Stakeholder Meetings

- Freight – 7/7 and 7/11
- Neighborhoods – 7/8 and 7/17
- Transit – 7/8
- Aviation – 7/9
- Economic & Tourism – 7/9
- Accessibility – 7/9 and 7/11
- Emergency Management 7/17
- Bicycle/Pedestrian 7/17 and 7/18

HOW DO YOU WANT TO GET AROUND THE CAPE GIRARDEAU-JACKSON REGION IN THE FUTURE? SHARE YOUR INPUT AT OUR PUBLIC OPEN HOUSES!

OPEN HOUSES

Help shape the 2050 Metropolitan Transportation Plan for our region.

SEMPO 2050 METROPOLITAN TRANSPORTATION PLAN



Connecting People. Driving Progress.

CAPE GIRARDEAU

Monday, July 21
4:00pm - 6:00pm

Osage Centre - City of Cape Girardeau Parks & Recreation Department
1625 N Kingshighway St.
Cape Girardeau, MO 63701

JACKSON

Tuesday, July 22
4:00pm - 6:00pm

Jackson Civic Center
381 E Deerwood Dr.
Jackson, MO 63755

Discuss the Metropolitan Transportation Plan (MTP) for the Cape Girardeau-Jackson region.

Provide your feedback to the planning team.

Help shape a safer, more connected future for our community.



INTERACTIVE DISPLAYS • Q&A STATIONS • PRIORITY VOTING

What is SEMPO?

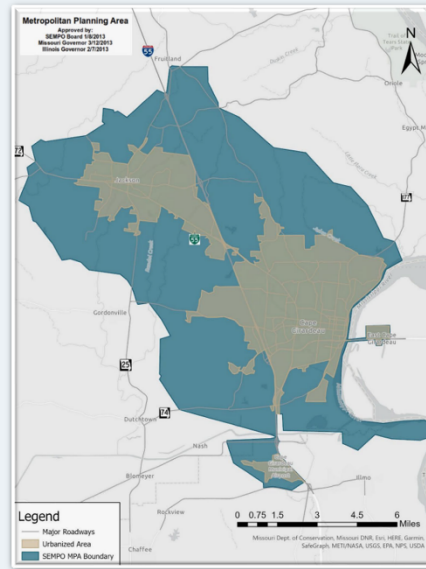
What is SEMPO?

- A regional body that coordinates and plans transportation-related improvements for the designated Metropolitan Planning Area (MPA)
- Consists of representatives from local government and transportation agencies in the region who work together to address the area's needs

What does SEMPO do?

- Updates a metropolitan transportation plan (MTP) for the region every 5 years that identifies needs and proposes solutions for those needs
- Develops a Transportation Improvement Program (TIP), which prioritizes and funds specific projects proposed in the MTP

4





What is a Metropolitan Transportation Plan (MTP)?

- A comprehensive, long-range transportation plan
 - Guides development to meet current and future transportation needs over 20-25 years.
 - Federal requirement to receive federal funding for regionally important transportation projects
- Key Components
 - Vision and Goals
 - Existing Conditions
 - Future Needs
 - Strategies and Projects



5

Why is MTP important?

- Benefits to the Southeast MPA
 - Encourages regionally coordinated transportation planning among a variety of transportation entities
 - Prerequisite to receive federal grants used to fund a significant percentage of regional transportation projects.
- Fulfills federal and state mandates
- Used for long-term planning and sustainability



6



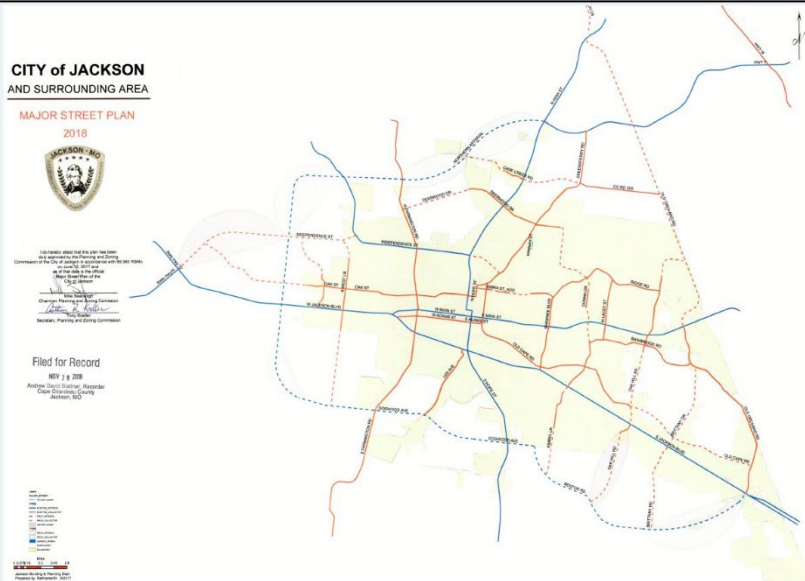


Key Plans Considered

- Cape Girardeau Airport Master Plan
- Cape Girardeau County Emergency Management Plan
- Cape Girardeau County Hazard Mitigation Plan
- City of Cape Girardeau Complete Streets Policy
- City of Cape Girardeau Comprehensive Plan
- City of Cape Girardeau Major Street Plan
- City of Jackson Comprehensive Plan
- Illinois Statewide Transportation Improvement Program
- Jackson Bridge Plan
- Jackson Comprehensive Transportation Plan
- Jackson Park Master Plan
- Jackson Historical Architectural Survey of Downtown
- Jackson Major Street Plan
- Jackson Safe Across Initiative
- Missouri River Freight Corridor Assessment & Development Plan
- Missouri State Highway Safety & Performance Plan
- Missouri State Rail Plan
- Missouri Statewide Transportation Improvement Program
- MoDOT Blueprint for Safety
- MoDOT Statewide Freight Plan
- SEMPO Public Transit-Human Services Transportation Coordination Plan
- SEMO RPC Long Range Transportation Plan
- SEMPO Comprehensive Safety Action Plan
- SEMPO Regional Trail Connection Study
- SEMPO ADA Transition Framework Plan
- SEMPO Regional Bicycle and Pedestrian Plan

7

Jackson Major Street Plan

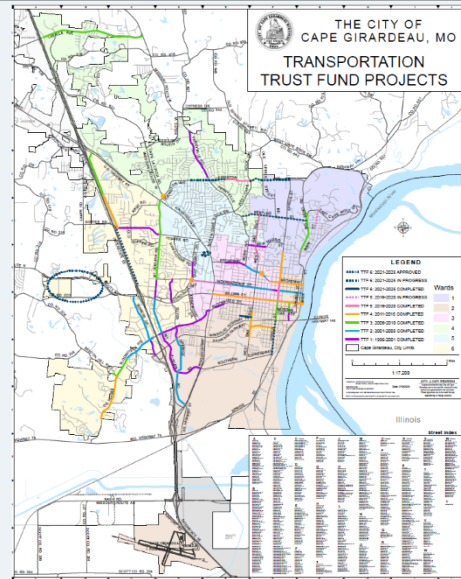


8





City of Cape Girardeau Transportation Trust Fund Projects



SEMPO Regional Bicycle and Pedestrian Plan

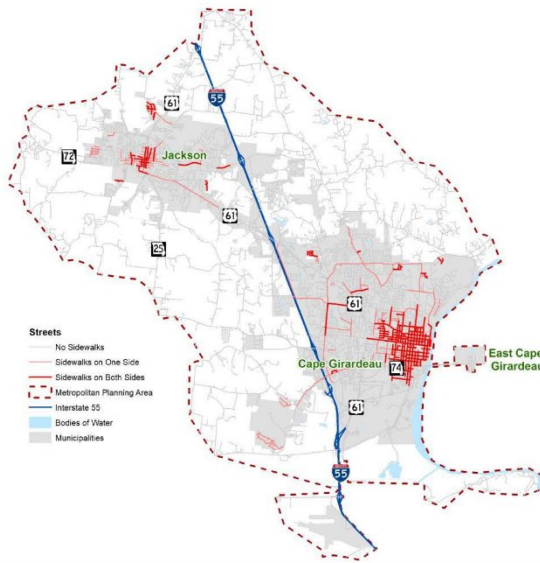
Five Goals

1. Identifying existing deficiencies and develop a priority list to improve safety on existing infrastructure and multi-modal crossings
2. Improve and expand the existing system of on-and off-road facilities connection local and regional destinations
3. Promote use of the transit network by providing accessible connections between non-motorized transportation infrastructure and transit routes
4. Implement education and encouragement campaigns to inform the public of the health, social, and economic benefits of active transportation
5. Pursue funding for both multi-modal infrastructure improvements and education campaigns



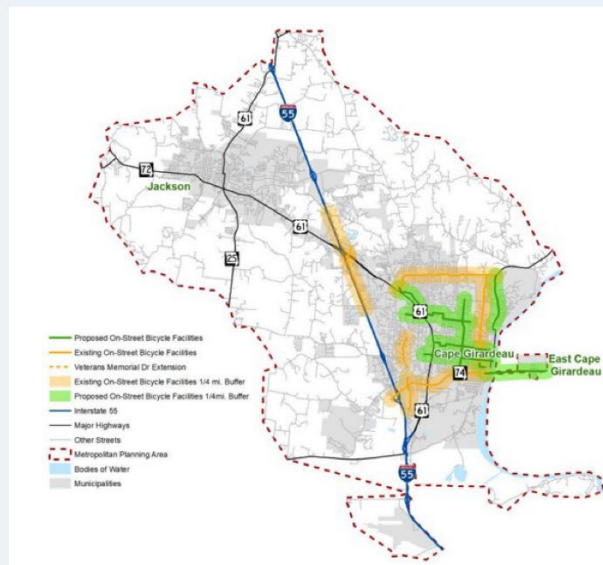


Existing Sidewalk Coverage



11

Existing & Proposed On-Street Bicycle Facilities Accessibility



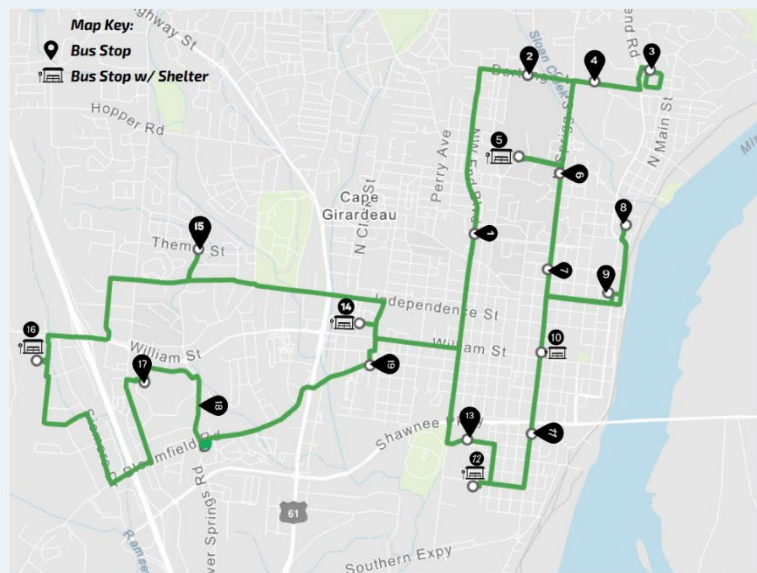
12





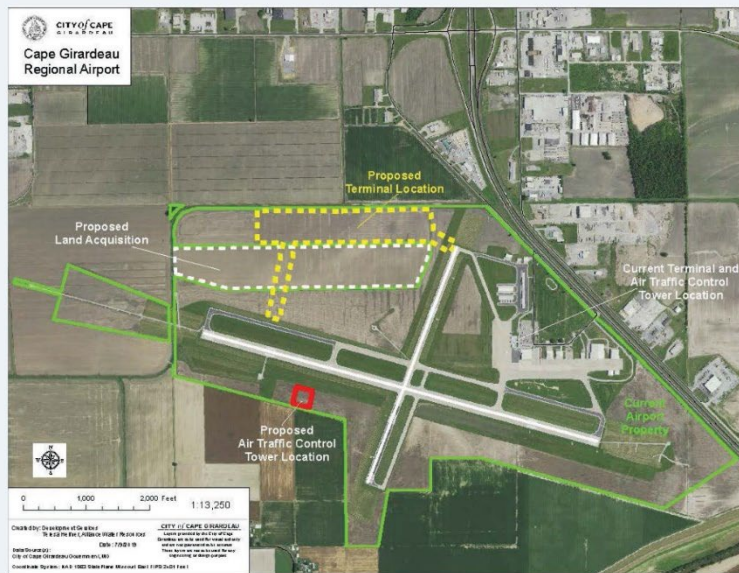
Cape Girardeau County Bus Routes

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Cape Girardeau Airport Master Plan

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City of Cape Girardeau Comprehensive Plan

Key Themes:

- More event spaces, festivals, concerts, and restaurants along the river
- Focus on attracting businesses and high-paying jobs
- Revitalization of older neighborhoods
- Bicycle and pedestrian improvements
- Redevelopment and beautification of Midtown and key community gateways
- More outdoor family-oriented activities

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City of Jackson Comprehensive Plan

Key Goals cover topics such as:

- Land Use and Development
- Housing and Neighborhoods
- Commercial and Industrial Areas
- Transportation and Circulation
- Community Facilities, Services, and Infrastructure

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Cape Girardeau County Hazard Mitigation Plan

Goals:

- Protect the health, safety, and welfare of residents and students
- Ensure the operation of critical facilities and services
- Protect public and private property
- Enhance informed decision making of mitigation actions

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2021 Cape Girardeau County Multi-Jurisdictional Hazard Mitigation Plan

5 Year Update



Southeast Missouri Regional Planning Commission

Cape Girardeau Illustrative Projects 2021-2045

Project Sponsor	Project Type	Route	Description
Cape Girardeau Regional Airport	Aviation	Airport Road	Airport Road needs to be extended to south to connect to Rte M in Scott City
Cape Girardeau Regional Airport	Aviation	NA	Construct Extension of Taxiway F to provide Access to NW Quadrant
Cape Girardeau Regional Airport	Aviation	NA	Construct Maintenance/ARFF Facility and necessary access roads
Cape Girardeau Regional Airport	Aviation	NA	Runway 10-28 Extension
City of Cape Girardeau	Bike/Ped	Broadway St	Broadway St Sidewalks from US 61 to Clark Ave
City of Cape Girardeau	Bike/Ped	LaSalle Ave and Rte W	LaSalle Ave and Rte W Trail
City of Cape Girardeau	Bike/Ped	N Cap Rock Dr	N Cape Rock Dr Sidewalks from US 61 to Perryville Rd
City of Cape Girardeau	Bike/Ped	Rte K	Pedestrian Crossing at Rte L amd Farrar Dr
City of Cape Girardeau	Bike/Ped	Rte K	Pedestrian Crossing at Rte K and South Mt. Auburn Rd
City of Cape Girardeau	Bike/Ped	US 61	Pedestrian Crossing at US 61 and N Cape Rock Dr
City of Cape Girardeau	Bike/Ped	US 61	Pedestrian Crossing at US 61 and Broadway St
City of Cape Girardeau	Bike/Ped	US 61	Pedestrian Crossing at US 61 and Rte K
City of Cape Girardeau	Bike/Ped	NA	Shawnee Parkway Trail – Connects the south end of the Riverfront Trail to the Cape LaCroix Trail
City of Cape Girardeau	Bike/Ped	US 61	US 61 Sidewalks from Silver Springs Rd to Cape LaCroix Trail
City of Cape Girardeau	Bike/Ped	NA	Walker Creek Trail – Adds a Trail along Kingshighway
City of Cape Girardeau	Bike/Ped	William St	William St Sidewalks from Cape LaCroix Trail to S Sunset Blvd
City of Cape Girardeau	Bike/Ped	US 61	US 61 Sidewalks from Old Cape Rd to Bessie St

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Cape Girardeau Illustrative Projects 2021-2045 Cont.

Project Sponsor	Project Type	Route	Description
IDOT	Bike/Ped	IL 146	Bike Lanes – Connects existing bike lanes and proposed trails on the west side of the River to Illinois
IDOT	Bike/Ped	IL 146	Il 146 Sidewalks from Comanche Dr to Virginia Dr
MoDOT	Road/Capacity	I-55	Add a lane in each direction from Scorr City to Fruitland
MoDOT/City of Cape Girardeau	Road/Capacity	I-55	The Bloomfield Road overpass in Cape Girardeau needs to be replaced with a 4-lane bridge to reduce congestion
FHWA/MoDOT/IDOT	Road/Capacity	New Rd	A new road is needed as part of an East-West route through southeast Missouri
MoDOT/City of Cape Girardeau	Road/Capacity	New Rd	A new road is needed connecting Rte K and the I-66/MO-74 interchange
MoDOT	Road/Capacity	Old US 61	Need two-lane bridge over Diversion Channel so old US 61 can be reactivated as a frontage road by I-55 for slow moving vehicles and non-Interstate traffic
City of Cape Girardeau	Road/Capacity	Veterans Memorial Drive	Construction only from Hopper Rd to Percy Dr. TTF9 would potentially fund construction
MoDOT	Road/Safety	MO 25	Include bridge replacement and adding full shoulders, bike/ped lanes, and lighting from MO 72 to Rte K. Intersection improvements, especially at Rte K, are needed.
MoDOT/City of Cape Girardeau	Road/Safety	MO 74	Lighting is needed from Kingshighway to I-55
MoDOT/SEMO Port	Road/Safety	Rte K/Rte N	Rte K/Rte N/CR 305 Intersection improvements
MoDOT/City of Cape Girardeau	Road/TCOS	US 61	Scoping for drainage improvements from Rte W to Southern Expressway

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Cape Girardeau Illustrative Projects 2021-2045 Cont.

Project Sponsor	Project Type	Route	Description
MoDOT/City of Cape Girardeau	Road/TCOS	US 61	Scoping for bridge improvements over I-55 at Exit 93. Project involves bridge A0628
CTA	Transit	NA	Replace vehicles on an annual basis (10/year)
CTA	Transit	NA	The Cape Girardeau County Transit Authority needs bus stop shelter facilities along current bus routes
CTA	Transit	NA	Extension of bus routes to the northern and southern areas of Cape Girardeau County
CTA	Transit	NA	An improved metro mass transit service utilizing park and ride running via I-55 from Scott City to the airport running to Fruitland/P&G
CTA	Transit	NA	Rail or commuter service connecting Southeast Missouri with the St. Louis metro Amtrak stration
CTA	Transit	NA	Land and new transit facility
SEMO Port	Waterways/Rail	NA	Storage Track Along Main Line
SEMO Port	Waterways/Rail	NA	Storage Tracks – Inside Loop
SEMO Port	Waterways/Rail	NA	Dock Rail Spurs
SEMO Port	Waterways/Rail	NA	Dolphins – Harbor North Side
SEMO Port	Waterways/Rail	NA	Bridge Upgrades at SEMO Port
SEMO Port	Waterways/Rail	NA	SEMO Port Rail Park

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Jackson Illustrative Projects 2021-2045

Project Sponsor	Project Type	Route	Description
City of Jackson	Bike/Ped	MO-72	Pedestrian Crossing at MO-72 and West Ln
City of Jackson	Bike/Ped	Rte D	Pedestrian Crossing at Rte D and Broadridge Dr
City of Jackson	Bike/Ped	Rte D	Pedestrian Crossing at Rte D and North Farmington Rd
City of Jackson	Bike/Ped	US 61	Pedestrian Crossing at US 61 and Deerwood Dr
City of Jackson	Bike/Ped	US 61	Pedestrian Crossing at US 61 and S Donna Dr
City of Jackson	Bike/Ped	US 61	Pedestrian Crossing at US 61 and S Shawnee Blvd
City of Jackson	Bike/Ped	Rte D	Rte D Sidewalks from Cambridge Rd to Broadridge Dr
City of Jackson	Bike/Ped	Shawnee Blvd	Shawnee Blvd Sidewalks from Highland Dr to Litz Park
City of Jackson	Bike/Ped	US 61	US 61 Sidewalks from Old Cape Rd to Bessie St
City of Jackson	Bike/Ped	NA	Hubble Creek Trail – Connects Jackson High School to Jackson Soccer Park
IDOT	Bike/Ped	IL 146	IL 146 Bike Lanes – Connects existing bike lanes and proposed trails on the west side of the River to Illinois
IDOT	Bike/Ped	IL 146	IL 146 Sidewalks from Comanche Dr to Virginia Dr
City of Jackson	Bike/Ped	East Main St	Sidewalk installation between Bellevue St and Shawnee Blvd (minor arterial)
MoDOT	Road/Capacity	I-55	Add a lane in each direction from Scorr City to Fruitland
FHWA/MoDOT/IDOT	Road/Capacity	New Rd	A new road is needed as part of an East-West Gateway route through southeast Missouri. The road would connect to an existing road in Cape Girardeau and extend to the western boundary of the MPO

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Jackson Illustrative Projects 2021-2045 Cont.

