

UPWP 2026 - 2027

Effective

July 1, 2026 – June 30, 2027



SEMPO

SOUTHEAST METROPOLITAN PLANNING ORGANIZATION

"Serving the Transportation Needs of the Southeast Missouri Region"

FY 2027 Unified Planning Work Program

Cape Girardeau – Jackson Urbanized Area

**Adopted
April 15, 2026**



Southeast Metropolitan Planning Organization
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Introduction

A metropolitan planning organization (MPO) is a federally mandated and funded policy-making organization that oversees transportation planning for an urbanized area. The requirements for MPOs are contained in 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR 450.308, and 23 CFR 450.314. The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing (3-C) transportation planning to continue receiving Federal funds for highway and transit improvements. Subsequently in 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area-wide transportation planning. In 1972, new federal legislation provided for the disbursement of Federal planning funds through the states to MPOs.

In accordance with the 3-C process, the MPO must adopt a Unified Planning Work Program (UPWP) that provides for consideration and implementation of projects, strategies and services that will address the following ten 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 1991, the role of the MPO changed with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). ISTEA placed emphasis on the efficiency of the intermodal transportation system, and MPOs responded by focusing on these aspects.

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. MAP-21 transformed federal transportation grant programs by establishing new requirements for performance management and performance-based planning and programming to ensure the most efficient investment of federal transportation funds. The Fixing America's Surface Transportation Act (FAST Act) was signed into law in 2015 which continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes. In implementing MAP-21 and FAST Act, state Departments of Transportation (DOTs), MPOs, and providers of public transportation must:

- establish performance targets that reflect the measures;

- report on progress towards achieving those targets;
- develop performance based plans for safety and asset management; and
- implement a performance based approach to planning and programming.

On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL). IIJA represents the largest federal investment in transportation infrastructure in decades and significantly expanded funding available to states, MPOs, and local governments. The legislation strengthened the role of MPOs in advancing multimodal, safety-focused, and resilient transportation systems, and increased emphasis on performance-based planning, project readiness, and regional coordination. IIJA also created and expanded several discretionary grant programs, including safety, freight, carbon reduction, and community access initiatives, that rely on MPO-led planning and corridor studies to position projects for implementation. As a result, SEMPO's planning activities continue to support data-driven decision making, grant competitiveness, and investments that improve safety, mobility, economic vitality, and quality of life throughout the region.

Required MPO Plans and Documents

Table 1: Timeline for updating required MPO plans and documents

Fiscal Year	Qtr	MTP	TIP	UPWP	PT-HSTCP	Title VI	LAP	PPP
2027	1 CY25							
	2 CY25							
	3 CY26							
	4 CY26							
2028	1							
	2							
	3							
	4							
2029	1							
	2							
	3							
	4							
2030	1							
	2							
	3							
	4							
2031	1							
	2							
	3							
	4							
2032	1							
	2							
	3							
	4							
2033	1							
	2							
	3							
	4							

Fiscal Year: **Q1** July – September; **Q2** October – December; **Q3** January – March; **Q4** April – June

MTP – Metropolitan Transportation Plan

TIP – Transportation Improvement Plan

UPWP – Unified Planning Work Program

PT-HSTCP – Public Transit – Human Services
Transportation Coordination Plan

Title VI – Title VI of the Civil Rights Act of 1964

LAP – Language Assistance Plan

PPP – Public Participation Plan

Approved April 2026 (Expires April 2031)

Approved June 2026 (update every 2 years)

Approved April 2026 (Expires June 2027)

Approved June 2023 (Expires June 2028)

Approved June 2025 (Expires June 2028)

Approved June 2025 (Expires June 2028)