Project Sponsor	Project Type	Route	Description
MoDOT	Road/Capacity	Old US 61	Need two-lane bridge over Diversion Channel so Old US 61 can be reactivated as a frontage road by I-55 for slow moving vehicles and non-Interstate traffic
MoDOT/City of Jackson	Road/Capacity	US 61	Scoping for capacity improvements at I-55 at Fruitland to MO 25/. Improvements should increase safety, improve access, and reduce congestions. Needs include pavement resurfacing, bridge replacements, additional lanes, access improvements, lighting improvements, and pedestrian/bicycle lanes
MoDOT	Road/Safety	MO 25	Include bridge replacement adding full shoulders, bike/ped lanes, and lighting from MO 72 to Rte K. Intersection improvements, especially at Rte K, are needed
MoDOT/SEMO Port	Road/Safety	Rte K/Rte N	Rte K/Rte N/CR 305 Intersection improvements
MoDOT/City of Jackson	Road/Safety	US 61	Intersection improvements at Donna Dr/Shawnee Blvd. Right turn movement difficult due to pavement width restrictions and steep grade
MoDOT/City of Jackson	Road/Safety	US 61	Roundabout at US 61 and Deerwood Drive in Jackson
MoDOT/City of Jackson	Road/Safety	US 61	Roadway lighting, center median and access management, and other safety features needed from I-55 to K-Land Drive
City of Jackson	Road/Safety	West Main St.	Intersection improvements at W Main St and Farmington Rd
City of Jackson	Road/Capacity	Emma St/Vera Wagner Dr	Connect Emma St to Vera Wagner Dr in Litz Park to reduce congestion on E Main St
SEMO Port	Waterways/Rail	NA	Storage track along main line
SEMO Port	Waterways/Rail	NA	Storage tracks – inside loop
SEMO Port	Waterways/Rail	NA	Dock Rail Spurs
SEMO Port	Waterways/Rail	NA	Dolphins – Harbor North Side
SEMO Port	Waterways/Rail	NA	Bridge upgrades at SEMO Port
SEMO Port	Waterways/Rail	NA	SEMO Port Rail Park
SEMO Port	Waterways/Rail	NA	Grain 5 Track

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Funding

- More than \$590 billion has been allocated for transportation programs nationwide over a five-year period
- Of that transportation funding, the Cape Girardeau MPA has received just under \$35 million among seven different programs as of November 25, 2024

Program	Amount
Surface Transportation Block Grant Program	\$17.3M
National Highway Performance Program	\$13.2M
Highway Safety Improvement Program	\$3.3M
Delta Regional Authority: Delta Workforce Program	\$440K
Airport Infrastructure Grants	\$336K
Safe Streets and Roads for All	\$160K
Delta Regional Authority: Strategic Planning Grants	\$150K
Total:	\$34.9M

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TRANSPORTATION STAKEHOLDER MEETING NOTES

FREIGHT – GROUP #1

Meeting Date: July 7, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

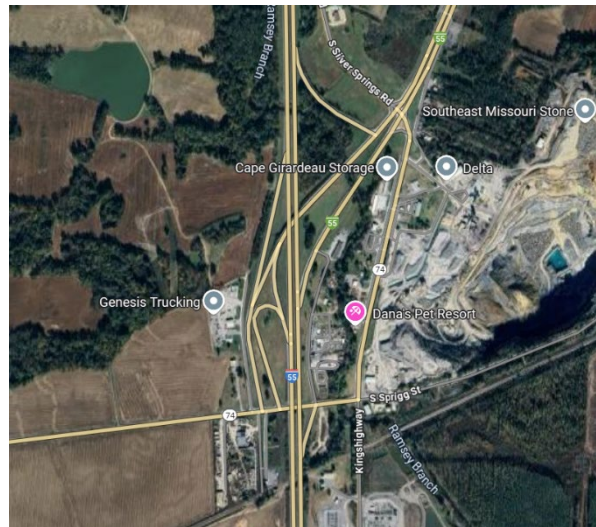
CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Monday, July 7, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO’s Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

- I-55 at MO 74 interchange:
 - When travelling north between I-55 and Dutchtown, it is downhill and short; therefore, there is not enough brake time especially for large trucks
 - Congestion on Interstate 55 access north around Festus will alleviate once construction is complete
 - Low bridge clearances
 - This interchange is identified in the Statewide Transportation Improvement Plan (STIP), CBB will investigate what improvements are currently funded for this location
 - <https://www.modot.org/sites/default/files/documents/2026FullSTIP.pdf>





- SEMO Port
 - SEMO port is there but there is no land available for development
 - There are development sites, but they are not rail accessible
- At Grade Crossing
 - Have several at grade crossings near SEMO Port, would be beneficial to consolidate if possible (see images to the right)
 - Consolidating road crossings over the railroad would help rail not block crossings when unloading especially near La Cruz, Locust, Cooper, and Elm
 - Suggested that CBB engage with downtown stakeholders to investigate the impacts of the railroad on local drivers
- River Access
 - Suggested to implement a pedestrian bridge to provide river access because trains run along the river through town
- Bike/Ped
 - Liked that the bike ped plan doesn't appear to have any Ped plans that cross over the railroad tracks



Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
Cassidy Aery	CBB
John Rider	BNSF
Craig Conklin	Buzzi Unicem USA
Todd Hackle	Union Pacific

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





TRANSPORTATION STAKEHOLDER MEETING NOTES

NEIGHBORHOOD GROUP #1

Canceled

- Meeting Date:** July 8, 2025
- NOTE:** No stakeholder attendees, most selected to attend the second date option
- From:** Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE
- CBB Job Number:** 113-24
- Project:** Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)
-





TRANSPORTATION STAKEHOLDER MEETING NOTES

TRANSIT

Meeting Date: July 8, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Tuesday, July 8, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

- Bus System
 - Many people don't know about the bus system, especially that it is free
 - 24% increase in ridership in the past year, especially an increase in seniors
 - New line added July 1, 2025, with a bus at each stop every 30 minutes
 - Bus sizes are limited due to narrow width of roadways along route
 - Interested in having car seats available inside the demand-response vehicles for when people need to get their kids to daycare on their way to work
 - Everyone agreed that expanding the hours of the transit system would be beneficial to workers getting to work. For example, second shift/food service workers finish shifts after current routes end
 - Everyone agreed that funding is one of the biggest obstacles to making changes, especially because it is difficult to keep drivers due to limited pay or benefits
 - A new app (TripShot) for the Cape Girardeau bus system launches in August and will provide real-time bus tracking for riders





- **Bus Stops**
 - Not enough bus shelters or benches at bus stops
 - Concerning for seniors who must stand and wait for the buses
 - Once concern is buses having to drop off passengers on busy streets because there is no way to get into off-street areas to drop them off
- **Safety**
 - There are places where people are walking and there are no bike lanes or sidewalks
 - Potential sight distance problems at New Madrid and Sprigg; Speeding is common on Sprigg
 - SEMO campus quad has a lot of pedestrians walking and riders at this bus stop, but it has not been updated to provide a safe environment for users
 - Area near Walmart and Target lacks safe pedestrian crossings and sidewalks
- **Other Notes**
 - General interest to provide more services to compete with apps like Uber and Lyft but funding sources require specific regulations to be followed (100% ADA compliance) which can slow innovation
 - Public transportation is critical to the workforce and needs more funding to support entry level jobs

Attendees

Name	Agency
Ashley Fillback	CBB
Alex McElroy	SEMPO
Ron Gorst	Shawnee Transit Group
Ginny Smith	Cape Girardeau Transit Authority
Elizabeth Shelton	United Way
Tarolyn Johnson	ManPower
Brook DeArman	SEMPO – University International Student Services

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





TRANSPORTATION STAKEHOLDER MEETING NOTES

ACCESSIBILITY GROUP #1

Canceled

Meeting Date: July 9, 2025

NOTE: No stakeholder attendees, most selected to attend the second date option

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE, PTP

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)





TRANSPORTATION STAKEHOLDER MEETING NOTES

AVIATION GROUP #1

Meeting Date: July 9, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Monday, July 9, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

- Outside Connections
 - BART Transportation used to operate a shuttle from the St. Louis Airport to Cape Girardeau but shut down in late 2021 due to the owner's retirement
 - SEMO operates a bus to transport students from the St. Louis Airport down to SEMO Campus
 - St. Louis Shuttle Service drives down to Cape but cost \$200
 - Lots of flights operate out of Nashville but currently there are no easy routes there besides driving
 - There are many people that Uber to the Amtrak in Carbondale, IL
 - The options to get back and forth to major hubs are limited, especially if you do not have your own vehicle
- Airport
 - Currently the airport is funded by the City of Cape Girardeau. Some commercial pilots would prefer if a transit authority would oversee the airport instead.
 - ATC has limited hours compared to other cities in the region with similar or less people
 - Marion 0700-1900, Carbondale 0700-2100, Paducah 0600-2300
 - Cape Girardeau tower hours 0700-1900 Monday through Friday sat sun 0700-1700





- Contour Airlines can be unreliable. Since it only operates 12 flights a week, one canceled flight can cause major impacts to the residents and students who use the airport.
- Currently there are no rental car services at the airport but rental cars are available closer to Cape Girardeau
- There is sufficient parking at the airport and it is free
- Does the CTA currently operate at the airport and would that be possible? Since there currently isn't a good connection from the airport to other parts of the area

Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
Cassidy Aery	CBB
Joseph Uzoaru	Commercial Pilot
Brooke DeArman	SEMO

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





TRANSPORTATION STAKEHOLDER MEETING NOTES

Economic Development and Tourism

Meeting Date: July 9, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Monday, July 9, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

Regional Connectivity

- East/West Connection
 - There is limited connection along the east/west direction, partially into Illinois. While the 74/146 bridge that crosses the Mississippi River in Cape is in good condition, the roadway terminates quickly into IL 3 (east) and I-55 (west). Extending this roadway to the east/west would provide better regional access.
 - East: connect to interstate (I-57 or 24?). SEMPO has very little influence in Illinois
 - West: several hundred acres near end of bridge - developmental potential
 - connect to US 67, 60 - Ozark parkway (industrial, housing, schooling)
 - on the tiered list of projects
- Veterans Road Extension
 - Exit 99 (one exit north of Cape Proper) has a large SportsPlex that draws substantial traffic volume. However, there are limited options to access the location from Cape Girardeau. Veteran's Dr currently runs parallel to I-55 to the south about halfway to downtown Cape Girardeau.





- **Extend Veterans Dr south adjacent to exit 96** (close to downtown Cape Girardeau). This will provide better north/south access that is not on the interstate
 - This extension was polled to citizens and scored very low on importance
- **Extend Veterans Memorial Dr (same road) to the north to connect with Lasalle Ave** (Exit 102). This would provide better connectivity to Jackson as Lasalle feeds into E. Main St in Jackson.
- There is a lack of sidewalks particularly around schools

Freight and Goods

- Proctor and Gamble
 - Located well north of Cape Girardeau along MO 177. While raw goods enter the plant via rail, products leave primarily on trucks. They need better east/west access, crossing the river is a barrier.
- Capital Sands sand mine
 - Semi trucks with product run directly through uptown Jackson on Jackson Blvd. They are causing significant rutting and congestion as the current road system was not designed for the traffic but there is not another route
 - Trucks go through Jackson every few minutes

Access to Employment

- The region sees a lot of conferences – sports and professional
 - Attendees do not have an easy way to move from main conference center to downtown. Improved public transit to service this need would be great. Currently, only options are private car or rented bus service from out of town
 - Extending Veterans Dr would help
- Extending Cape LaCroix Trail to the riverfront/downtown area for bike/peds
- Fixed bus routes are burdensome because of the amount of time that they take

Land Use and Development

- Next growth area for Cape Girardeau is west of the termination of 74, land use to be decided but widening the road to 4 lanes would be helpful for growth
- Jackson growth is off of E. Main St. – residential
 - Also, westward growth
- Jackson needs more sidewalks and crossings
 - Partially near schools and high pedestrian traffic areas





Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
Cassidy Aery	CBB
Shad Burner	SEMO Redi
Rob Gillian	Cape Chamber
Kaci Hubbard	Uptown Jackson
Brenda Newbern	Visit Cape
Liz Haynes	Old Town Cape

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





TRANSPORTATION STAKEHOLDER MEETING NOTES

ACCESSIBILITY GROUP #2

Meeting Date: July 11, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Monday, July 11, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

- Jake shared Cape Girardeau has a major streets plan he can send to CBB
- Cape Girardeau County Transit Authority (CTA) discussion:
 - CTA is its own entity and recently changed bus routes
 - Jake thinks that the CTA is working to get Greyhound into the Cape area
 - Jake is working with Ginny and hoping to ride the new bus route soon to plan for ADA improvements. New bus stops may need upgrades for ADA standards.
- Airport built next to the old terminal map in this presentation is out of date. Contact Jake for a new map.
- Bike & Pedestrians:
 - Bike & Pedestrian Plan between Cape Girardeau and Jackson currently being finished by others. Ask Alex for the most recent draft of the plan.
 - Public interest in a more integrated off-road trail network system, especially to connect the cities of Cape Girardeau to Jackson and to get around Cape Girardeau more easily.
 - Would also like to prevent trails crossing and being located on busy roadways





- Accessibility:
 - The City is currently working through the ADA plan.
 - Each year asphalt projects are completed, the sidewalk is always replaced to consistently make progress on the ADA plan.
 - If specific locations are reported by the public as an issue, the City can spot update those locations until a bigger project comes along for complete replacement.
 - The City is not looking to create new sidewalks until they get current deficiencies upgraded to ADA standards.
 - In general, neighborhoods have a lot of gaps, while the downtown area is more connected. Developers are responsible for building new sidewalks in residential areas.
 - The City can use more funding to complete and expedite the needs in the ADA transition plan
- There is a large focus on ensuring that parks and city buildings are ADA compliant
- The transit system needs to make stops in places that are accessible and safe for all users
- SEMO Alliance for Disability Independence (SADI) is active in the area
- Accessibility in the City of Cape Girardeau is generally good but there are still many elements that can be improved
 - Essential services are mostly available

Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
Jake Garrard	City of Cape Girardeau – City Engineer

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





TRANSPORTATION STAKEHOLDER MEETING NOTES

FREIGHT GROUP #2

Canceled

- Meeting Date:** July 11, 2025
- NOTE:** No stakeholder attendees, most selected to attend the second date option
- From:** Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE
- CBB Job Number:** 113-24
- Project:** Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)
-





TRANSPORTATION STAKEHOLDER MEETING NOTES

BICYCLE & PEDESTRIAN GROUP #1

Meeting Date: July 17, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Thursday, July 17, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

- General Discussion:
 - Trails are mainly being used for recreational purposes
 - Drivers often don't pay attention to bicyclists and pedestrians near roadways
 - Cape LaCroix Trail
 - Mainly used for recreational purposes
 - Used for North-South Travel
 - City of Cape Girardeau Parks and Recreation Department owns and maintains the trail
 - Economic benefits discussed: Trails are mainly helpful for public health but also provide access to businesses.
- Connectivity:
 - The street department ensures that when a new development comes in, the developer builds the sidewalks, and they are ADA compliant.
 - Most of the users of the trails want more connectivity
 - A barrier is how do people safely get to the trail
- Improvements to trails:
 - Currently 6 miles of trails are being widened and repaved
 - Currently there are no funds for building additional trails





- The public has shown an interest in expanding the trail system to connect the riverwalk trail or the downtown area and the Cape LaCroix trail, but no formal plans have been discussed.
- Currently the trail does not have emergency push buttons but would like to have them in the future
- Part of the trails are in secluded areas of the woods, which makes people feel unsafe using them, especially at night. Additional lighting could be beneficial for the trail.

Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
Kaed Horrell	Cape Parks and Recreation

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





TRANSPORTATION STAKEHOLDER MEETING NOTES

EMERGENCY MANAGEMENT

Meeting Date: July 17, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Thursday, July 17, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

- Emergency Preparedness:
 - The City of Jackson emergency systems are working well – no major incidents recently.
 - No specific locations were identified as vulnerable. In the event of a major evacuation, evacuating nursing homes and retirement communities would be a concern.
 - Jackson, Cape Girardeau, and Sikeston have different specialty areas they are highly trained in.
 - Local emergency groups meet monthly to coordinate.
- Jackson Transportation Discussion:
 - Tractor trailer traffic has increased on Highway 72 (downtown Jackson Blvd)
 - Capital Sand trucks have posed a safety concern by driving too fast through town.
 - Trucks have slowed down since having discussions with the facility.
 - There have been some accidents.
 - Asphalt sinking as mentioned as a concern. There was not as much traffic a decade ago.





- Response & Recovery:
 - City of Jackson does not have priority preemption for emergency vehicles. There would be an interest in this, but funding is a barrier.
 - Most recent plan is the 2021 Cape Girardeau County Multi-Jurisdictional Hazard Mitigation Plan. This will be due for an update in 2026.
 - All fire departments in the County have an automatic mutual aid agreement between communities.
 - Current communication towers & systems are relatively new as part of a statewide system.
 - Cape Girardeau County has a dispatch center for all cities and the County.
 - City of Cape Girardeau has its own dispatch center.
 - Both centers back up for each other.
 - As the area grows, new towers will need to be added.
- Funding:
 - Funding has decreased drastically over the last 15 years
 - Majority of funds are federal Homeland Security Grants
 - Typical reoccurring funding news are approximately \$120,000 for maintenance and \$50,000 each year to maintain communication systems.
 - As federal funding has been more difficult to obtain, the City of Jackson has done a good job of supplying local funding. If funding continues to decrease, it could result in difficult decisions to cut programs.

Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
Jason Mouser	Fire Chief, City of Jackson

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





TRANSPORTATION STAKEHOLDER MEETING NOTES

NEIGHBORHOOD GROUP #2

Meeting Date: July 17, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Thursday, July 17, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

- Safety
 - General safety concern for bicyclists and pedestrians due to lack of awareness or drivers not yielding right-of-way
 - Might be worth it to investigate the accessibility for the blind and disabled
 - Light refraction mentioned as an issue on Cape Girardeau roads when wet at night. It can be difficult to see lanes and causes poor visibility.
 - Suggested exploring ways for people to travel from the University to Downtown Cape Girardeau with fewer safety concerns
 - Lexington Avenue bike lane was mentioned as a concern to ride along.
 - Specific Intersection Concerns
 - New Madrid Street at Sprigg Street
 - Has many pedestrians from the University and drivers do not stop to let them cross
 - William Street at Kingshighway
 - Kingshighway is not easy for pedestrians to cross
 - Has a lack of pushbuttons
 - Broadway, William Street, Kingshighway, and Lexington Avenue
 - Common theme: not easy for pedestrians to cross





- Connectivity
 - In Ward 1, people often walk from the Redstar neighborhood to work, which includes the casino, the university, or businesses nearby.
 - Greyhound stop is being added, which will help people travel outside the region
 - Interest in a more expansive bus network
 - United Way currently provides a workforce program to help people with limited transportation options get to/from work (see maps below).
 - The public is generally unaware of the potential transit options that are available to them. Additional social media and outreach would be beneficial for education.
 - CTA is trying to get a shuttle to Nash Road for commuters
 - For any questions, follow up with Ginny from the CTA
 - Interest in a safer bike connection from Mt Auburn Road to the trail





Figure 1: Locations of Where People are Coming From (provided by United Way)

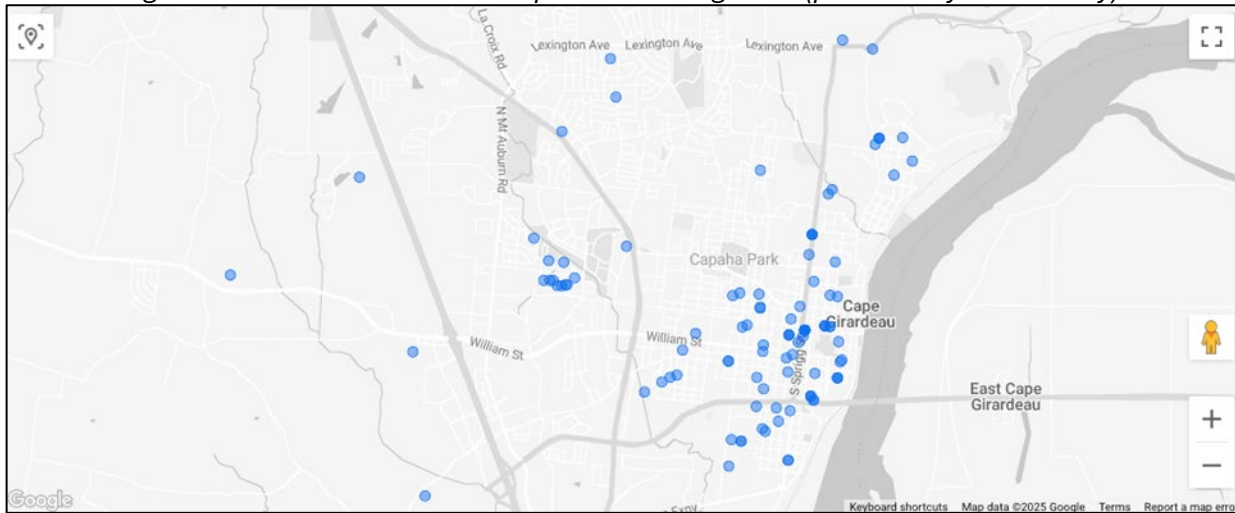
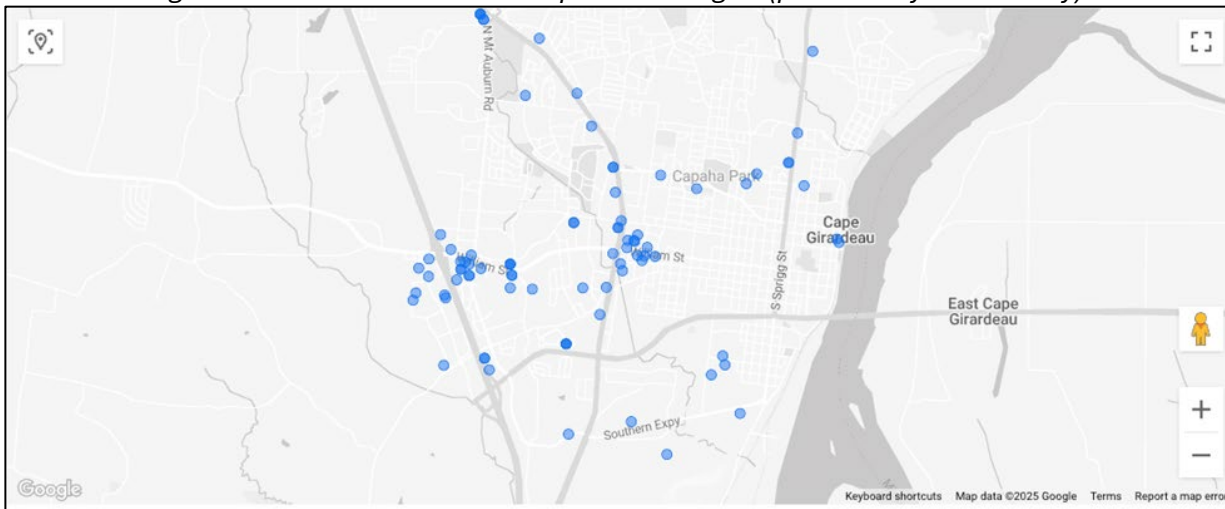


Figure 2: Locations of Where People are Going To (provided by United Way)



Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
Matt Ellison	United Way
Dan Presson	SEMO

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





TRANSPORTATION STAKEHOLDER MEETING NOTES BICYCLE & PEDESTRIAN GROUP #2

Meeting Date: July 18, 2025

To: All Meeting Attendees, See Attached List

From: Shawn Leight, PE, PTOE, PTP
Ashley Fillback, PE, PTOE

CBB Job Number: 113-24

Project: Metropolitan Transportation Plan (MTP) Update
Southeast Metropolitan Planning Organization (SEMPO)

A virtual meeting was held on Friday, July 18, 2025, to obtain local stakeholder feedback on regional transportation needs as we complete a 5-year update of SEMPO's Metropolitan Transportation Plan (MTP). The meeting was held via Teams video conference with stakeholders and CBB in attendance. The following notes summarize information discussed in that meeting:

DISCUSSION:

- Roadway infrastructure
 - The Jackson Major Streets Plan is being updated with minor revisions and should be completed in September 2025
 - Progress on this plan typically relies on developers
 - The City of Jackson would like to be more proactive in street planning if additional funds could be secured.
 - Could see a benefit in the MTP providing information on various funding programs available. The City typically submits TAP grant applications. Recent application for constructing one section of East Main Street.
 - Jackson has a GIS database of existing sidewalks, might need some updates
 - The City of Jackson currently has a transportation sales tax
 - Annual roadway maintenance typically averages \$700,000
 - Once a month, a tourist riverboat will bring tourists to Jackson to shop
 - Capital Sands Trucks
 - Heavy volume of trucks makes crossing the roadway unsafe for pedestrians
 - Continuous flow of trucks all hours of the day, except a few hours at night
 - No plan has been discussed to create a new route for the trucks
 - Recently opened a gas station near Highway 74 and I-55





- Pedestrians and Bicyclists
 - Since Janet has been in her position, she has noticed a change in mindset about focusing on driver needs to now also focusing on pedestrian needs
 - Initial goal was to prioritize that the schools and parks had safe crossings and sidewalks for pedestrians, which has made good progress.
 - Most grocery stores and medical facilities typically have sidewalks nearby.
 - Residential areas built before sidewalks were mandatory create gaps in the sidewalk system
 - Annual program for repainting crosswalks has kept these markings visible
 - Jackson SafeAcross program recently launched
 - This program is modeled after the SGF Yields program in Springfield, MO as a statewide program to promote pedestrian safety. “Mr. Walker” has appeared in the community and received positive feedback to make drivers more aware of pedestrians.
 - Has social media posts and plans to increase posts before the school year
 - Plans to send out flyers home with the students
 - Jackson working towards updating ramps to crosswalks to be ADA compliant. No timeline is currently set.
 - Other than trails, Jackson has no bike lanes
 - Biking appears to be mainly recreational

Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
Janet Sanders	City of Jackson Public Works

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





- Long-Term Projects:
 - Construct Maintenance/ARFF Facility and necessary access roads
 - Construct Extension of Taxiway F to provide Access to NW Quadrant
 - Runway 10-28 Extension
 - Expansion into the NW Quadrant
- JoJo will provide additional details of future short-term and long-term projects or studies that should be included in the MTP project list.
- Future Goals:
 - They would like to see additional airlines at the Cape Girardeau Regional Airport.
 - The fuel farm and tower projects would need to be built to accommodate this goal.
 - A perimeter fence is also necessary to help the airport grow and get more airlines due to federal regulations.
 - The west part of the northwest quadrant would be the location for future cargo aspirations. This would be a great economic opportunity, especially with Amazon being built nearby.

Attendees

Name	Agency
Shawn Leight	CBB
Ashley Fillback	CBB
JoJo Stuart	Cape Girardeau Regional Airport – Airport Manager
Bruce Loy	Former Airport Manager

Should there be any need for corrections, revisions or additions to these meeting notes, please contact Shawn Leight or Ashley Fillback.





Public Open House Meetings

Public Open House 1: Overview

A main component of the engagement process was public open houses. The first round of public open houses were held July 21st and 22nd 2025, at the Osage Centre and Jackson Civil Center, respectively, from 4-6 PM. This event was advertised using flyers, which were distributed on multiple Facebook pages, and through emails to stakeholders. There were two primary goals for this meeting: 1) understand the public's needs and goals in relation to transportation in the SEMPO region and 2) inform the public of the purpose of the Metropolitan Transportation Plan. Information was shared through boards on display and map activities. CBB and SEMPO staff members were also present at the meeting to answer any questions that the public had.

To identify the public's needs and goals, two feedback boards with several statements were displayed. These statements were largely based on comments made at the round-one stakeholder meetings and the analysis of the existing conditions in the SEMPO area. Open house attendees were then invited to place stickers next to statements that they agreed with or saw as priorities. Needs and goals were also identified using aerial maps of the SEMPO region, of which attendees were invited to place sticky notes on in specific areas of need or opportunity. Comment cards were also available at the meeting, which attendees could use to write out any additional input. QR codes that directed attendees to an online survey when scanned were also on display.

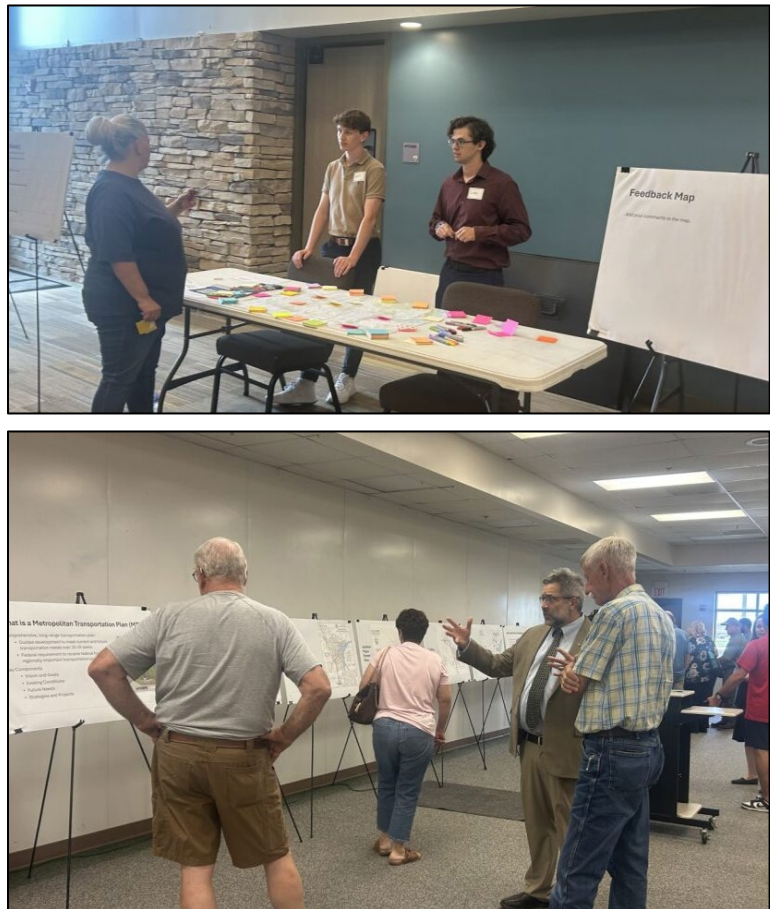


Figure 3: Public Open Houses in July 2025





In total, 41 people attended the July 21st public open house and 29 people attended the July 22nd public open house. Key takeaways from the public input received mirrored those from the first round of stakeholder meetings. Feedback gathered from comment cards and results from feedback boards 1 and 2 are summarized below:

Bike and Pedestrian Issues

- There are some gaps within the sidewalk system
 - Kingshighway Drive (Cape Girardeau)
 - Greens Ferry Road (Jackson)
- Safer and additional crosswalks are needed
 - Jackson Blvd at high traffic areas.
- Trail and sidewalk connectivity
 - Expressed a desire to expand pedestrian and bike pathways.
 - Support for more cohesive sidewalk networks to improve walkability throughout the region.
 - There are safety concerns along the LaCroix trail in Cape Girardeau.

Transit Issues

- There are limited and unaffordable options to reach destinations such as Poplar Bluff and the Amtrak station.
- Concerns were raised about the lack of commuter rail service to larger cities, especially St. Louis.
- Community members feel the current system is limited in scope and frequency
- There is strong public interest in seeing CTA routes expanded to connect Jackson to Cape Girardeau.
- Transportation barriers for individuals with disabilities and struggling with homelessness
 - Comments emphasized the difficulties that individuals with disabilities face in accessing reliable transportation, especially for employment.

Roadway Issues

- There is not a lot of congestion in the area, and it is relatively easy to get around the region in a personal vehicle.
- In general, the roads are well maintained, though some areas need repairs.
- Several of the attendees were at the meeting to discuss the proposed East-West Transamerica Corridor, often called I-66.

Additionally, Jackson community members brought handouts to the open house on July 22nd as a part of SafeAcross Jackson. Those flyers, which were placed at the entry table, are included at the end of the public open house section.





Public Open House 1: Flyer

HOW DO YOU WANT TO GET AROUND THE CAPE GIRARDEAU-JACKSON REGION IN THE FUTURE? SHARE YOUR INPUT AT OUR PUBLIC OPEN HOUSES!

OPEN HOUSES

Help shape the 2050 Metropolitan Transportation Plan for our region.

SEMPO 2050 METROPOLITAN TRANSPORTATION PLAN



Connecting People. Driving Progress.

CAPE GIRARDEAU

Monday, July 21
4:00pm - 6:00pm

Osage Centre - City of Cape Girardeau Parks & Recreation Department
1625 N Kingshighway St.
Cape Girardeau, MO 63701

JACKSON

Tuesday, July 22
4:00pm - 6:00pm

Jackson Civic Center
381 E Deerwood Dr.
Jackson, MO 63755

Discuss the Metropolitan Transportation Plan (MTP) for the Cape Girardeau-Jackson region.

Provide your feedback to the planning team.

Help shape a safer, more connected future for our community.



INTERACTIVE DISPLAYS • Q&A STATIONS • PRIORITY VOTING





Public Open House 1: Meeting Boards

Welcome

To the SEMPO
 Metropolitan Transportation Plan (MTP)
 2050 Update

What is SEMPO?

What is SEMPO?

- A regional body that coordinates and plans transportation-related improvements for the designated Metropolitan Planning Area (MPA)
- Consists of representatives from local government and transportation agencies in the region who work together to address the area's needs

What does SEMPO do?

- Updates a metropolitan transportation plan (MTP) for the region every 5 years that identifies needs and proposes solutions for those needs
- Develops a Transportation Improvement Program (TIP), which prioritizes and funds specific projects proposed in the MTP

Metropolitan Planning Area
Approved by SEMPO Board 10/2015
 Missouri Governor 2/12/2013
 Illinois Governor 2/7/2013

Legend

- Major Roadways
- Urbanized Area
- SEMPO MPA Boundary

0 0.75 1.5 3 4.5 6 Miles
Missouri Dept. of Conservation Missouri State Geol. & Min. Survey
 Sategraph MET/USA USGS EPA NPS USGS





What is a Metropolitan Transportation Plan (MTP)?

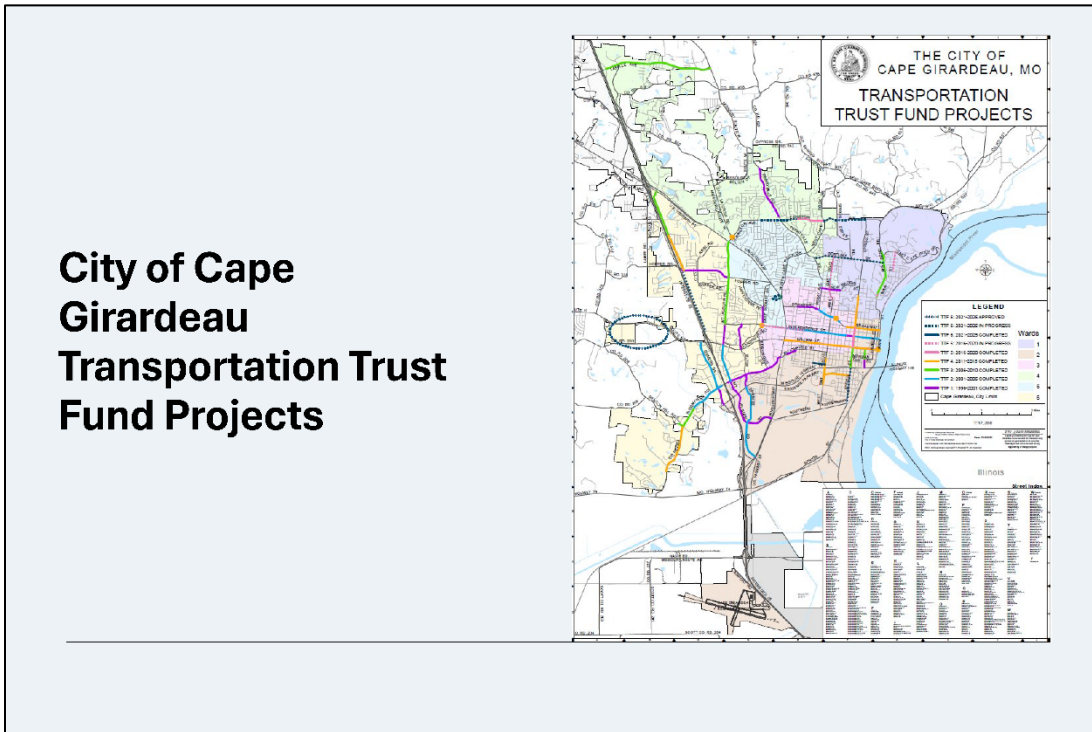
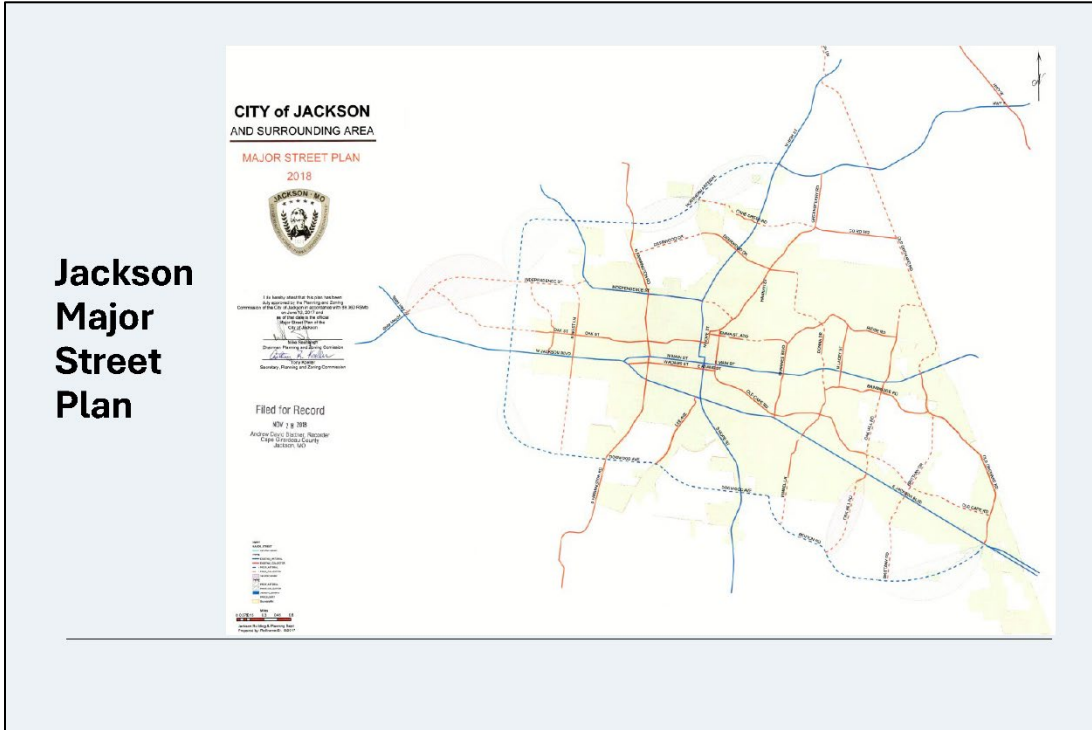
- A comprehensive, long-range transportation plan
 - Guides development to meet current and future transportation needs over 20-25 years.
 - Federal requirement to receive federal funding for regionally important transportation projects
- Key Components
 - Vision and Goals
 - Existing Conditions
 - Future Needs
 - Strategies and Projects



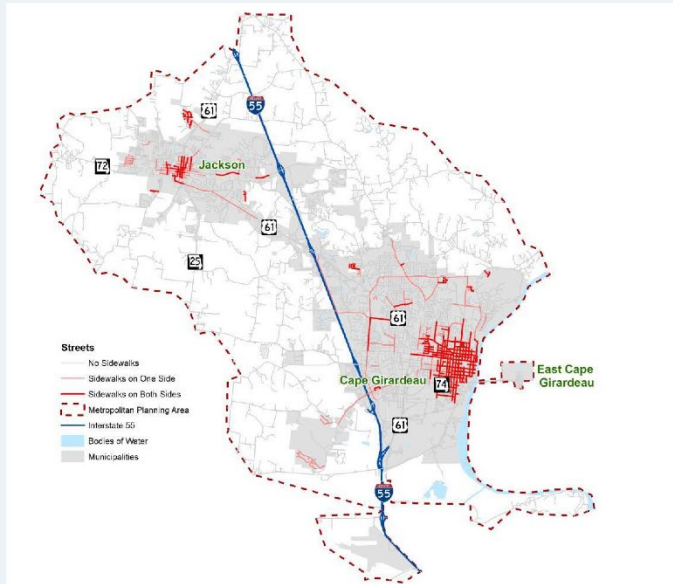
Why is MTP important?

- Benefits to the Southeast MPA
 - Encourages regionally coordinated transportation planning among a variety of transportation entities
 - Prerequisite to receive federal grants used to fund a significant percentage of regional transportation projects.
- Fulfills federal and state mandates
- Used for long-term planning and sustainability





Existing Sidewalk Coverage



SEMPO Regional Bicycle and Pedestrian Plan

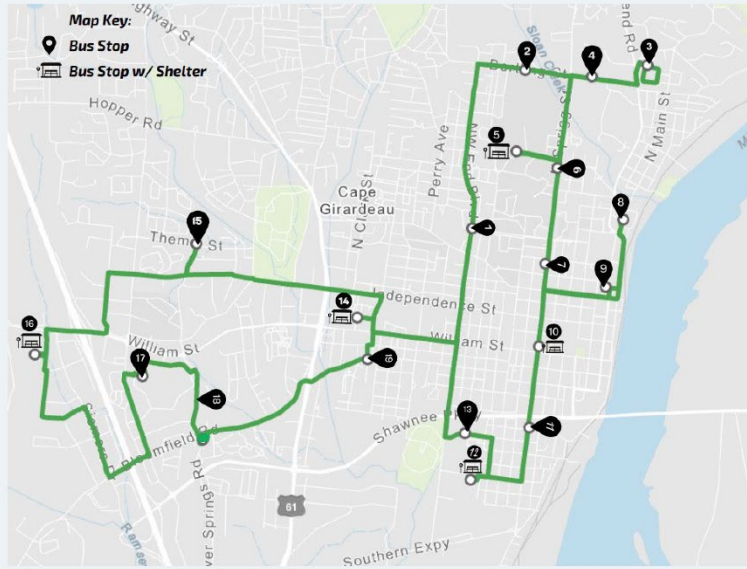
Five Goals

1. Identifying existing deficiencies and develop a priority list to improve safety on existing infrastructure and multi-modal crossings
2. Improve and expand the existing system of on-and off-road facilities connection local and regional destinations
3. Promote use of the transit network by providing accessible connections between non-motorized transportation infrastructure and transit routes
4. Implement education and encouragement campaigns to inform the public of the health, social, and economic benefits of active transportation
5. Pursue funding for both multi-modal infrastructure improvements and education campaigns





Cape Girardeau County Bus Routes



City of Cape Girardeau Comprehensive Plan

Key Themes:

- More event spaces, festivals, concerts, and restaurants along the river
- Focus on attracting businesses and high-paying jobs
- Revitalization of older neighborhoods
- Bicycle and pedestrian improvements
- Redevelopment and beautification of Midtown and key community gateways
- More outdoor family-oriented activities





City of Jackson Comprehensive Plan

Key Goals cover topics such as:

- Land Use and Development
- Housing and Neighborhoods
- Commercial and Industrial Areas
- Transportation and Circulation
- Community Facilities, Services, and Infrastructure



Other Key Plans Considered

- Cape Girardeau Airport Master Plan
- Cape Girardeau County Emergency Management Plan
- Cape Girardeau County Hazard Mitigation Plan
- City of Cape Girardeau Complete Streets Policy
- City of Cape Girardeau Comprehensive Plan
- City of Cape Girardeau Major Street Plan
- City of Jackson Comprehensive Plan
- Illinois Statewide Transportation Improvement Program
- Jackson Bridge Plan
- Jackson Comprehensive Transportation Plan
- Jackson Park Master Plan
- Jackson Historical Architectural Survey of Downtown
- Jackson Major Street Plan
- Jackson Safe Across Initiative
- Missouri River Freight Corridor Assessment & Development Plan
- Missouri State Highway Safety & Performance Plan
- Missouri State Rail Plan
- Missouri Statewide Transportation Improvement Program
- MoDOT Blueprint for Safety
- MoDOT Statewide Freight Plan
- SEMPO Public Transit-Human Services Transportation Coordination Plan
- SEMO RPC Long Range Transportation Plan
- SEMPO Comprehensive Safety Action Plan
- SEMPO Regional Trail Connection Study
- SEMPO ADA Transition Framework Plan
- SEMPO Regional Bicycle and Pedestrian Plan





Who We Have Talked to

Transit:

Shawnee Transit Group
 Cape Girardeau Transit Authority (CTA)
 United Way
 ManPower
 SEMO – University International Student Services

Emergency Management:

City of Jackson Fire Department

Bicycle and Pedestrian:

Cape Girardeau Parks and Recreation
 City of Jackson Public Works

Aviation:

SEMO – University International Student Services
 Representative of the local pilot community

Economic Development and Tourism:

SEMO Redi
 Cape Girardeau Chamber of Commerce
 Uptown Jackson
 Visit Cape
 Old Town Cape

Accessibility:

City of Cape Girardeau

Neighborhood:

United Way
 SEMO University

Freight:

Buzzi Unicem USA
 Union Pacific



What We Have Heard So Far

- Regional Connectivity:** There are limited options to travel to/from the Cape Girardeau region other than by private car. There are limited flights to Cape Girardeau airport, no Greyhound service to the area, and the closest Amtrak stop is at Carbondale. There was discussion that there are efforts to bring Greyhound service back to the region.
- Roadways:** The I-55/MO 74 interchange and Bloomfield Road overpass were discussed as areas needing improvement.
- Bicycles and Pedestrians:** Getting around the SEMPO area without a car can be challenging. There are gaps in connectivity in the local sidewalk/trail system in some areas. The region has plans for improving and better connecting regional pedestrian and bicycle facilities that making those improvements and connections will take some time. One issue is that the region has poor driver compliance in yielding to pedestrians using crosswalks. Jackson has started a "SafeAcross" program in response to make it easier for people to cross the street.
- Transit:** Many people are unaware of available transit service, especially that it is free. However, the system saw a 24% increase in ridership over the past year, especially an increase in seniors. The system added a line added July 1, 2025, with a bus at each stop every 30 minutes. There is interest in expanding the transit system's hours of operations.
- Riverfront Access:** There is a desire for better access to the Mississippi riverfront. The railroad tracks present a barrier to that access.
- Industrial Traffic:** Jackson Blvd (Hwy 72) carries a high volume of heavy truck traffic through Downtown Jackson.





Feedback Board 1

What is working well? Add your dots here!

Traffic congestion is well managed "You can get anywhere in town in 20 minutes"
Bus service makes getting around town easy
Biking and walking is safe and easy
The roads are well maintained
Parking is generally available and easy to find
Add your thoughts

Feedback Board 2

What should be improved? Add your dots here!

Bus routes and hours of operation make the bus difficult to use
The condition of sidewalks can make it hard to use them
There are limited options to get to the Cape Girardeau area other than by car
The bicycle system is not connected
Lack of streetlights makes it difficult to walk and bicycle at night
Add your thoughts





Feedback Map

Add your comments to the map.

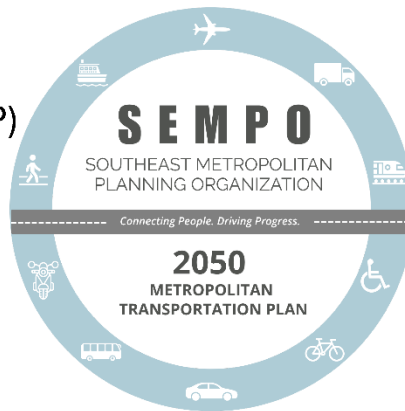
Welcome

To the SEMPO
Metropolitan Transportation Plan (MTP)
2050 Update

Please take the survey or leave your
comments here!



<https://forms.office.com/r/UYnEciUCxL>





Public Open House 1: Cape Girardeau Public Feedback

Monday, July 21st, 2025: 4:00-6:00 PM

Osage Centre - 1625 N Kingshighway St, Cape Girardeau, MO 63701

Public Comments from Surveys

- “We are a very active family, but it is incredibly difficult to safely walk/bike/run in Jackson. We would love to see more sidewalks AND crosswalks, particularly on/across Jackson Blvd at points of interest (Walmart, Riverside Regional Public Library, Harps/Iron Mountain Railway). In Cape, there are constantly safety concerns on the LaCroix trail.”
- “Have a terminal at the beginning of Shawnee Expressway, make a right on Kingshighway, make a right on Farmington in Jackson, right on Main that turns into LaSalle, then make a right on Perryville Rd, make a right on Broadway, take Broadway make a left on Kingshighway left on Shawnee Expressway.” – Bus Route
- “Regarding the City of Cape Comprehensive Plan: There are 6 bullets of items, not one of them addresses the current water crisis. We should not spend one dollar on these items until our water issues are fixed. Doesn’t make sense to spend on these luxury items until our water priorities are resolved. If there is extra money to spend on these items, maybe we don’t need to raise utility fees so much.”
- “I have many concerns about the proposed I-66 (Transamerica Corridor). We have plenty of highways east-west in Missouri. We do not need additional taxes and the proposed route is not feasible. Please let me know how and when to give additional feedback. Thank you.”
- “Fixed transportation routes through the region to connect cities or towns between Cape & Jackson / Cape & Scott City / Cape & Perryville. Road repair project of Bertling St Between Big Ben Rd and Perryville.”