As needed

Metropolitan Planning Area

As the MPO for the Cape Girardeau – Jackson urbanized area, the Southeast Metropolitan Planning Organization (SEMPO) is responsible for meeting the federal metropolitan planning regulations for the metropolitan planning area (MPA) that includes the City of Cape Girardeau, the City of Jackson, and portions of Cape Girardeau County and Scott County, Missouri, as well as portions of the Village of East Cape Girardeau and Alexander County, Illinois. An MPA boundary map showing the SEMPO metropolitan planning area is attached at the end of this document. This area is faced with the challenge of maintaining a number of transportation systems that meet the needs of a growing region, including highways, railways, ports, airports, transit, bicyclists, and pedestrians. In addition to system preservation and expansion, SEMPO is prioritizing freight mobility and first/last-mile connectivity given the region’s strategic location along the Mississippi River, Interstate 55, and key rail corridors. The region also faces challenges related to aging infrastructure, constrained local match resources, increasing safety needs across all modes, and improving multimodal connectivity between Missouri and Illinois portions of the planning area as well as the Cities of Cape Girardeau and Jackson. Addressing this challenge is SEMPO’s top priority, followed by planning for expansion of these systems to accommodate future growth.

SEMPO was designated by the Governor of Missouri as the metropolitan planning organization for the urbanized area on March 12, 2013, and by the Governor of Illinois on February 7, 2013. It is comprised of a Board of Directors and a Technical Planning Committee. The Board of Directors consists of elected and appointed officials from the above jurisdictions, as well as various federal, state, and regional transportation agencies and local transit providers. The Technical Planning Committee primarily consists of staff from these jurisdictions and agencies; it serves in an advisory capacity to the Board of Directors on technical matters. The City of Cape Girardeau provides administrative services and staff support for SEMPO, as authorized in the [Memorandum of Understanding](#) and the [Bylaws](#).

This UPWP covers the period from July 1, 2026 to June 30, 2027. It serves as a management tool for identifying, scheduling, budgeting and monitoring SEMPO’s planning activities, and serves as the basis for funding agreements with the Missouri Department of Transportation (MoDOT) and Illinois Department of Transportation (IDOT). There are a number of activities that are considered eligible expenses for transportation planning funds, such as: data collection and maintenance, map preparation, land use studies, traffic volume studies, economic and fiscal studies, project evaluation studies, specialized plans, and other studies and plans relating to transportation. In accordance with the Bipartisan Infrastructure Law, MPOs are also required to use at least 2.5% of its planning funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The planning work of the Southeast Metropolitan Planning Organization (SEMPO) will remain in compliance with this set aside requirement and endeavor to consider each of these planning emphasis areas thoughtfully and thoroughly.

Tables 2 through 6 on the following pages contain SEMPO’s funding and budget information.

Table 2: Available Federal Revenue (Missouri)

SEMPO FY 2026 MISSOURI FEDERAL Consolidated Planning Grant (CPG) FUNDS	
FY 2025 Ending CPG Balance	\$ 556,866
FY 2026 CPG Allocation (Final)	\$ 190,233
Total FY 2026 CPG Funds Expected to be Expended by 6/30/2026	\$ (255,393)
Total SEMPO FY 2026 Missouri Federal CPG Funds	\$ 491,706
SEMPO FY 2027 MISSOURI FEDERAL (CPG) FUNDS	
FY 2027 CPG Allocation (Estimate)	\$ 190,233
Total Estimated CPG Funds Available for FY 2027 UPWP	\$ 681,939
Total Programmed CPG Funds for FY 2027 UPWP	\$ (164,770)
Remaining Unprogrammed Balance ¹	\$ 517,169

1 – SEMPO has elected not to program 100% of the anticipated available CPG funds. It is SEMPO’s general policy to maintain a reserve of funds for potential large expense planning projects that may become necessary in the future. In addition, the SEMPO members who collectively provide the required local match have budgetary constraints, making it unlikely that they would be able to fully fund the local match if 100% of the CPG funds were programmed.