Feedback Board 1

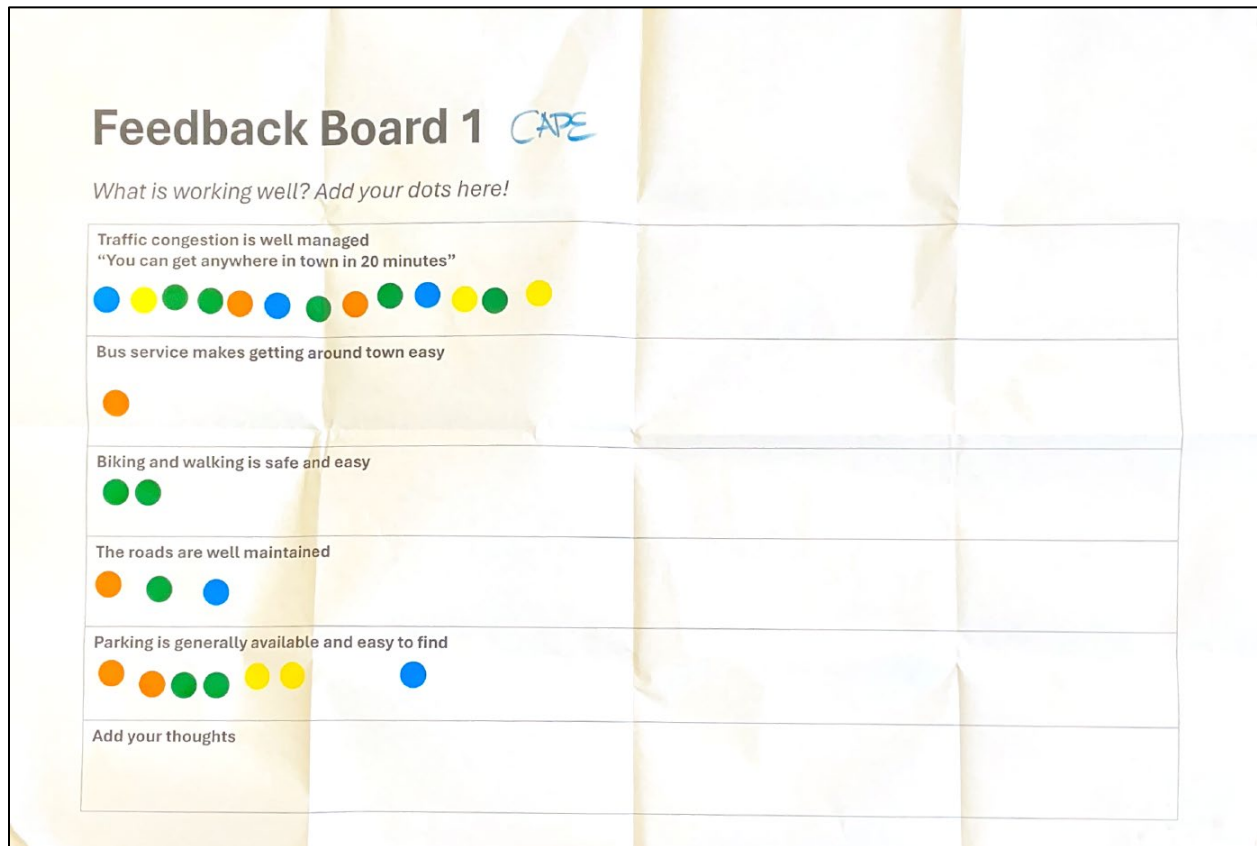


Figure 4: Feedback Board 1 from Cape Girardeau Open House

Open house attendees were given sticker dots upon arrival and were invited to place their dots next to statements that they agreed with on the first feedback board, which asked the question: "What is working well?" The results are shown below:

- "Traffic congestion is well-managed. 'You can get anywhere in town in 20 minutes.'" – 13 votes
- "Bus service makes getting around town easy." – 1 vote
- "Biking and walking is safe and easy." – 2 votes
- "The roads are well-maintained." – 3 votes
- "Parking is generally available and easy to find." – 7 votes





Feedback Board 2

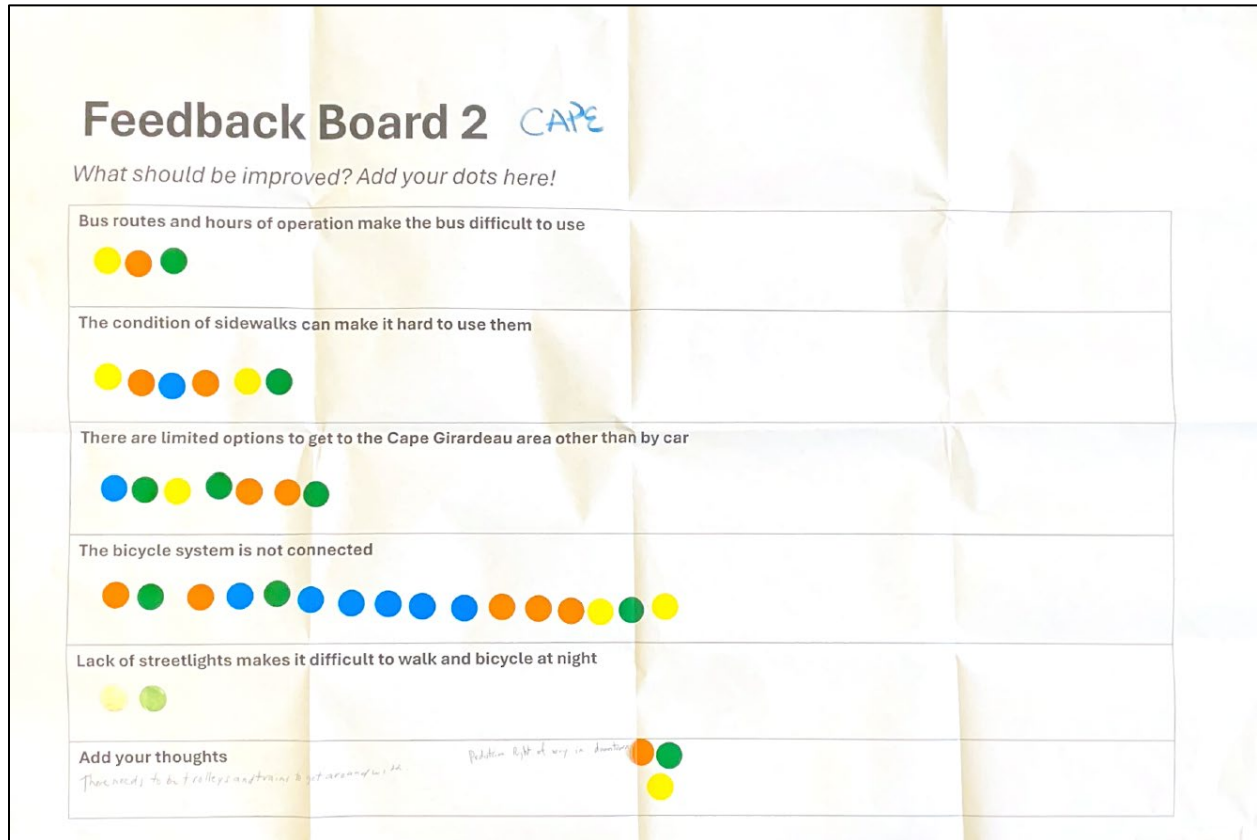


Figure 5: Feedback Board 2 from Cape Girardeau Open House

The second feedback board asked the question: “What should be improved?” Open house attendees were once again invited to place their dots next to statements that they agreed with. The results are shown below:

- “Bus routes and hours of operation make the bus difficult to use.” – 3 votes
- “The condition of sidewalks can make it hard to use them.” – 6 votes
- “There are limited options to get to the Cape Girardeau area other than by car.” – 7 votes
- “The bicycle system is not connected.” – 16 votes
- “Lack of streetlights makes it difficult to walk and bicycle at night.” – 2 votes
- “Add your thoughts.”
 - “There needs to be trolleys and trains to get around with.”
 - “Pedestrian right of way in downtown.” – 3 votes



Mapping Exercise

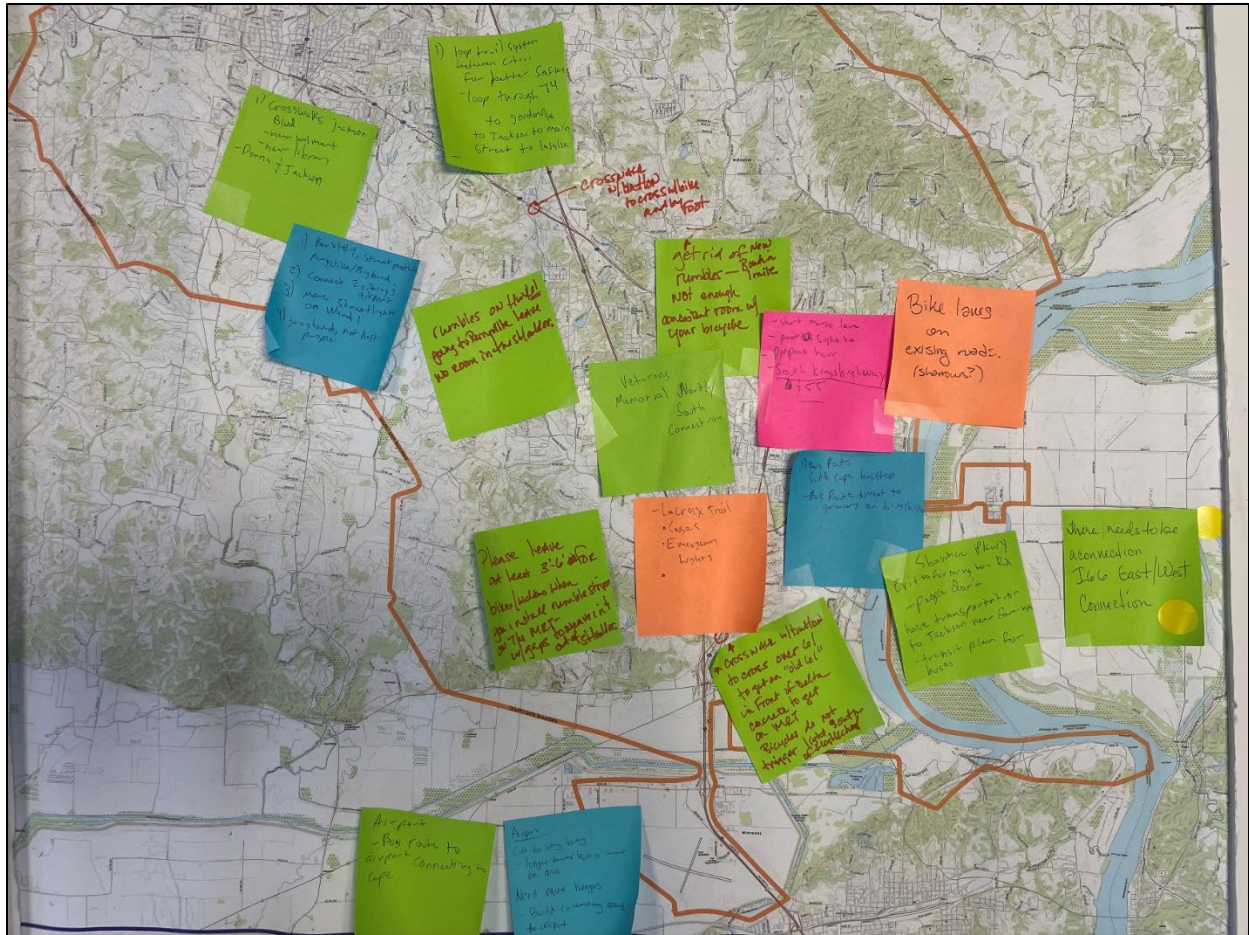


Figure 6: Mapping Exercise Activity from Cape Girardeau Open House

Open house attendees were able to share comments about specific locations and general feedback by writing on map or sticky notes. The results are shown below:

Airport

- “Bus route connecting airport to Cape”
- “Can be very busy, with planes waiting in holding pattern at times to land. There is a need for more hangars – the 20 new ones are already filled. Owners will keep their planes at other local airports due to lack of space in Cape. Would love to build a community at the airport, specifically inside the hangars”



Pedestrian/Bike

- “More bike lanes are needed on existing roads (Sharrows)”
- “Crosswalk with button to cross over 61 to get on ‘old 61’ in front of Delta Concrete. Bikes do not trigger the light at this location while riding on the road.” – Kingshighway, just north of I-55 & 74 interchange
- “Please leave at least 3-6’ for bikes/walkers when rumble strips are installed on the MRT – with gaps to weave in/out of shoulder.”
- “Remove rumble strips along Boutin Dr – off Cape LaCroix Rd (1 mile). Currently, not enough room to bike on shoulder.”
- ”LaCroix Trail is unsafe, not limited to one place or time – need safety improvements to make community want to use the trail.”
- “Crosswalks in Jackson along Jackson Blvd are needed. Near Walmart, Library, Donna Dr, Old Orchard – all need to have a button/signalized”
- “Connect trail system between Cape and Jackson. Loop through 74 to Gordonville to Jackson to Main Street to Lasalle.”
- “More streetlights in Cape Ward 1.”

Roadway

- “Build Veterans Memorial North/South Connector/extension.”
- “There needs to be an east/west regional connection – I66.”
- Along Kingshighway near I55: “Short merge lane, Poor sightlines, PM Peak hour.”

Transit

- “Transportation between Cape and Jackson, specifically from Cape to Farmington Rd in Jackson.”
- “Cape bus routes do not take people from where they live to where they need to go. Bus route to grocery store on Kingshighway from south Cape.”
- “Greyhound buses don’t bring the best people into town.”





Public Open House 1: Jackson Public Feedback

Tuesday, July 22nd, 2025: 4:00-6:00 PM

City of Jackson Civil Center - 381 E Deerwood Dr, Jackson, MO 63755

Public Comments from Surveys

- “Business 55 is a “stroad” need crosswalks. Put a shoulder on Hwy 25.”
- “Roadways in need of sidewalk: Cape – Kingsway Drive, Jackson – Greens Ferry Rd. Increase bike/ped pathways and connect sidewalks. Crosswalks at major intersections. Abandoned railway going south from Jackson (MFA) possible rail trail. Encourage roundabouts.”
- “Cape County transit needs improvement. No regularly scheduled bus route to the county seat in Jackson. Need commuter trains to connect to STL. No reasonable cost for a ride though 20 minute drive to Poplar Bluff, Amtrak station.”
- “Has the thought about the homeless trying to get around going to be available to them to get to their appointments with Community Counseling Center and other services? Or will this chase them out? Most are native of Cape. Road improvements include paving city streets that are gravel and right now Jackson wants to charge the homeowners. We pay personal property taxes and we don’t own roads. Need complete transparency!”
- “I work with adults with developmental disabilities. Specifically with employment. Working with some adults who do not drive nor have natural support to and from work. Employers are in Cape and Jackson. Shifts vary from 2-6 hours. CTA has been difficult to utilize and we are working with United Way for options too. There are several service providers in our area who also run into transportation issues. I wanted to be sure this population is considered in a plan as the agencies and populations hasn’t been listed on the stakeholders. Other stakeholders to consider: Cape County Senate Bill 40 Board – Beth Emmendorfer, Catholic Charities – Cindy Lange, Community Counseling Center, Department of Social Services – DFS and Children’s Division. I know the bus route in Cape but there are needs to connect to Jackson too!”





Feedback Board 1

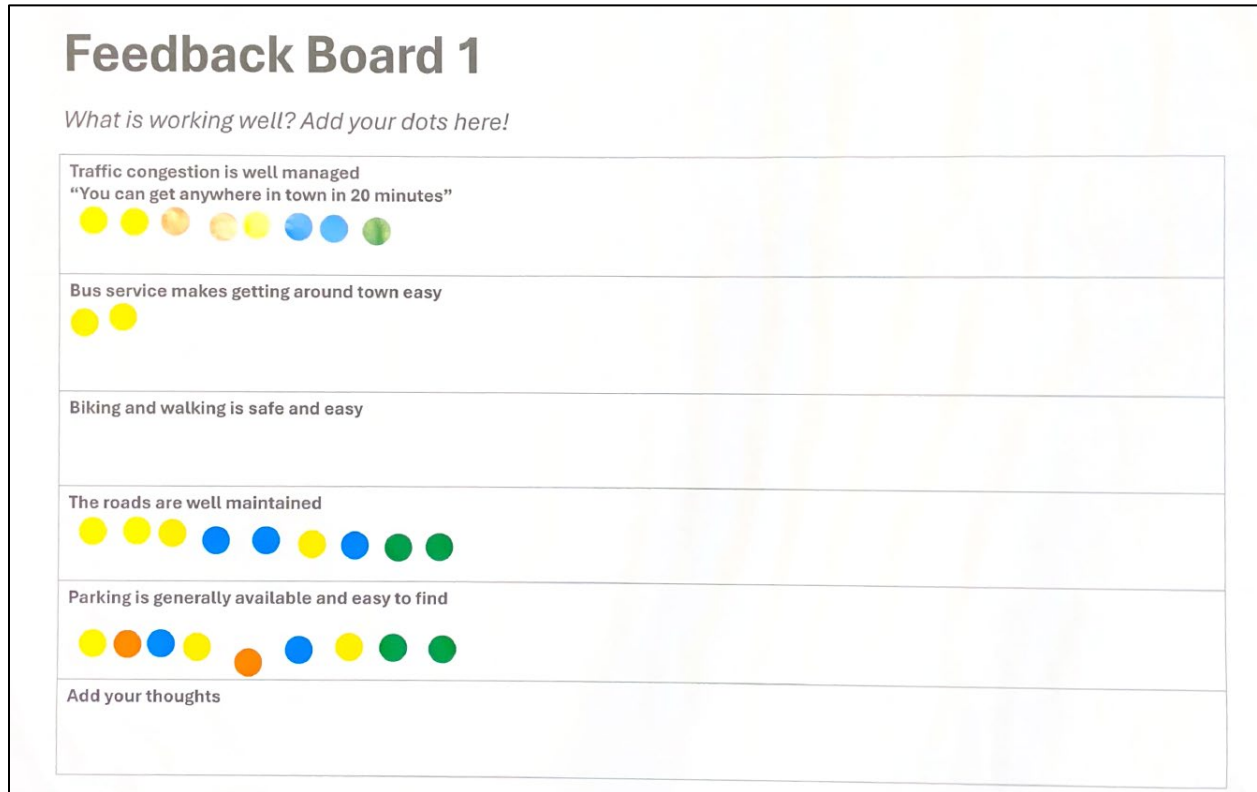


Figure 7: Feedback Board 1 from Jackson Open House

Open house attendees were given sticker dots upon arrival and were invited to place their dots next to statements that they agreed with on the first feedback board, which asked the question: "What is working well?" The results are shown below:

- "Traffic congestion is well-managed. 'You can get anywhere in town in 20 minutes.'" - 8 votes
- "Bus service makes getting around town easy." - 2 votes
- "Biking and walking is safe and easy." - 0 votes
- "The roads are well-maintained." - 9 votes
- "Parking is generally available and easy to find." - 9 votes





Feedback Board 2

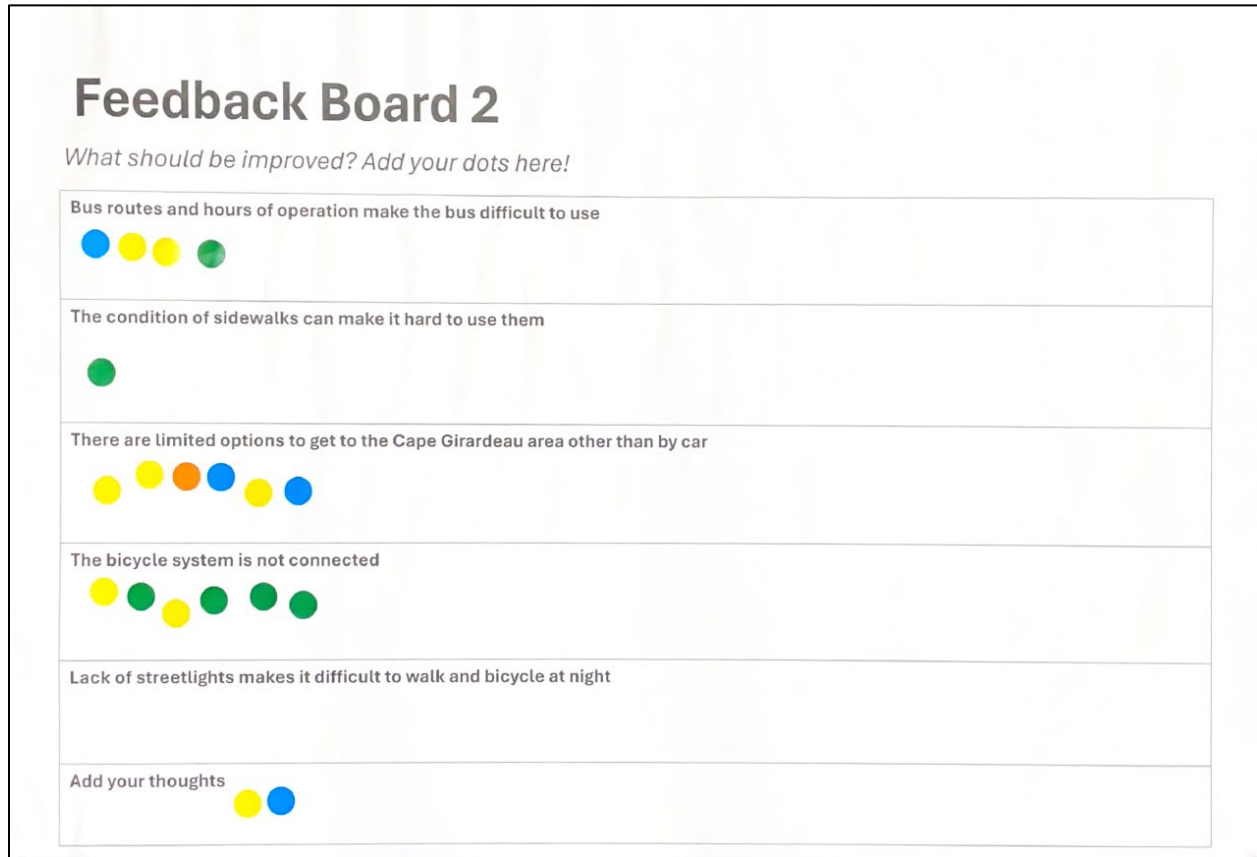


Figure 8: Feedback Board 2 from Jackson Open House

The second feedback board asked the question: “What should be improved?” Open house attendees were once again invited to place their dots next to statements that they agreed with. The results are shown below:

- “Bus routes and hours of operation make the bus difficult to use.” - 4 votes
- “The condition of sidewalks can make it hard to use them.” - 1 votes
- “There are limited options to get to the Cape Girardeau area other than by car.” – 6 votes
- “The bicycle system is not connected.” – 6 votes
- “Lack of streetlights makes it difficult to walk and bicycle at night.” – 0 votes



Mapping Exercise

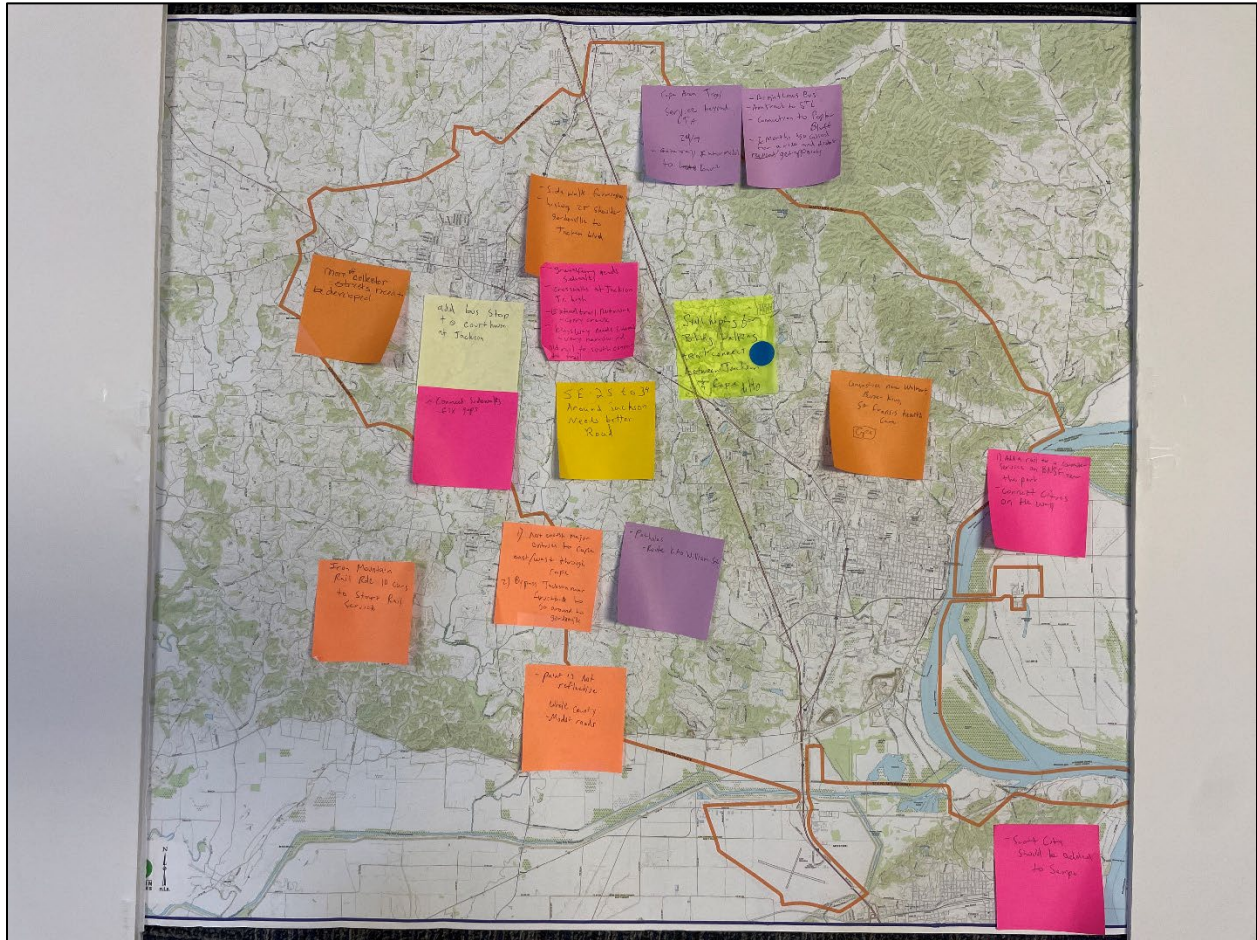


Figure 9: Mapping Exercise Activity from Jackson Open House

Open house attendees were able to share comments about specific locations and general feedback by writing on map or sticky notes. The results are shown below:

- “More collector streets need to be developed”
- “Add a bus stop to the courthouse at Jackson”
- “Potentially decommission rail lines from Gordonville” (May not be possible, and need more information)
- “Paint is not reflective (whole county, MoDOT roads)”
- “Connect sidewalks and fix gaps”
- “Greens Ferry needs sidewalks”
- “Crosswalks at Jackson Jr. High”
- “Extend the trail network”
- “Sidewalk Farmington”



- “Highway 25 shoulder Gordonville to Jackson Boulevard”
- “Kingsway needs sidewalks (very narrow road)”
- “Old rail to south convert to trail”
- “Not enough major entries to Cape; east/west through Cape”
- “Bypass Jackson near Fruitland to go around to Gordonville”
- “SE 25 to 34 around Jackson needs better road”
- “Potholes from Route K to William St”
- “Still hoping for biking/walking trail connection between Jackson and Cape”
- “Congestion near Walmart, Burger King, and St. Francis Health Care”
- “Add rail to a commuter service on BSNF near the port and connect cities on the way”
- “Scott city should be added to SEMPO”





SafeAcross Jackson Flyers

**In crosswalks,
pedestrians go first!**

Don't be a bully!

STOP
at the
YIELD MARKS

Always watch for walkers.
Yield to them at crosswalks and intersections.

SAFE ACROSS

"WHITE CANE" LAW

Stop for Walkers
using a white cane
or service dog.

*It's the law...
and the right thing to do.*

JACKSON, MO
CITY OF
JACKSON
MISSOURI

**Let's Give
Crosswalks 100%**





Jackson TRAFFIC Guide

DID YOU KNOW

only 1 in 4 drivers stop for walkers at crosswalks?

Not only is it the law, it's the right thing to do.


A pedestrian hit by a vehicle travelling at: ...is likely to survive:

25 MPH  **90%** of the time

35 MPH  **60%** of the time

45 MPH  **10%** of the time

Unlikely to survive.

Take time to be safe. 





Public Open House 2: Overview

The second round of public open houses were held on October 29th and 30th, 2025, at the Osage Centre and Jackson Civil Center, respectively. On each day, an invite-only stakeholder meeting (2-3 PM) and a public open house meeting (4-6 PM) were held to gain additional input for the development of the MTP. There were three primary goals for the October engagement meetings: 1) share a review and summary of our findings of the Round 1 meetings and online survey with the public 2) gather input to shape goals for the 2050 MTP and 3) update the fiscally constrained and illustrative projects lists to meet the region's needs.

Information was shared through boards on display and map activities. CBB and SEMPO staff members were present at the meeting to gather input from the public. To identify the public's needs and goals, a feedback board for types of improvements was displayed. Open house attendees were then invited to place stickers next to categories that they saw as priorities. The latest drafts of the fiscally constrained and illustrative projects lists were printed out and map activities referring to these projects over aerials were placed on tables. Attendees were given comment forms to rank their top five transportation projects they believe would be beneficial for the SEMPO region. To continue gathering additional input, attendees were invited to place sticky notes on maps to share specific areas of need or opportunity. In total, 9 people attended the October 29th public open house and 8 people attended the October 30th public open house. Feedback gathered from comment cards and feedback boards is summarized on the following pages.

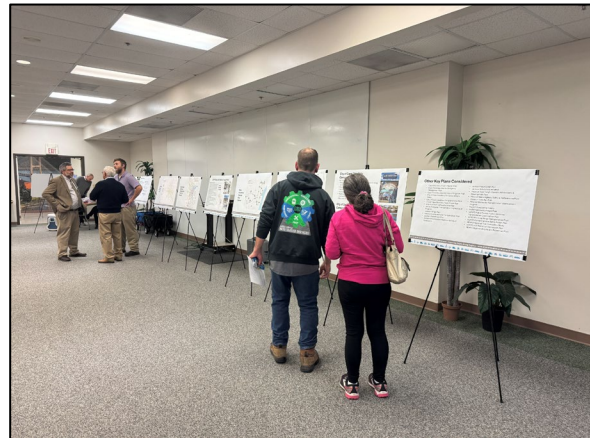
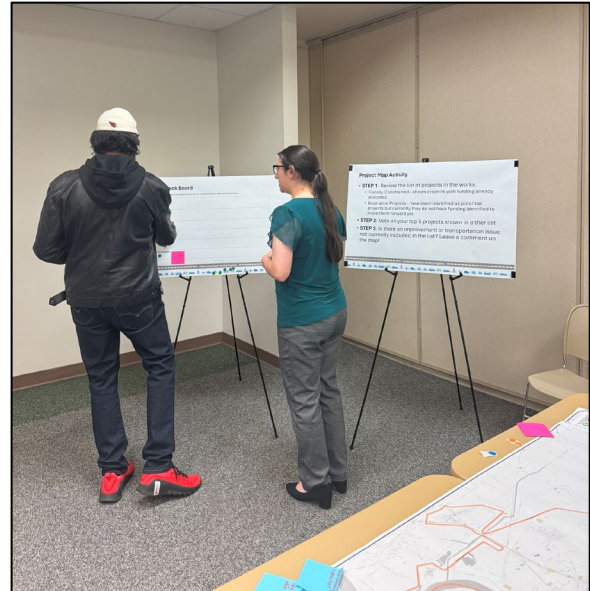


Figure 10: Public Open Houses in October 2025





Public Open House 2: Flyer

HOW DO YOU WANT TO GET AROUND THE CAPE GIRARDEAU-JACKSON REGION IN THE FUTURE? SHARE YOUR INPUT AT OUR PUBLIC OPEN HOUSES!

OPEN HOUSES ROUND 2

Help shape the 2050 Metropolitan Transportation Plan for our region.

CAPE GIRARDEAU

Wednesday, October 29
4:00pm - 6:00pm

Osage Centre - City of Cape Girardeau Parks & Recreation Department
1625 N Kingshighway St.
Cape Girardeau, MO 63701

JACKSON

Thursday, October 30
4:00pm - 6:00pm

Jackson Civic Center
381 E Deerwood Dr.
Jackson, MO 63755

SEMPO 2050 METROPOLITAN TRANSPORTATION PLAN



Connecting People. Driving Progress.

Discuss the Metropolitan Transportation Plan (MTP) for the Cape Girardeau-Jackson region.

Provide your feedback to the planning team.

Help shape a safer, more connected future for our community.



INTERACTIVE DISPLAYS • Q&A STATIONS • PRIORITY VOTING





Public Open House 2: Meeting Boards

Welcome

To the SEMPO
 Metropolitan Transportation Plan (MTP)
 2050 Update

What is SEMPO?

- A regional body that coordinates and plans transportation-related improvements for the designated Metropolitan Planning Area (MPA)
- Consists of representatives from local government and transportation agencies in the region who work together to address the area's needs

What does SEMPO do?

- Updates a metropolitan transportation plan (MTP) for the region every 5 years that identifies needs and proposes solutions for those needs
- Develops a Transportation Improvement Program (TIP), which prioritizes and funds specific projects proposed in the MTP

Metropolitan Planning Area
 Approved by the
 Federal Highway
 Administration 5/12/2015
 March 16, 2026

Legend
 Major Roadways
 Urbanized Area
 SEMPO MPA Boundary

0 0.75 1.5 3 4.5 6 Miles

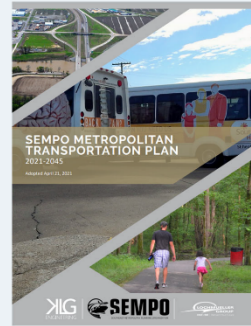
Source: Dept. of Commerce, Missouri State GIS, GIS.com, GeoGraphix, METRANEX, USGS, EPA, NPS, USDA

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What is a Metropolitan Transportation Plan (MTP)?

- A comprehensive, long-range transportation plan
 - Guides transportation development over 20-25 years.
 - Federal requirement to receive federal transportation funding
- Encourages regionally coordinated transportation planning among a variety of transportation entities
- Fulfills federal and state mandates
- Used for long-term planning and sustainability
- Key Components
 - Vision and Goals
 - Existing Conditions
 - Future Needs
 - Strategies and Projects



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SEMPO MTP Goals

- 1 Accessibility Goal**
Promote alternative transportation options for area residents and employees that are reliable and accessible to all users.
- 2 Environmental Protection Goal**
Protect the environment while promoting energy conservation and improving the quality of life.
- 3 Land Use Coordination Goal**
Protect the environment while promoting energy conservation and improving the quality of life.
- 4 Safety Goal**
Ensure the safety of all travelers regardless of modal choice.
- 5 Economic Enhancement Goal**
Promote the economic growth of the metropolitan area by providing a safe, secure, reliable, and efficient transportation system
- 6 Public Involvement Goal**
Support community involvement in the transportation planning process.
- 7 Coordination and Engagement**
Support local and regional transportation and land use planning needs.
- 8 System Management Goal**
Preserve and maintain the existing transportation system.

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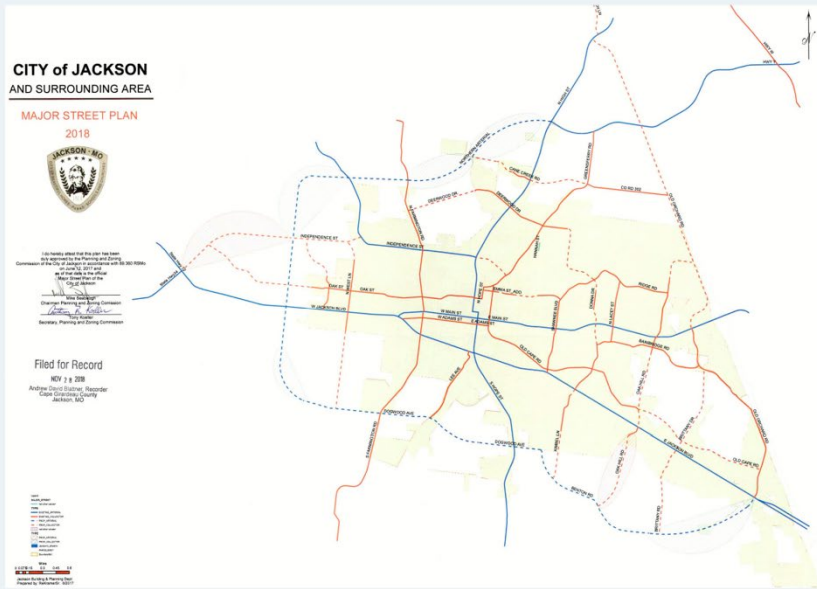


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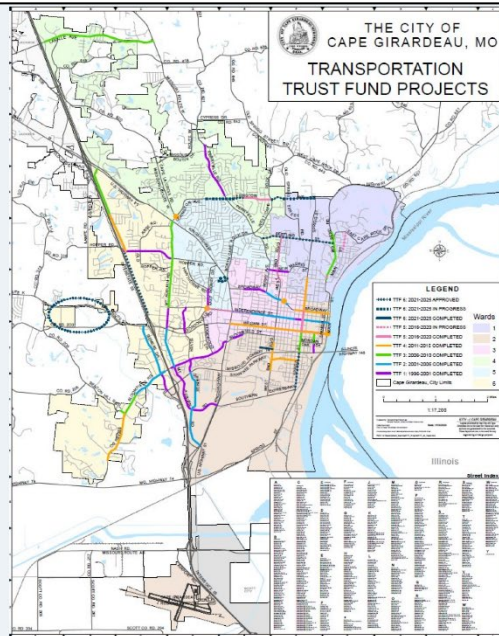
Jackson Major Street Plan



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City of Cape Girardeau Transportation Trust Fund Projects



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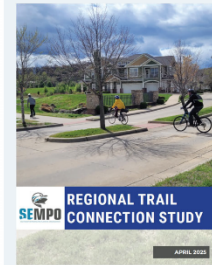
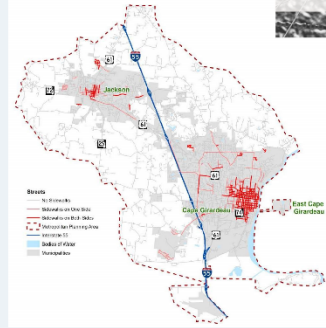


SEMPO Bicycle and Pedestrian Focused Plans

Bicycle & Pedestrian Goals

1. Identifying existing deficiencies and develop a priority list to improve safety on existing infrastructure and multi-modal crossings
2. Improve and expand the existing system of on-and off-road facilities connection local and regional destinations
3. Promote use of the transit network by providing accessible connections between non-motorized transportation infrastructure and transit routes
4. Implement education and encouragement campaigns to inform the public of the health, social, and economic benefits of active transportation
5. Pursue funding for both multi-modal infrastructure improvements and education campaigns

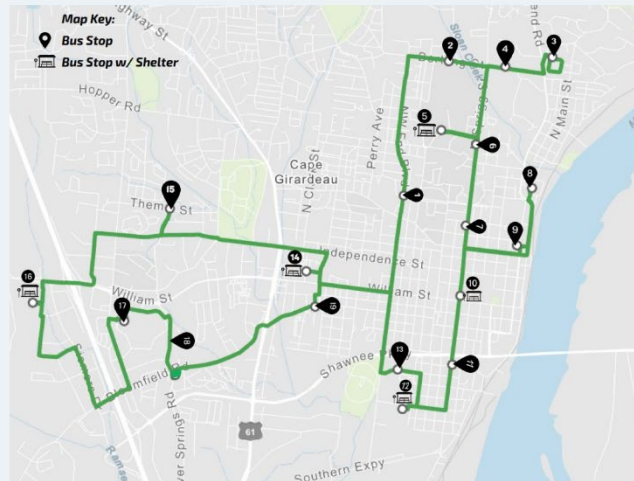
Existing Sidewalk Coverage



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Cape Girardeau County Bus Routes



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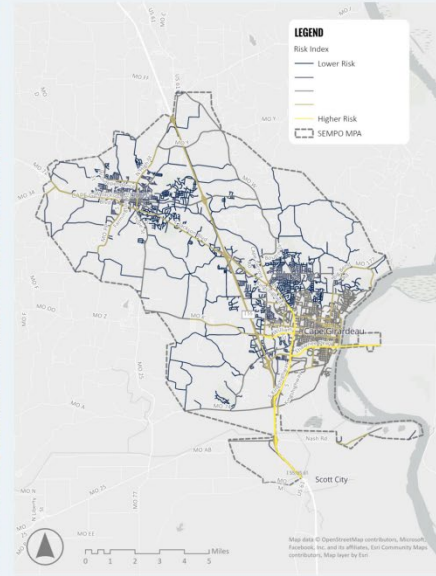


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**SEMPO
 Safety
 Action
 Plan
 (2024)**



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**City of Cape Girardeau
 Comprehensive Plan**

Key Themes:

- More event spaces, festivals, concerts, and restaurants along the river
- Focus on attracting businesses and high-paying jobs
- Revitalization of older neighborhoods
- Bicycle and pedestrian improvements
- Redevelopment and beautification of Midtown and key community gateways
- More outdoor family-oriented activities



**City of Jackson
 Comprehensive Plan**

Key Goals cover topics such as:

- Land Use and Development
- Housing and Neighborhoods
- Commercial and Industrial Areas
- Transportation and Circulation
- Community Facilities, Services, and Infrastructure



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Other Key Plans Considered

- Cape Girardeau Airport Master Plan
- Cape Girardeau County Emergency Management Plan
- Cape Girardeau County Hazard Mitigation Plan
- City of Cape Girardeau Complete Streets Policy
- City of Cape Girardeau Comprehensive Plan
- City of Cape Girardeau Major Street Plan
- City of Jackson Comprehensive Plan
- Illinois Statewide Transportation Improvement Program
- Jackson Bridge Plan
- Jackson Comprehensive Transportation Plan
- Jackson Park Master Plan
- Jackson Historical Architectural Survey of Downtown
- Jackson Major Street Plan
- Jackson Safe Across Initiative
- Missouri River Freight Corridor Assessment & Development Plan
- Missouri State Highway Safety & Performance Plan
- Missouri State Rail Plan
- Missouri Statewide Transportation Improvement Program
- MoDOT Blueprint for Safety
- MoDOT Statewide Freight Plan
- SEMPO Public Transit-Human Services Transportation Coordination Plan
- SEMO RPC Long Range Transportation Plan
- SEMPO Comprehensive Safety Action Plan
- SEMPO Regional Trail Connection Study
- SEMPO ADA Transition Framework Plan
- SEMPO Regional Bicycle and Pedestrian Plan

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Who we Have Talked to

- Shawnee Transit Group
- Cape Girardeau County Transit Authority (CTA)
- United Way
- ManPower
- SEMO – University International Student Services
- City of Jackson Fire Department
- Cape Girardeau Parks and Recreation
- City of Jackson Public Works
- City of Cape Girardeau
- SEMO University
- Buzzi Unicem USA
- Union Pacific
- Representative of the local pilot community
- SEMO Redi
- Cape Girardeau Chamber of Commerce
- Uptown Jackson
- Visit Cape
- Old Town Cape
- Cape Girardeau Regional Airport

HOW DO YOU WANT TO GET AROUND THE CAPE GIRARDEAU-JACKSON REGION IN THE FUTURE? SHARE YOUR INPUT AT OUR PUBLIC OPEN HOUSES!

OPEN HOUSES
 Help shape the 2050 Metropolitan Transportation Plan for our region.

CAPE GIRARDEAU
 Monday, July 21
 1:00pm - 4:00pm
 Osgce Centre - City of Cape Girardeau Parks & Recreation Department
 3105 N Kingshighway St., Cape Girardeau, MO 63703

JACKSON
 Tuesday, July 22
 4:00pm - 6:00pm
 Jackson Civic Center
 381 F. Donaldson Dr., Jackson, MO 63755

Discuss the Metropolitan Transportation Plan (MTP) for the Cape Girardeau-Jackson region.
 Provide your feedback to the planning team.
 Help shape a safer, more connected future for our community.

INTERACTIVE DISPLAYS • Q&A STATIONS • PRIORITY VOTING

HOW DO YOU WANT TO GET AROUND THE CAPE GIRARDEAU-JACKSON REGION IN THE FUTURE? SHARE YOUR INPUT AT OUR PUBLIC OPEN HOUSES!

OPEN HOUSES ROUND 2
 Help shape the 2050 Metropolitan Transportation Plan for our region.

CAPE GIRARDEAU
 Wednesday, October 20
 4:00pm - 6:00pm
 Osgce Centre - City of Cape Girardeau Parks & Recreation Department
 3105 N Kingshighway St., Cape Girardeau, MO 63703

JACKSON
 Thursday, October 30
 4:00pm - 6:00pm
 Jackson Civic Center
 381 F. Donaldson Dr., Jackson, MO 63755

Discuss the Metropolitan Transportation Plan (MTP) for the Cape Girardeau-Jackson region.
 Provide your feedback to the planning team.
 Help shape a safer, more connected future for our community.

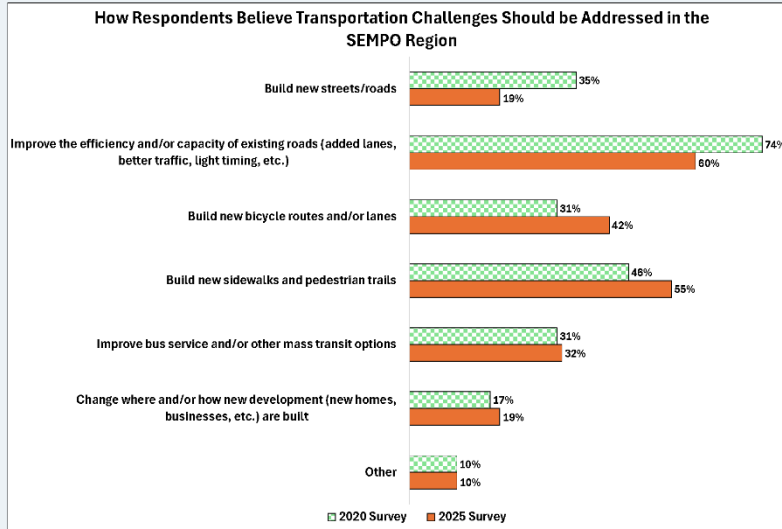
INTERACTIVE DISPLAYS • Q&A STATIONS • PRIORITY VOTING

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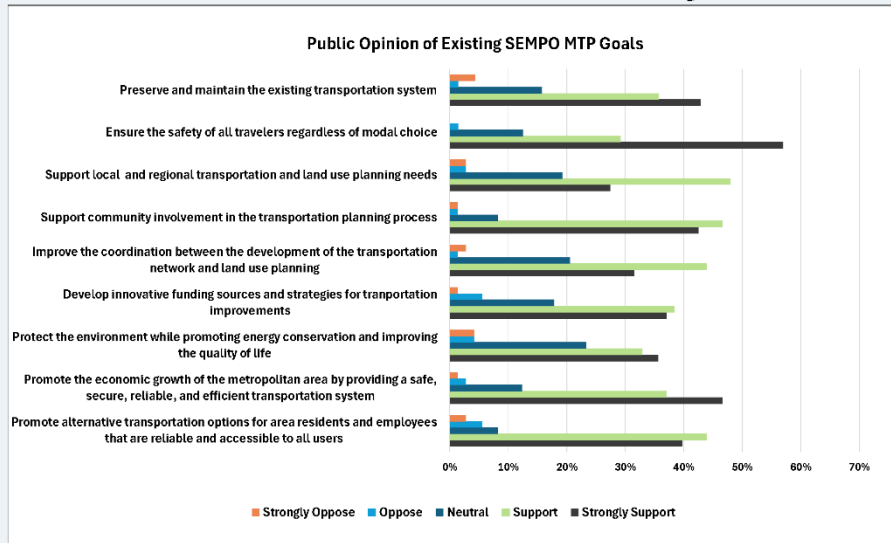
What We Have Heard So Far – Survey Results



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What We Have Heard So Far – Survey Results



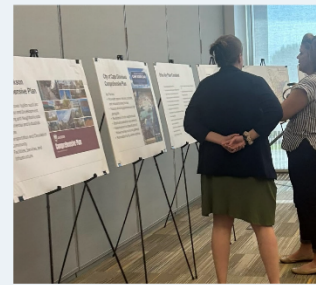
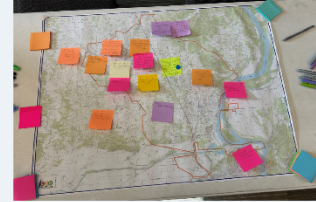
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A Sample Of What We Have Heard So Far

- **Regional Connectivity**
 - Limited options to travel to/from the Cape Girardeau region other than by private car.
 - New FlixBus service launched in August 2025 to offer trips from Cape Girardeau to St. Louis, Chicago, Memphis, and more.
 - Limited flights to Cape Girardeau Regional Airport
 - Closest Amtrak stop is in Carbondale
- **Roadways**
 - The I-55/MO 74 interchange and Bloomfield Road overpass needs improvements.
- **Bicycles & Pedestrians**
 - There are gaps in the local sidewalk/trail system throughout region.
 - There are concerns of poor driver compliance in yielding to pedestrians using crosswalks. The Jackson “SafeAcross” program is working to improve compliance.
 - Crosswalks are needed at multiple locations.
- **Transit**
 - Many people unaware of available transit service, especially free options
 - Ridership has increased 24% over past year, especially an increase in seniors
 - New line added to system July 1, 2025 – a bus at each stop every 30 minutes
 - New TripShot App available to download for service alerts and trip planning
 - Strong interest in seeing CTA routes expanded to connect Jackson to Cape Girardeau
- **Riverfront Access**
 - Desire for better access to Mississippi riverfront (railroad presents a barrier to access)
- **Industrial Traffic**
 - High volume of heavy truck traffic on Jackson Blvd (Hwy 72) through downtown



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Project Map Activity

- **STEP 1:** Review the list of projects in the works.
 - Fiscally Constrained - shows projects with funding already allocated.
 - Illustrative Projects - have been identified as potential projects but currently they do not have funding identified to move them forward yet.
- **STEP 2:** Vote on your top 5 projects shown in either list
- **STEP 3:** Is there an improvement or transportation issue not currently included in the list? Leave a comment on the map!

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Feedback Board

Which should have the highest priority for improvements? Add your dots here!

Roads/Streets
Bike Lanes
Sidewalks
Multi-Use Trails
Buses/Bus Stops
Add your thoughts

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Round 2 Stakeholder Meetings

Wednesday, October 29, 2025: 2:00-3:00 PM

Osage Centre - 1625 N Kingshighway St, Cape Girardeau, MO 63701

Thursday, October 30, 2025: 2:00-3:00 PM

City of Jackson Civil Center - 381 E Deerwood Dr, Jackson, MO 63755

All stakeholders from the previous round of stakeholder meetings were invited to attend a round 2 stakeholder meeting in person on either day or virtually on October 29th. The stakeholder meeting held in Cape Girardeau was attended by three stakeholders in person and four stakeholders who attended the meeting virtually. The stakeholder meeting held in Jackson was attended by one stakeholder in-person. Attendees reviewed the drafts of the fiscally constrained and illustrative projects lists to provide feedback new projects to add, old projects to remove, and details to update regarding project descriptions and cost estimates.

These small stakeholder meetings also allowed the opportunity for in-depth conversations about the feedback from the previous public meetings and new updates each agency has made since the previous round of stakeholder meetings. Highlights of these updates include new long-distance travel opportunities for the region with the addition of FlixBus, real-time transit updates with CTA added to the TripShot app, and new flights being added to the region to reach Dallas, Texas (December 2025) and Pensacola, Florida (April 2026). The stakeholder meetings also included a brainstorming session regarding new project and study ideas, including: a road safety audit for US-61, an airport transportation linkages study, an origin-destination study, and an update of the existing Bicycle & Pedestrian Plan. Ideas for a transit study and a multi-modal freight study are intended to move forward as recommendations to the Board in November 2025.

Public Open House 2: Cape Girardeau Public Feedback

Wednesday, October 29, 2025: 4:00-6:00 PM

Osage Centre - 1625 N Kingshighway St, Cape Girardeau, MO 63701

Public Comments from Surveys

- “We would love to see crosswalks to facilitate pedestrian traffic across Jackson Blvd. We have a 10 yo [year old], 1 yo, and baby on the way and it is very difficult to safely run errands or walk recreationally in our area.”
- “Multi use trails should be placed as high priority”
- “You can’t grow the SEMPO and RPC (southeast Missouri) without a major east-west highway – better yet interstate Congress designated MO Route 74 as future Interstate Route 66 (East-West Transamerica Corridor) in the ISTEA Act of 1991.





Updated TEA21 IIA. This project could generated \$55+ billion in Missouri GSP/GOP over thirty (30) years.”

Feedback Board

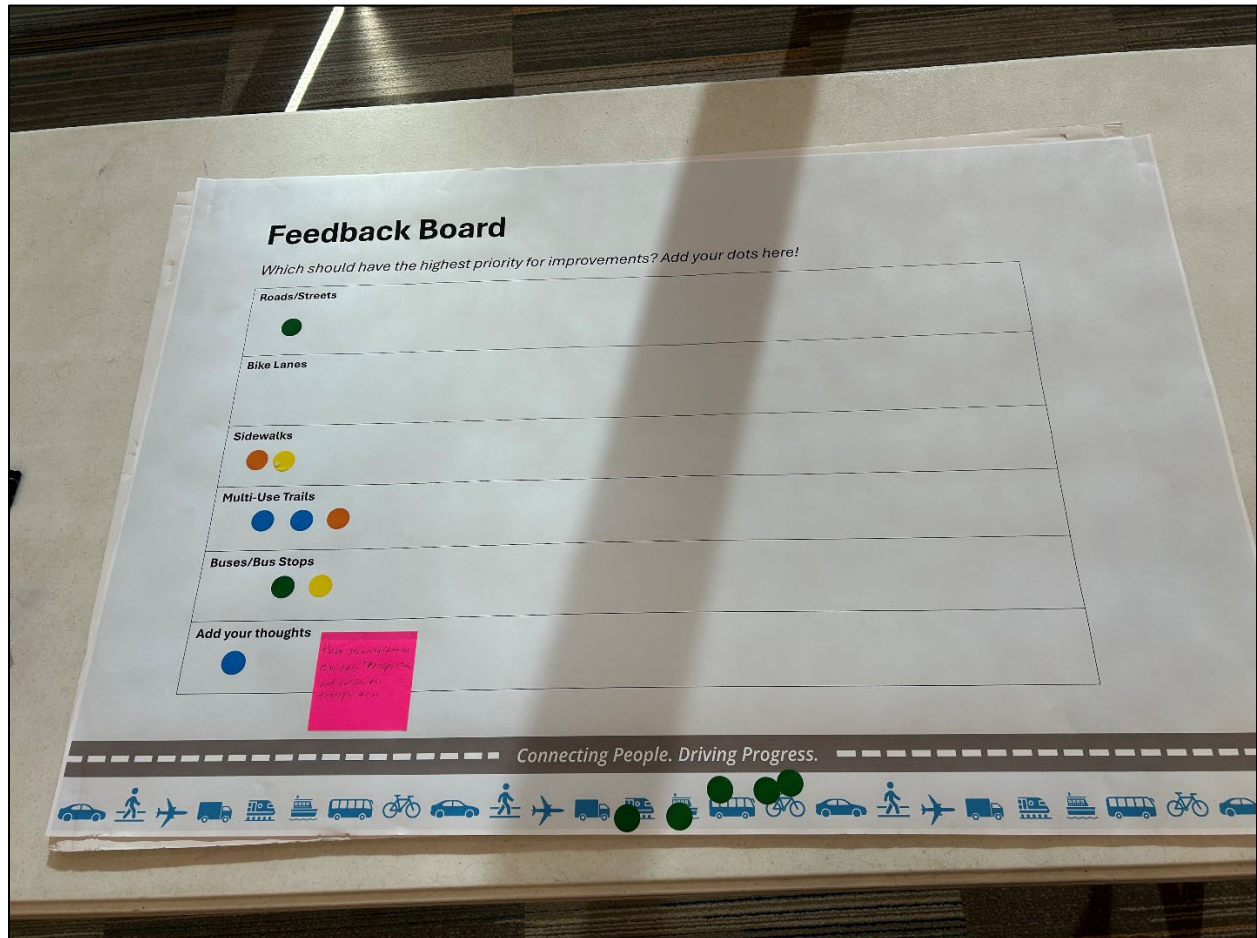


Figure 11: Feedback Board from Cape Girardeau Open House

Open house attendees were given sticker dots upon arrival and were invited to place their dots next to statements that they agreed with on the first feedback board, which asked the question: “Which should have the highest priority for improvements?” The results are shown below:

- “Roads/Streets” – 1 vote
- “Bike Lanes” – 0 votes
- “Sidewalks” – 2 votes
- “Multi-Use Trails” – 3 votes
- “Buses/Bus Stops” – 2 votes
- “Add your thoughts” – “Have security cameras on the transportation [route] and outside the transportation [route].”



Project Mapping Exercise

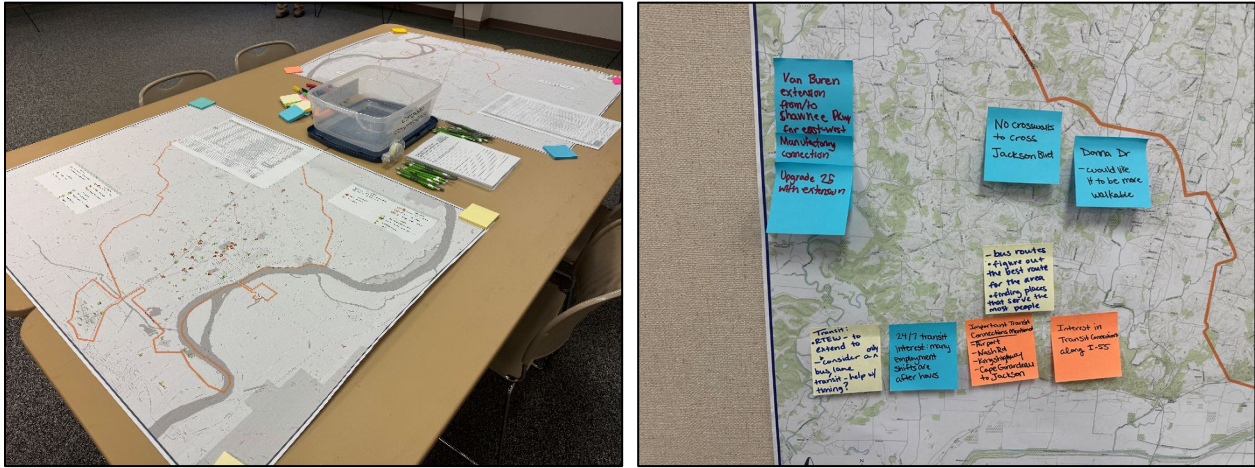


Figure 12: Project Mapping Exercise at Cape Girardeau Open House

Open house attendees were able to share comments about specific locations, potential future projects, and general feedback by writing on the map or sticky notes. The results are shown below:

General Comments

- “Van Buren extension from/to Shawnee Pkwy for east-west”
- “Manufacturing connection”
- “Upgrade 25 with extension”
- “No crosswalks to cross Jackson Blvd”
- “Donna Dr – would like it to be more walkable”
- “Bus routes – figure out the best route for the area – finding places that serve the most people”
- “Transit: RTEW – to extend to consider a[n] only bus lane – transit help w/ timing?”
- “24/7 transit interest: many employment shifts are after hours”
- “Important transit connections mentioned: airport, Nash Rd, Kingshighway, Cape Girardeau to Jackson”
- “Interest in Transit Connections along I-55”

Projects Open House Attendees were Most Interested in or Suggested:

- All Bicycle/Pedestrian projects identified in the Regional Trail Connection Study
- Pedestrian connectivity between Jackson High School and Main Street
- Pedestrian crossing at US 61 and S Donna Drive
- Pedestrian Crossing at US 61 and S Shawnee Blvd
- Intersection improvements at Shawnee Dr. and Donna Dr. in Jackson
- Add intersection turn lanes and upgrade signals at Donna Drive



- Ozark Parkway/I-66 TransAmerica Corridor
- Amtrak train depot in downtown Cape Girardeau
- Airport expansion
- Downtown Cape Marina

Public Open House 2: Jackson Public Feedback

Thursday, October 30, 2025: 4:00-6:00 PM

City of Jackson Civil Center - 381 E Deerwood Dr, Jackson, MO 63755

Feedback Board

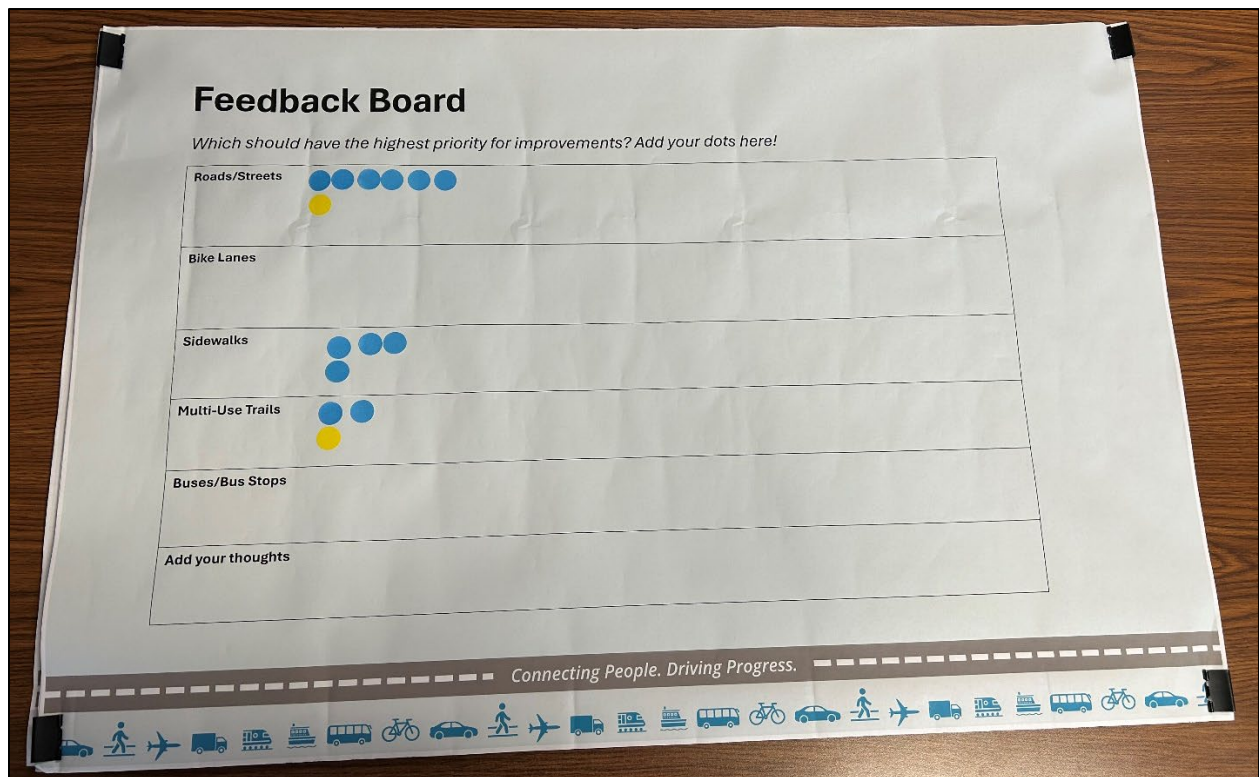


Figure 13: Feedback Board from Jackson Open House

Open house attendees were given sticker dots upon arrival and were invited to place their dots next to statements that they agreed with on the first feedback board, which asked the question: “Which should have the highest priority for improvements?” The results are shown below:

- “Roads/Streets” –7 votes
- “Bike Lanes” – 0 votes
- “Sidewalks” – 4 votes
- “Multi-Use Trails” – 3 votes
- “Buses/Bus Stops” – 0 votes





Project Mapping Exercise

Open house attendees were able to share comments about specific locations, potential future projects, and general feedback by writing on the map or sticky notes. The results are shown below:

Projects Open House Attendees were Most Interested in or Suggested:

- Pedestrian crossing at US 61 and S Donna Drive
- Hubble Creek Trail - Connects Jackson High School to Jackson Soccer Park
- US 61 at Route D intersection crosswalk
- US 61: roadway lighting, center median and access management, and other safety features needed from I-55 to K-Land Drive
- Connect Emma St to Vera Wagner Dr in Litz Park to reduce congestion on E Main St
- Intersection improvements at W Main St and Farmington Rd
- Pedestrian Crossing at Rte D and North Farmington Road





Public Survey Summary

A major goal of our engagement process for the MTP Update was to make engagement as accessible as possible for all. Our online survey was one of our primary methods of doing so. The online survey allowed members of the public to provide input and voice their needs on their own schedule. The SEMPO 2050 survey was distributed through social media (e.g., Facebook), outreach from stakeholders, and the public open houses.

The purpose of the survey was to develop the vision, goals, and objectives of the MTP Update by assessing the public's needs and priorities in relation to transportation. The survey became available to the public on Monday, July 7, 2025, and closed Wednesday August 27, 2025. The survey was a total of 31 questions and began with questions on demographics. The purpose of questions on demographics was to gain insight into who the surveys were reaching, and which groups were not being reached. Questions on mode share, transportation barriers, strengths and weaknesses of the Cape Girardeau area's transportation system, and transportation priorities were then asked. The survey concluded with an open-form question, inviting respondents to provide additional feedback, like the comment cards available at the public open houses.

The results of the 2025 survey were compared to the results of the previous survey conducted in 2020. To provide a direct comparison of how the SEMPO region has grown in the past five years, the same questions from the 2020 survey were asked in the 2025 survey except for some minor tweaks to reflect today's current conditions. The 2020 survey had 143 responses compared to 73 responses in 2025 with relatively consistent demographics.

Although the two groups share many characteristics, the 2020 sample skewed slightly younger, with 67% of participants under the age of 55, compared to 58% in the 2025 survey. Gender distribution shifted only slightly between the two surveys; the percentage of female respondents remained unchanged (48% women), but there was a 5% decrease in male respondents (45% men) from 2020 to 2025. Another 7% of respondents preferred not to answer the gender question. In terms of racial composition, the 2025 survey population was made up primarily of White respondents. Household income levels across the 2025 sample leaned strongly toward the higher income brackets, with 81% of participants reporting annual earnings greater than \$50,000. Employment status showed the majority were employed/self-employed (72%), though there were also notable portions who reported being retired (21%), along with smaller numbers who identified as students (2%), homemakers (4%), or unable to work (1%). Finally, the survey also measured health-related challenges within households, with results indicating that roughly one in ten households reported having at least one member with a disability that affects mobility. **Figure 8** shows the demographic results of the 2025 SEMPO MTP survey.



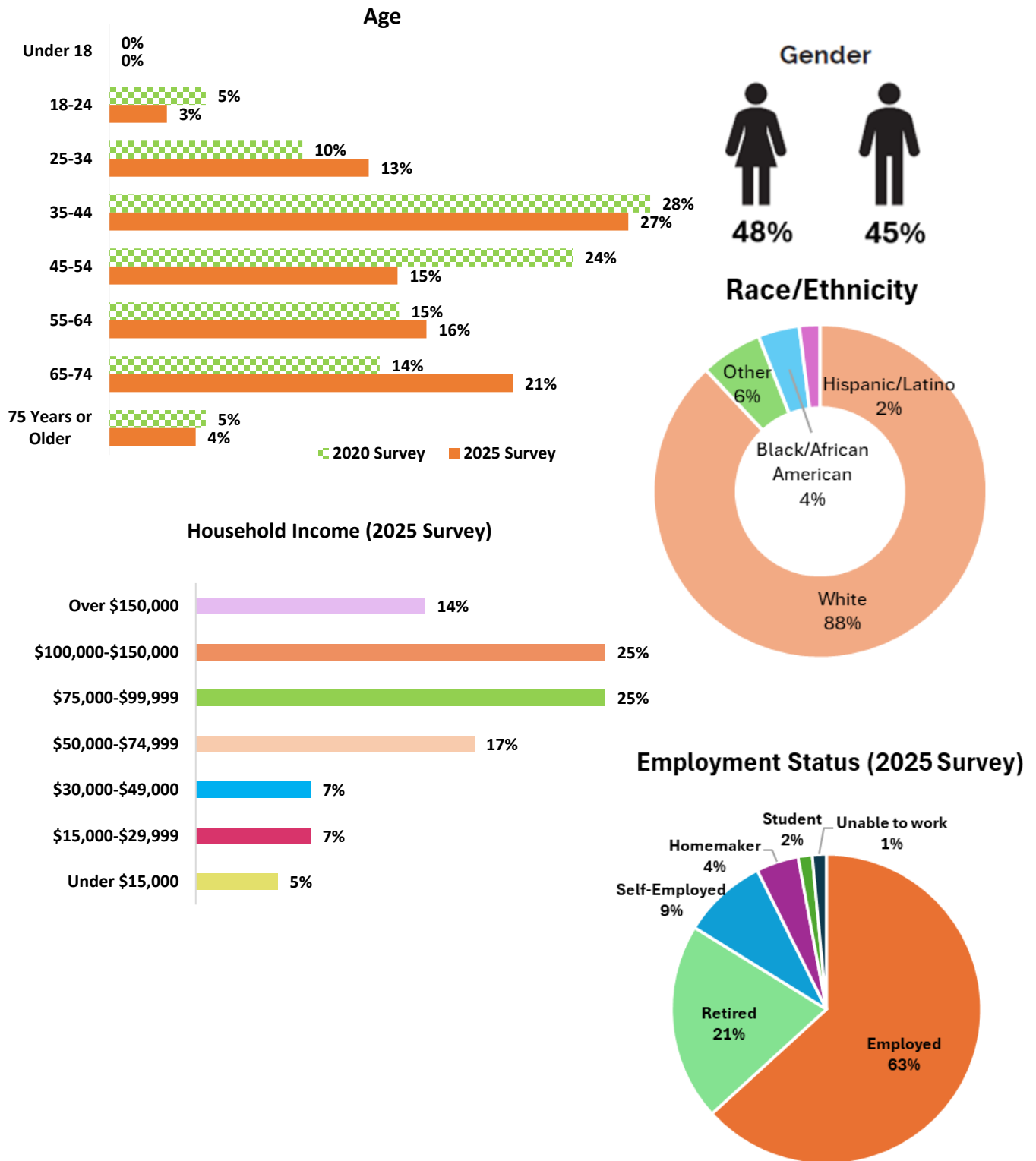


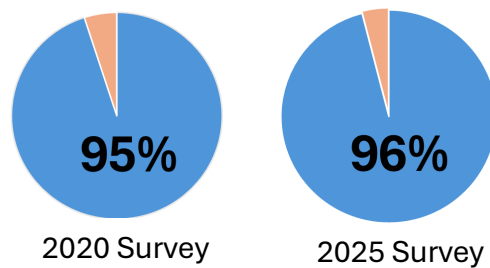
Figure 14: Demographic Results of the SEMPO MTP 2025 Survey





In both survey years, reliance on personal vehicles remained overwhelmingly dominant. In 2020, 95% of respondents reported that a personal car was their primary mode of transportation, and in 2025 that figure was nearly identical at 96%, highlighting the strong continuity of auto-dependence within the community. Alternative modes, however, show meaningful use when considering frequency beyond “primary mode.” In 2020, 48% of respondents reported walking, 13% reported biking, and 2% indicated they rode the bus at least once a month. By 2025, those shares were either consistent or somewhat higher, with 53% walking, 25% biking, and 1% riding the bus at least once a month. These results suggest that while daily travel continues to be overwhelmingly car-oriented, patterns of active and multimodal travel have remained steady or even grown between the two survey periods.

Participants that use a car as a primary mode of transportation



Alternative Modes of Transportation

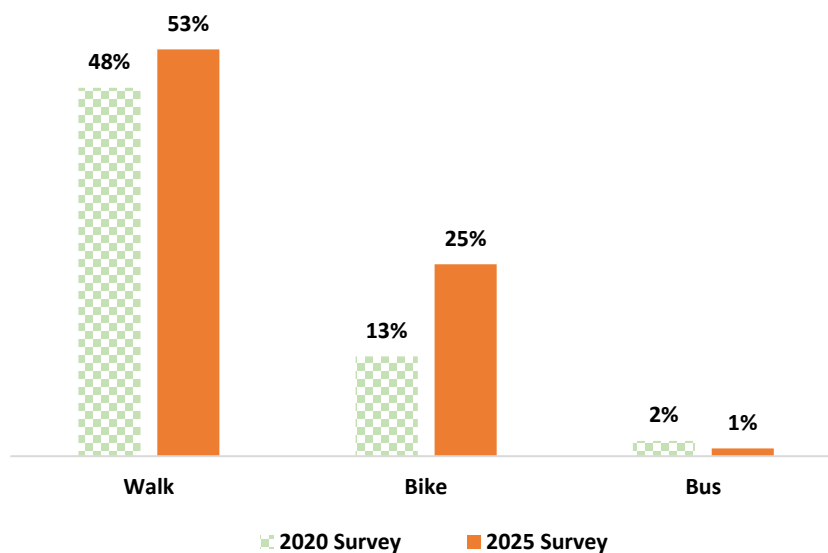


Figure 15: Comparison of 2020 and 2025 Survey of Cars and Alternative Mode Use





Local public transit use within the SEMPO region remained very limited in both survey years. In 2020, 94% of respondents reported not using local transit in the past year, and in 2025 the results were only slightly lower at 90%, suggesting a modest but still minimal increase in use. By contrast, respondents were asked if they have ever used public transit while traveling in another city. The results showed transit use in other cities while traveling was far more common, though it showed a small decline in the most recent survey. In 2020, 86% of respondents indicated they had used public transit elsewhere, compared to 79% in 2025. The types of transit most frequently used were similar across both years, including subways, buses, taxis, and light rail. One notable shift occurred in taxi use: in 2020, 76% of respondents reported using taxis, while by 2025 that proportion had dropped to 53%. Overall, the results suggest that residents remain open to using public transit in cities where it is widely available, yet local transit services continue to be underutilized. Ride-hailing services followed a similar pattern of decline, with slightly higher usage in 2020 than in 2025. In 2020, 41% of respondents reported having used a service such as Uber, Lyft, or CTA/taxi, while in 2025 that number decreased to 36%.

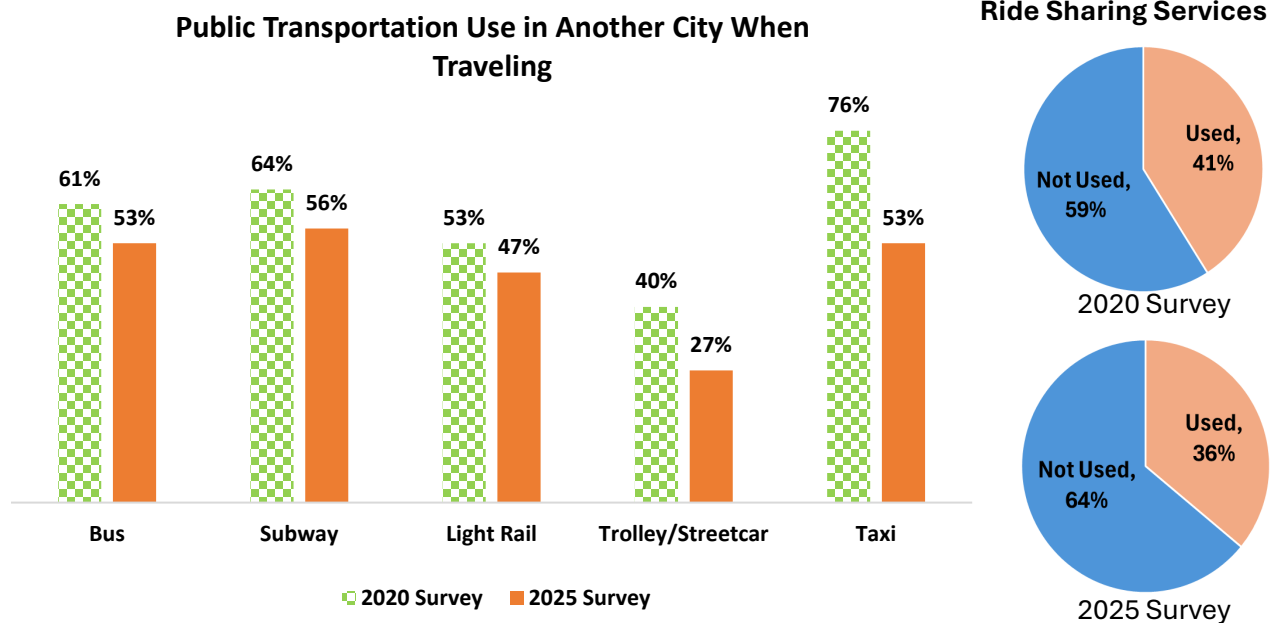


Figure 16: Public Transportation and Ridesharing Use (2020 vs. 2025 Survey Results)





When respondents were asked what changes would most influence their travel, the most common answer was consistent across both surveys: the need for more and improved connections for bicyclists and pedestrians. While this priority remained the same, the level of support increased significantly, rising from 27% in 2020 to 53% in 2025. The second most frequent response shifted between years. In 2020, 27% of participants emphasized the need for more direct roadways linking the east and west areas. By 2025, however, attention turned toward public transit, with 29% of respondents expressing interest in more bus routes with shortened travel times and longer hours of operation. Overall, the findings indicate that while the specific solutions may differ, there is a consistent and growing desire for improved connections throughout the region.

Factors That Would Change How You Travel

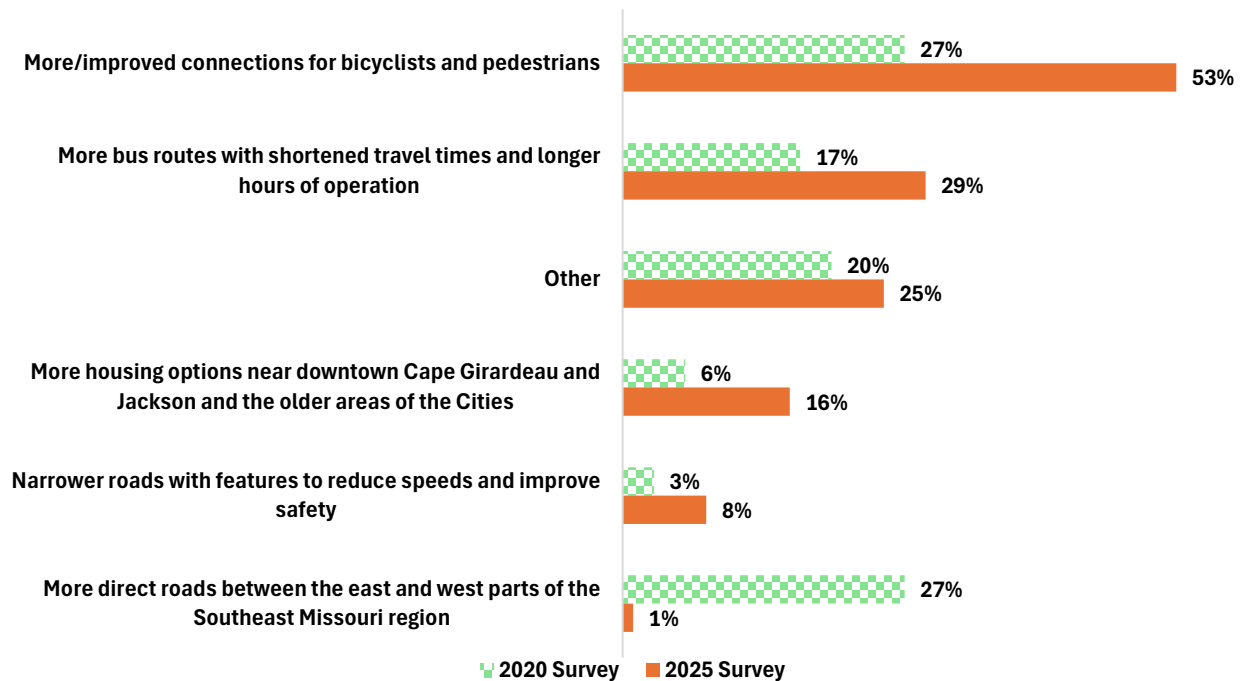


Figure 17: Factors That Would Change How You Travel (2020 vs. 2025 Survey Results)





Respondents were asked to rate the condition of local facilities including roads, bike lanes, sidewalks, multi-use trails, and buses/bus stops on a scale ranging from excellent to very poor. The 2025 survey results closely mirrored those from 2020 in the categories of roads and multi-use trails, suggesting little change in how these facilities are perceived. However, ratings for bike lanes, sidewalks, and buses/bus stops declined in 2025, with respondents viewing their condition as poorer compared to the results reported in 2020.

Ranking Quality of Infrastructure for Each Mode of Transportation in the SEMPO Area

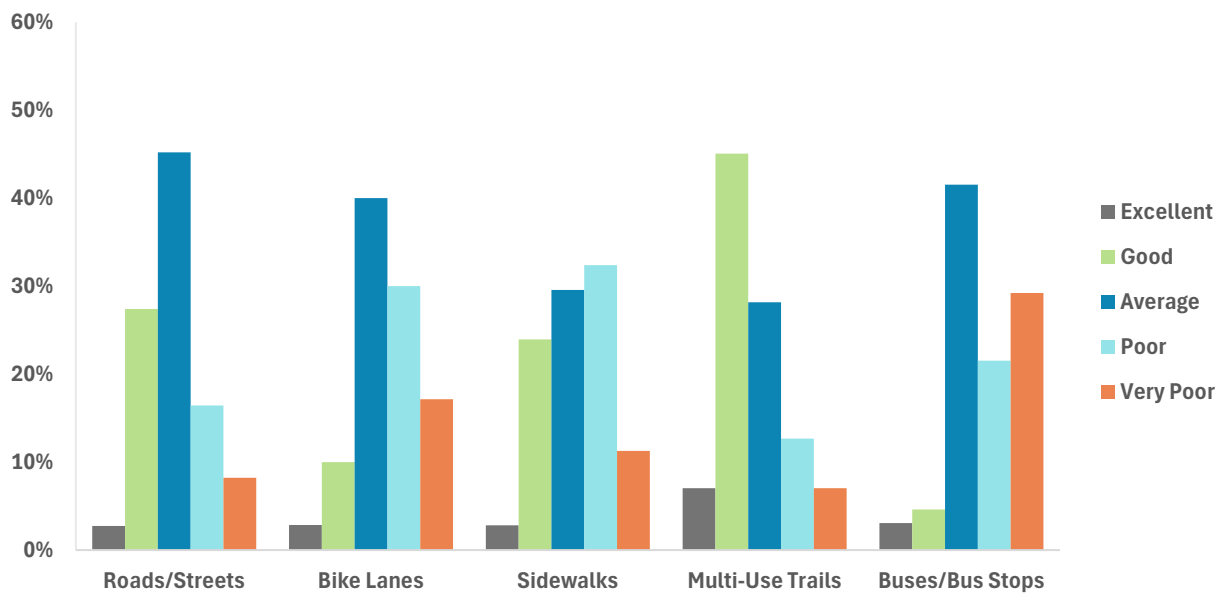


Figure 18: Ranking Quality of Infrastructure (2025 Survey Results)





When asked about commuting, survey results showed a decline in the number of respondents working outside the home, dropping from 83% in 2020 to 74% in 2025. Reliance on a personal car for work also decreased during this period, from 93% to 81%. Reported commute distances ranged from less than 5 miles to more than 30 miles. In 2025, most respondents fell into the less than 5 miles (33%) or 5–10 miles (35%) categories, whereas in 2020 the largest group was concentrated in the less than 5 miles category at 48%. Commutes longer than 30 miles remained consistent across both surveys (7-8%). Typical commute times also shifted: the percentage of respondents with a commute under 15 minutes decreased from 59% in 2020 to 48% in 2025, while those reporting a commute of more than 45 minutes rose slightly from 5% to 7%. Despite these changes, both surveys found the same result regarding overall satisfaction, with 94% of respondents stating their commute was acceptable.

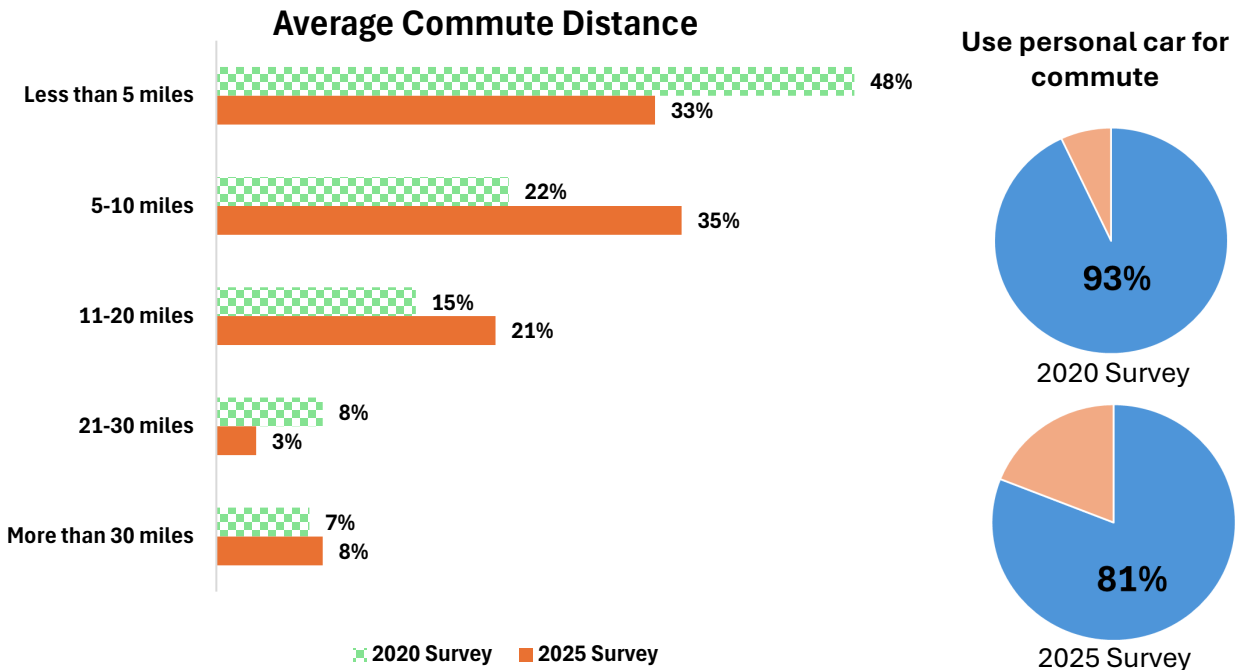


Figure 19: Understanding Typical Commuter Patterns (2020 vs. 2025 Survey Results)





Across both surveys, respondents consistently identified maintenance of existing infrastructure as the most important issue. Very few participants in either year indicated that there were no concerns at all, showing general agreement that there are areas needing improvement. In 2020, the next most frequently cited issues were congestion (43%) and safety (33%). By 2025, the priorities had shifted somewhat, with safety rising to 40% and inconvenient or lacking routes to important destinations rising to 38%.

Ranking of Most Important Transportation Issues That Need to be Addressed in the SEMPO Region

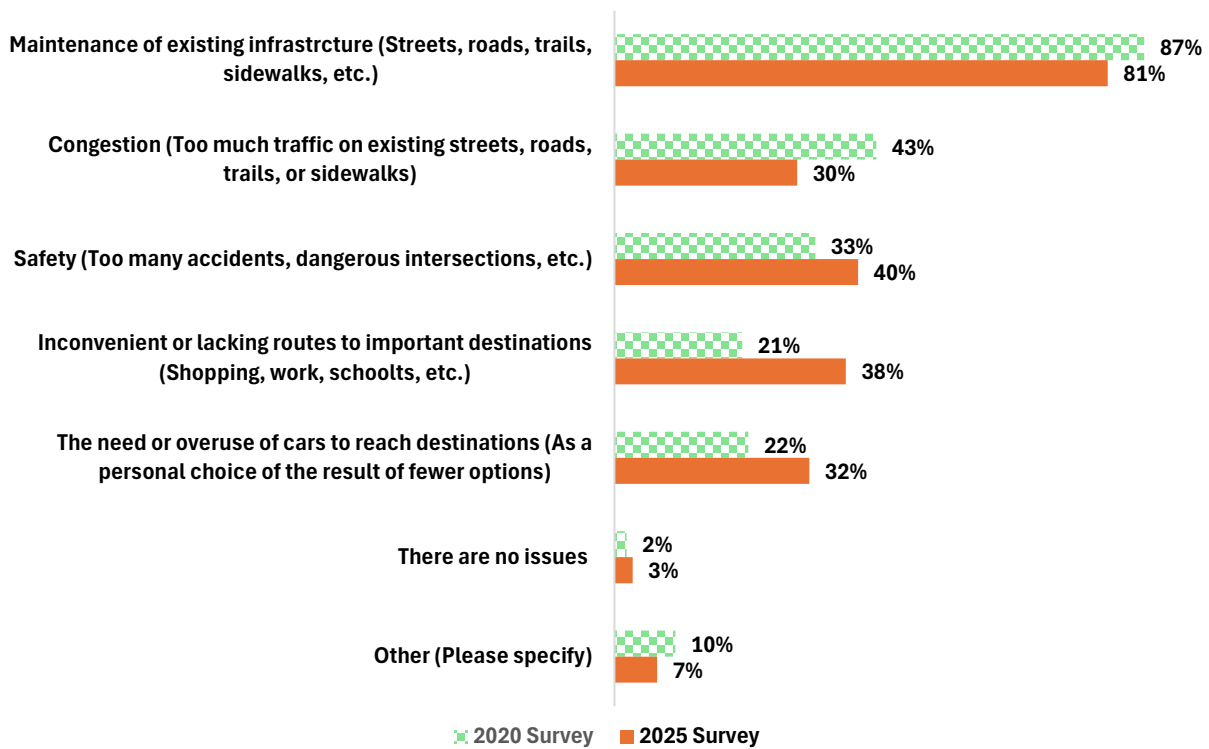


Figure 20: The Public’s Opinion of Transportation Issues (2020 vs. 2025 Survey Results)





When asked how the challenges should be addressed, both surveys showed strong support for improving the efficiency and/or capacity of existing roads and building new sidewalks and pedestrian trails. The third most common response differed between years. In 2020, 35% of respondents favored building new streets and roads, while in 2025, 42% prioritized the development of new bicycle routes and lanes. This suggests a growing interest in alternatives to driving.

How Respondents Believe Transportation Challenges Should be Addressed in the SEMPO Region

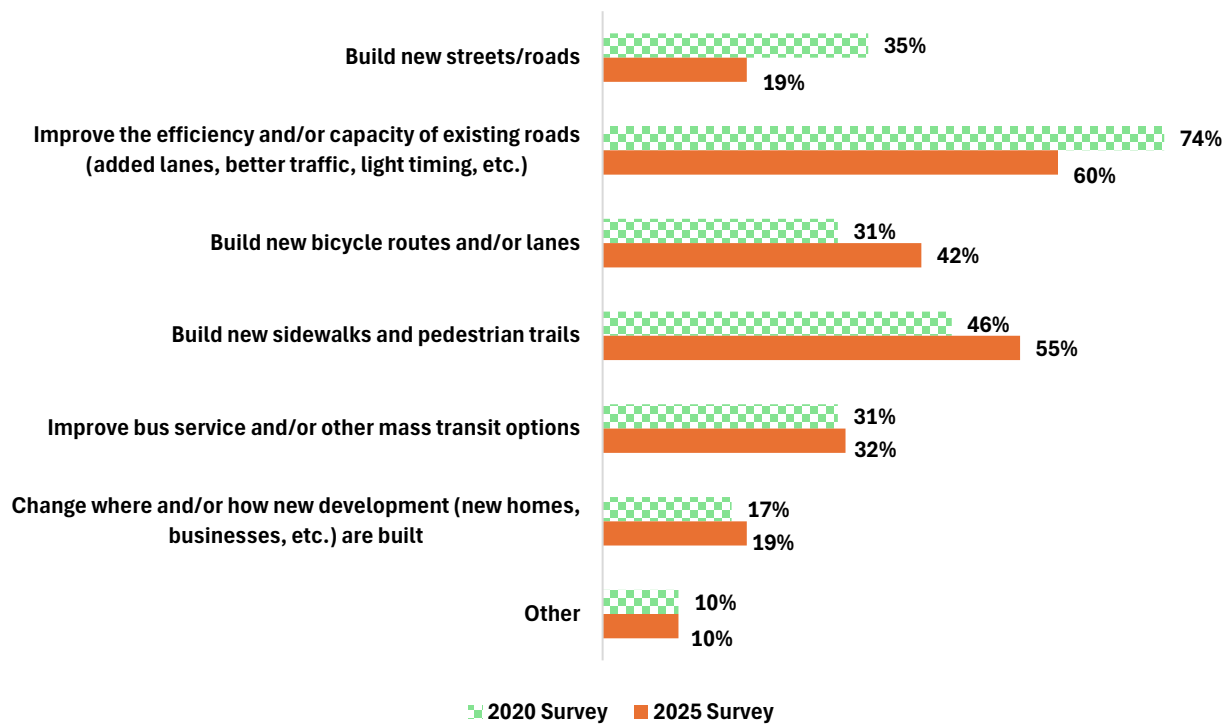


Figure 21: The Public's Opinion of How to Address Transportation Challenges (2020 vs. 2025 Survey Results)





In addition to transportation concerns, respondents also highlighted other community priorities. In 2020, the most common response was a focus on stormwater management and flooding (41%), while in 2025 the top priority shifted to improving access to local businesses (36%). Both surveys agreed on the second most important issue, identifying rural transit access as a key area of need. The 2020 survey had 18% of respondents say none while the 2025 survey had 10%. Responses categorized as “other” were similar across both surveys.

Additional Transportation Issues Respondents Would Like SEMPO to Focus On

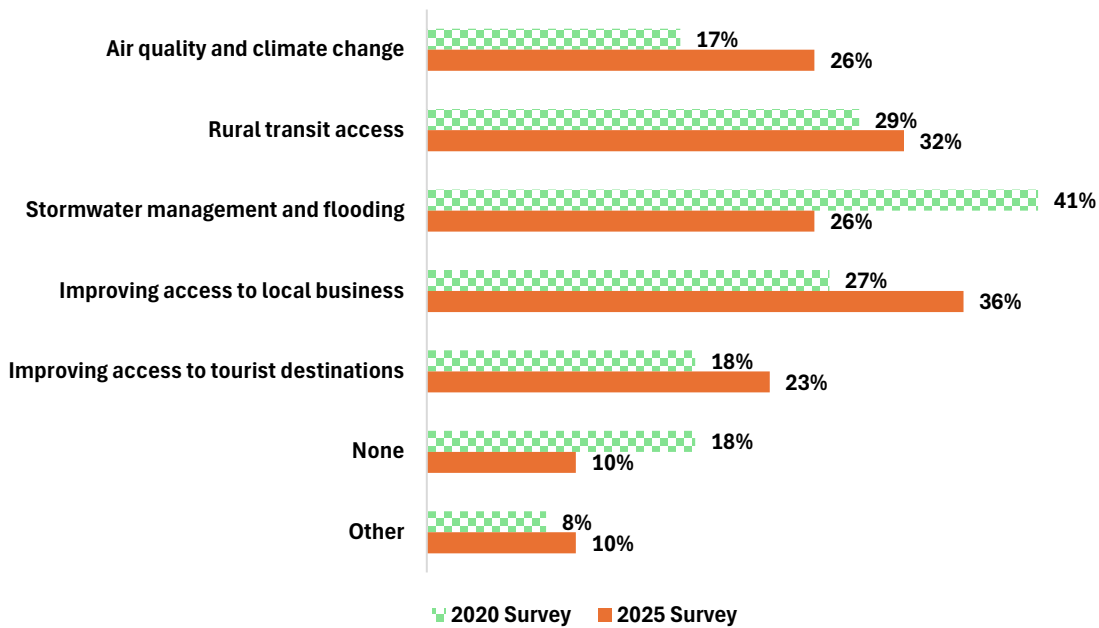


Figure 22: Importance of Additional Transportation Issues to the Public (2020 vs. 2025 Survey Results)





Each of the goals was listed in the survey to assess whether respondents still felt they applied to the MTP. In 2025, overall support levels ranged from 68% to 89%, which is lower than the 2020 results, where support ranged from 93% to 100%. Despite this decline, the top priorities remained consistent across both surveys: ensuring the safety of travelers regardless of mode, supporting local and regional transportation and land use planning needs, and promoting economic growth in the metropolitan area by providing a safe, secure, reliable, and efficient transportation system. However, one priority differed between surveys. In 2020, respondents emphasized improving the coordination between the development of the transportation network and land use planning, while in 2025 the focus shifted toward supporting community involvement in the transportation planning process. These results suggest that public priorities remain largely supported, with growing interest in greater community participation in transportation planning.

Public Opinion of the Existing SEMPO MTP Goals

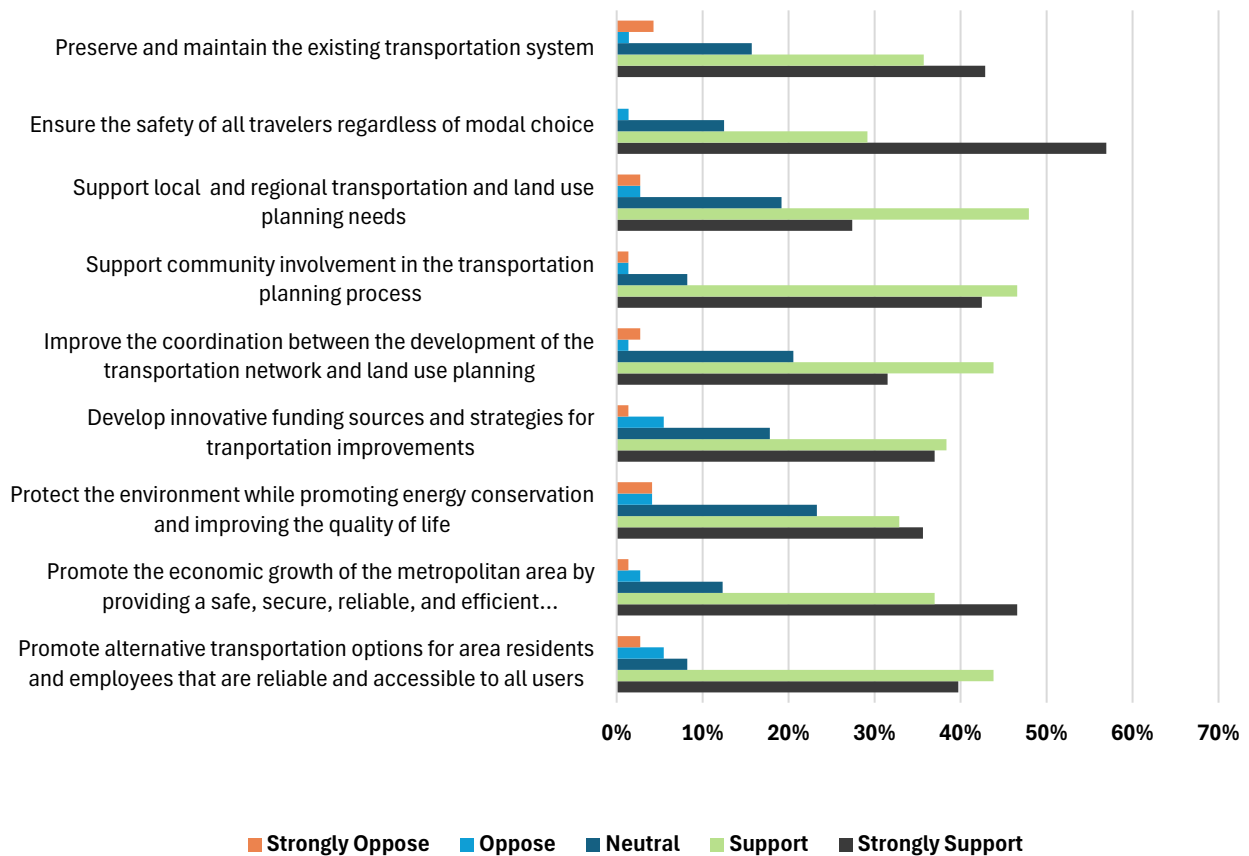


Figure 23: Public Opinion of the Existing SEMPO MTP Goals

The next section provides the complete results from the 2025 public survey.



Responses Overview Closed

Responses

73



Average Time

13:36



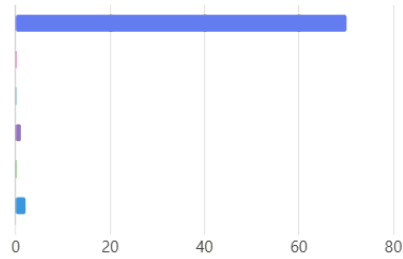
Duration

63 Days



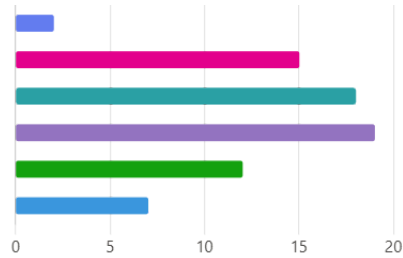
1. What is your primary mode of transportation?

Private Car	70
Bus	0
Carpool or Van Pool	0
Bicycle	1
Walking	0
Other	2



2. What is the primary reason you choose this mode of transportation?

Cost	2
Accessibility	15
Availability	18
Reliability	19
Location	12
Other	7



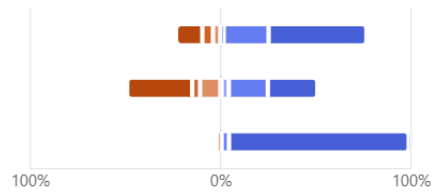
3. If your primary mode of transportation is a personal vehicle, how frequently do you use other modes of transportation?

Multiple Times a Week
Once a week
A few times a month
Once a month
A few times a year
Never

Bike

Walk

Bus

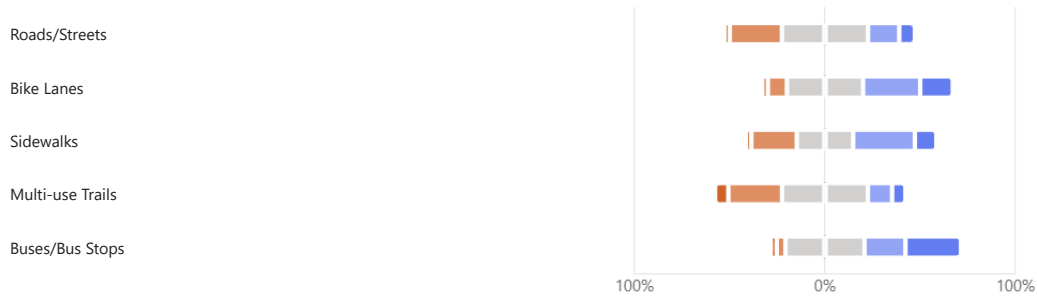


4. Have you used a ride share/ride hailing service in the past year? (Example: Uber, Lyft, CTA/taxi)



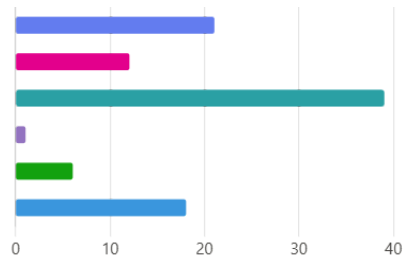
5. Rate the quality of infrastructure for each mode of transportation in the SEMPO area?

● Excellent ● Good ● Average ● Poor ● Very poor



6. Which of the following would change how you travel? (Select all that apply.)

- More bus routes with shortened travel times and longer hours of operation 21
- More housing options near downtown Cape Girardeau and Jackson and the older areas of... 12
- More/improved connections for bicyclists and pedestrians 39
- More direct roads between the east and west parts of the Southeast Missouri region 1
- Narrower roads with features to reduce speeds and improve safety 6
- Other 18



7. Why would the answer you selected change how you travel?

52
Responses

Latest Responses

"Safer for bicycles on trails with no motorized traffic!"

"Maybe"

"It would encourage the use of alternate transportation"

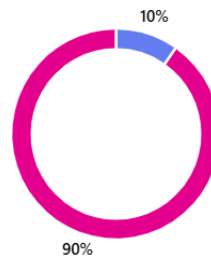
...

13 respondents (25%) answered safer for this question.



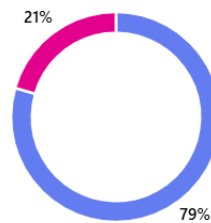
8. Have you used public transit in the SEMPO Region in the last year?

● Yes 7
● No 65



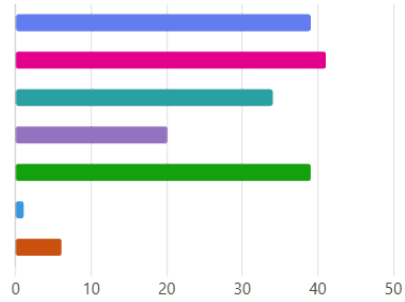
9. Have you ever used public transit while traveling in another city?

● Yes 58
● No 15



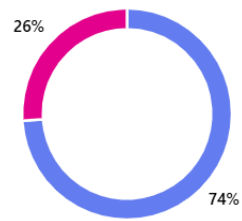
10. What forms of public transit did you use in another city? (Check all that apply)

● Bus	39
● Subway	41
● Light Rail	34
● Trolley/Streetcar	20
● Taxi	39
● Not Sure	1
● Other	6



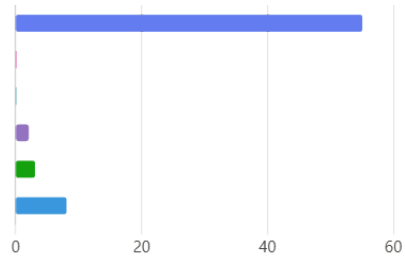
11. Do you typically work outside of the home?

● Yes	54
● No	19



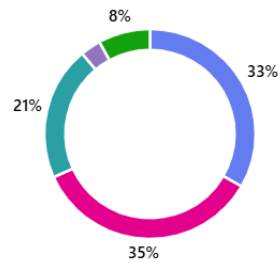
12. What is your typical means of getting to work?

● Personal Car	55
● Carpool/Vanpool	0
● Bus	0
● Bike	2
● Walk	3
● Other	8



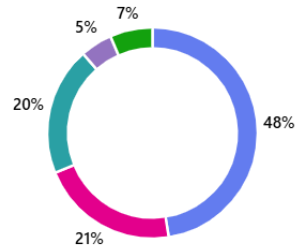
13. About how many miles is your current commute?

● Less than 5 miles	21
● 5-10 Miles	22
● 11-20 Miles	13
● 21-30 Miles	2
● More than 30 Miles	5



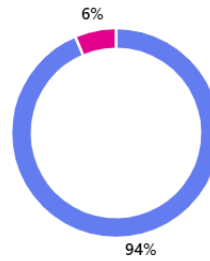
14. What is your typical commute time to work?

● Under 15 minutes	29
● 15-19 Minutes	13
● 20-29 Minutes	12
● 30-44 Minutes	3
● 45 Minutes or longer	4



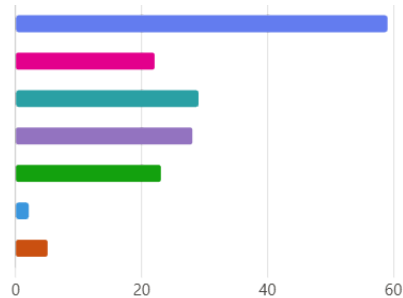
15. Is your commute time acceptable to you?

● Yes	59
● No	4



16. What do you feel are the most important transportation issues that need to be addressed in the SEMPO area. (Check all that apply)

● Maintenance of existing infrastructure (streets, roads, trails, sidewalks, etc.)	59
● Congestion (too much traffic on existing streets, roads, trails, or sidewalks.)	22
● Safety (too many accidents, dangerous intersections, etc.)	29
● Inconvenient or lacking routes to important destinations (shopping, work, schools, etc.)	28
● The need or overuse of cars to reach destinations (as a personal choice of the result...)	23
● There are no issues	2
● Other	5



17. Please explain.

39
Responses

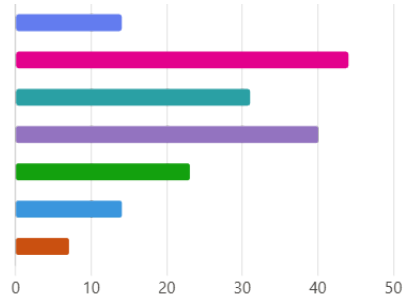
Latest Responses
...

12 respondents (31%) answered Road for this question.



18. How do you think those challenges should be a

- Build new streets/roads 14
- Improve the efficiency and/or capacity of existing roads (added lanes, better traffic, light... 44
- Build new bicycle routes, and/or lanes 31
- Build new sidewalks and pedestrian trails 40
- Improve bus service and/or other mass transit options 23
- Change where and/or how new development (new homes, businesses, etc.) are built 14
- Other 7



19. Please explain.

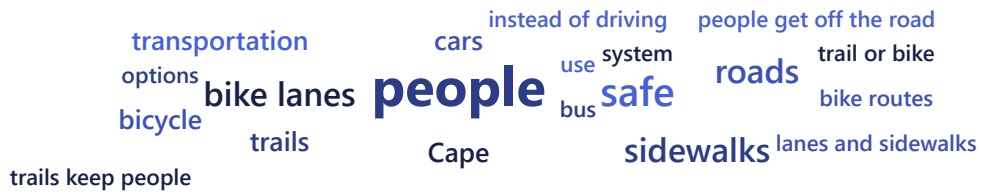
27

Responses

Latest Responses

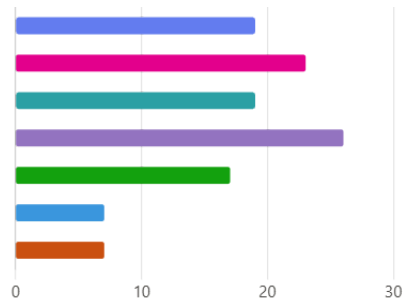
...

8 respondents (30%) answered people for this question.



20. What additional transportation issues would you like the SEMPO area to focus on? (Check all that apply)

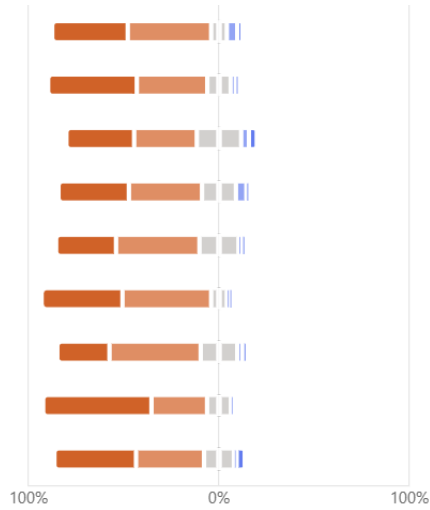
- Air quality and climate change 19
- Rural transit access 23
- Stormwater management and flooding 19
- Improving access to local businesses 26
- Improving access to tourist destinations 17
- None 7
- Other 7



21. The goals of the current transportation plan are listed below in no specific order. Do you agree that these goals still apply?

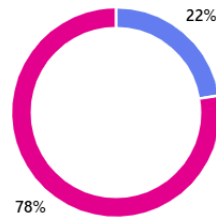
● Strongly Support ● Support ● Neutral ● Oppose ● Strongly Oppose

- Promote alternative transportation options for area residents and employees that are reliable and accessible to all users.
- Promote the economic growth of the metropolitan area by providing a safe, secure, reliable, and efficient transportation...
- Protect the environment while promoting energy conservation and improving the quality of life.
- Develop innovative funding sources and strategies for transportation improvements.
- Improve the coordination between the development of the transportation network and land use planning.
- Support community involvement in the transportation planning process.
- Support local and regional transportation and land use planning needs.
- Ensure the safety of all travelers regardless of modal choice.
- Preserve and maintain the existing transportation system.



22. Are any goals needed in addition to those listed in the previous question?

● Yes 15
● No 52



23. What additional goal(s) should be included in this Metropolitan Transportation Plan Update?

24 Responses

Latest Responses

"An express system connecting Cape to the St Louis Metro, Amtrack, hub"

...

5 respondents (21%) answered roads for this question.



24. What is the single most important transportation improvement that should be implemented in the SEMPO area?

53
Responses

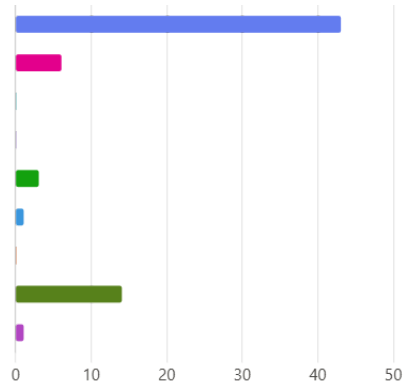
Latest Responses
 "Safe trails for biking, walking, hiking."
 "Improve the bus routes (north-south, east-west) to important parts of the city to i..."
 ...

10 respondents (19%) answered roads for this question.



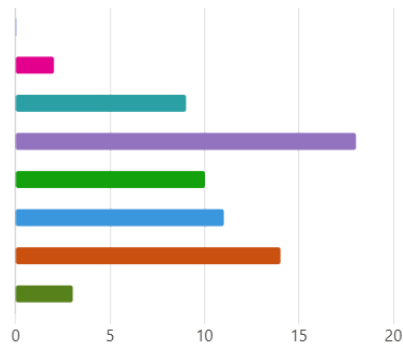
25. Are you currently...?

Employed	43
Self-employed	6
Out of work and looking for work	0
Out of work but not currently looking for work	0
A homemaker	3
A student	1
In the Military	0
Retired	14
Unable to work	1



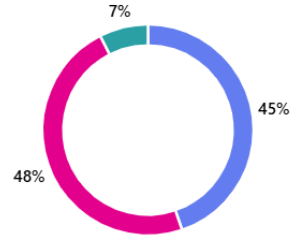
26. What is your age?

Under 18	0
18-24	2
25-34	9
35-44	18
45-54	10
55-64	11
65-74	14
75 years or older	3



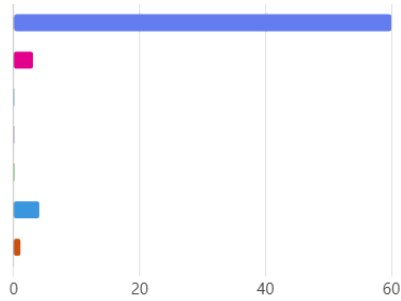
27. Please indicate the gender you identify with.

● Male	30
● Female	32
● Prefer not to answer	5



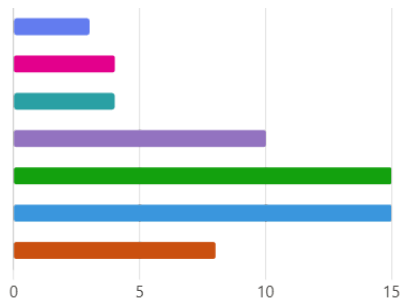
28. Please indicate your race. (Select all that apply)

● White	60
● Black or African American	3
● American Indian or Native Alaskan	0
● Asian	0
● Native Hawaiian or Other Pacific Islander	0
● Other	4
● (Ethnicity) Hispanic/Latino	1



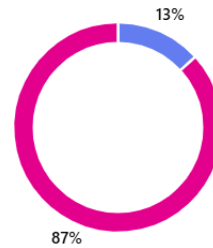
29. What is your household income?

● Under \$15,000	3
● Between \$15,000 and \$29,999	4
● Between \$30,000 and \$49,999	4
● Between \$50,000 and \$74,999	10
● Between \$75,000 and \$99,999	15
● Between \$100,000 and \$150,000	15
● Over \$150,000	8



30. Do you or any member of your household have a disability that would prevent the person from walking, biking, or driving a vehicle?

● Yes	9
● No	59



31. Please include any additional comments here.

8

Responses

Latest Responses

...

1 respondents (13%) answered strongly oppose for this question.

Tennessee roads walking has become much shorter
TransAmerican distance walking
Jackson civil engineer strongly oppose train service Railroad
cars social activistsidewalks on the streets cordoor route
no idea needed Brightline people STL transcorridor system

SEMPO 2050 Metropolitan Transportation Plan Survey

The Southeast Metropolitan Planning Organization (SEMPO) is currently updating the Metropolitan Transportation Plan (MTP), a long-range blueprint that guides transportation investments in the Cape Girardeau urbanized area, including Cape Girardeau, Jackson, East Cape Girardeau, and surrounding communities. This 2050 MTP will identify the region's transportation needs and prioritize projects to enhance our roadways, public transit, bicycle and pedestrian infrastructure, and more, over the next 25 years.

The MTP update ensures that our transportation system evolves to meet the changing needs of our growing region. By considering factors like population trends, economic development, and community priorities, the 2050 MTP will help us plan for a safer, more efficient, and more accessible transportation network for all. This plan builds upon previous efforts and incorporates progress made while looking ahead to future challenges and opportunities.

Mode Choice:

1. What is your primary mode of transportation?

- Private Car
- Bus
- Carpool or Van Pool
- Bicycle
- Walking
- Other

2. What is the primary reason you choose this mode of transportation?

- Cost
- Accessibility
- Availability
- Reliability
- Location
- Other

3. If your primary mode of transportation is a personal vehicle, how frequently do you use other modes of transportation?

	Multiple Times a Week	Once a week	A few times a month	Once a month	A few times a year	Never
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Have you used a ride share/ride hailing service in the past year? (Example: Uber, Lyft, CTA/taxi)

Yes

No

5. Rate the quality of infrastructure for each mode of transportation in the SEMPO area?

	Excellent	Good	Average	Poor	Very poor
Roads/Streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi-use Trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Buses/Bus Stops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Which of the following would change how you travel? (Select all that apply.)

More bus routes with shortened travel times and longer hours of operation

More housing options near downtown Cape Girardeau and Jackson and the older areas of the Cities

More/improved connections for bicyclists and pedestrians

More direct roads between the east and west parts of Bartholomew County

Narrower roads with features to reduce speeds and improve safety

Other

7. Why would the answer you selected change how you travel?

Transit

8. Have you used public transit in the SEMPO Region in the last year?

Yes

No

9. Have you ever used public transit while traveling in another city?

Yes

No

10. What forms of public transit did you use in another city? (Check all that apply)

Bus

Subway

Light Rail

Trolley/Streetcar

Taxi

Not Sure

Other

Commuter

11. Do you typically work outside of the home?

- Yes
- No

12. What is your typical means of getting to work?

- Personal Car
- Carpool/Vanpool
- Bus
- Bike
- Walk
- Other

13. About how many miles is your current commute?

- Less than 5 miles
- 5-10 Miles
- 11-20 Miles
- 21-30 Miles
- More than 30 Miles

14. What is your typical commute time to work?

- Under 15 minutes
- 15-19 Minutes
- 20-29 Minutes
- 30-44 Minutes
- 45 Minutes or longer

15. Is your commute time acceptable to you?

Yes

No

Challenges and Goals

16. What do you feel are the most important transportation issues that need to be addressed in the SEMPO area. (Check all that apply)

- Maintenance of existing infrastructure (streets, roads, trails, sidewalks, etc.)
- Congestion (too much traffic on existing streets, roads, trails, or sidewalks.)
- Safety (too many accidents, dangerous intersections, etc.)
- Inconvenient or lacking routes to important destinations (shopping, work, schools, etc.)
- The need or overuse of cars to reach destinations (as a personal choice of the result of few other options)
- There are no issues
- Other

17. Please explain.

18. How do you think those challenges should be addressed? (Check all that apply)

- Build new streets/roads
- Improve the efficiency and/or capacity of existing roads (added lanes, better traffic, light timing, etc.)
- Build new bicycle routes, and/or lanes
- Build new sidewalks and pedestrian trails
- Improve bus service and/or other mass transit options
- Change where and/or how new development (new homes, businesses, etc.) are built
- Other

19. Please explain.

20. What additional transportation issues would you like the SEMPO area to focus on? (Check all that apply)

- Air quality and climate change
- Rural transit access
- Stormwater management and flooding
- Improving access to local businesses
- Improving access to tourist destinations
- None
- Other

21. The goals of the current transportation plan are listed below in no specific order. Do you agree that these goals still apply?

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose
Promote alternative transportation options for area residents and employees that are reliable and accessible to all users.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote the economic growth of the metropolitan area by providing a safe, secure, reliable, and efficient transportation system.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Protect the environment while promoting energy conservation and improving the quality of life.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Develop innovative funding sources and strategies for transportation improvements.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve the coordination between the development of the transportation network and land use planning.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support community involvement in the transportation planning process.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support local and regional transportation and land use planning needs.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ensure the safety of all travelers regardless of modal choice.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose
Preserve and maintain the existing transportation system.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

22. Are any goals needed in addition to those listed in the previous question?

- Yes
- No

23. What additional goal(s) should be included in this Metropolitan Transportation Plan Update?

24. What is the single most important transportation improvement that should be implemented in the SEMPO area?

Demographics

25. Are you currently...?

- Employed
- Self-employed
- Out of work and looking for work
- Out of work but not currently looking for work
- A homemaker
- A student
- In the Military
- Retired
- Unable to work

26. What is your age?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 years or older

27. Please indicate the gender you identify with.

- Male
- Female
- Prefer not to answer

28. Please indicate your race. (Select all that apply)

- White
- Black or African American
- American Indian or Native Alaskan
- Asian
- Native Hawaiian or Other Pacific Islander
- Other
- (Ethnicity) Hispanic/Latino

29. What is your household income?

- Under \$15,000
- Between \$15,000 and \$29,999
- Between \$30,000 and \$49,999
- Between \$50,000 and \$74,999
- Between \$75,000 and \$99,999
- Between \$100,000 and \$150,000
- Over \$150,000

30. Do you or any member of your household have a disability that would prevent the person from walking, biking, or driving a vehicle?

- Yes
- No

31. Please include any additional comments here.

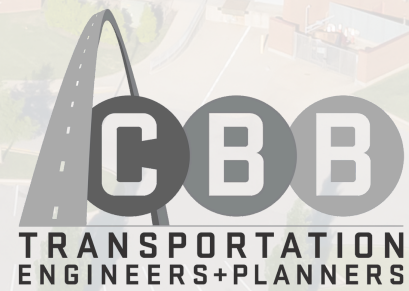
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2050 METROPOLITAN
TRANSPORTATION PLAN

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