Table 3: Available Federal Revenue (Illinois)

SEMPO FY 2027 ILLINOIS FEDERAL FUNDS	
Federal Revenue Balance Prior to FY 2027	\$ -
Total Estimated Federal Revenue Available for FY 2027 UPWP	\$ 51,634
Total Programmed Federal Funds for FY 2027 UPWP	\$ (51,634)
Remaining Unprogrammed Balance ¹	\$ -

1 – Illinois is not a CPG state and does not have a carryover policy.

Table 4: Summary of Total Available Federal, State, and Local Revenue

SEMPO FY 2027 SUMMARY OF ALLOCATIONS	
CPG (Missouri) ¹	\$ 190,233
Local Match (Missouri) ²	\$ 30,702
Illinois ³	\$ 64,542
Total	\$ 285,477

1 – Missouri CPG funds consist of FHWA Missouri PL and FTA Section 5303 planning funds.

2 – Represents the amount to be collected in FY 2026. Invoices to MoDOT will be 80% reimbursable with the exception of FTA 5303 and FHWA PL (2.5%) set-aside funds which are 100% reimbursable.

3 – Illinois funds consist of FHWA Illinois PL and FTA Section 5303 planning funds and state match funds. A local match is not required. In FY2026, SEMPO will receive a higher than normal allotment of PL funds from Illinois due to an Illinois distribution policy of unspent PL funds for MPOs.

Table 5: CPG Local Match Funding Sources (Missouri)

SEMPO FY 2027 CPG LOCAL MATCH FUNDS		
City of Cape Girardeau	28.60%	\$ 8,781
City of Jackson	28.60%	\$ 8,781
Cape Girardeau County Transit Authority	14.30%	\$ 4,390
Cape Girardeau County / Cape Special Road District ¹	14.30%	\$ 4,390
Southeast Missouri Regional Planning & Economic Development Commission	14.20%	\$ 4,360
Total	100.00%	\$ 30,702

1 – Cape Girardeau County match will be provided annually by Cape Girardeau County and Cape Special Road District, with each paying 7.15%.

Table 6: SEMPO FY 2027 Budget

SEMPO FY 2027 BUDGET								
	Missouri CPG	FTA Section	FHWA PL	Missouri Local Match	Illinois (Federal)	Illinois State	Illinois Unspent	Total Cost
Staff Labor - City of Cape Girardeau								
Salaries	\$ 38,785	\$ -	\$ -	\$ 9,696	\$ 10,150	\$ 2,538	\$ -	\$ 61,169
Benefits	\$ 14,710	\$ -	\$ -	\$ 3,678	\$ 3,850	\$ 962	\$ -	\$ 23,200
Subtotal	\$ 53,495	\$ -	\$ -	\$ 13,374	\$ 14,000	\$ 3,500	\$ -	\$ 84,369
Consultant Contract - KLG Engineering, LLC								
Program Support	\$ 11,096	\$ -	\$ -	\$ 2,774	\$ 2,904	\$ 726	\$ -	\$ 17,500
Public Outreach	\$ 3,170	\$ -	\$ -	\$ 793	\$ 830	\$ 207	\$ -	\$ 5,000
Education and Training	\$ 1,585	\$ -	\$ -	\$ 396	\$ 415	\$ 104	\$ -	\$ 2,500
Subtotal	\$ 15,852	\$ -	\$ -	\$ 3,963	\$ 4,148	\$ 1,037	\$ -	\$ 25,000
Consultant Contract - Southeast Missouri Regional Planning & Economic Development Commission								
Data Collection and Management	\$ 3,170	\$ -	\$ -	\$ 793	\$ 830	\$ 207	\$ -	\$ 5,000
Transportation Improvement Program Management	\$ 9,511	\$ -	\$ -	\$ 2,378	\$ 2,489	\$ 622	\$ -	\$ 15,000
Subtotal	\$ 12,681	\$ -	\$ -	\$ 3,170	\$ 3,319	\$ 830	\$ -	\$ 20,000
Consultant Contract - EcolInteractive								
TIP Tool Online Management & Support	\$ 13,911	\$ -	\$ -	\$ 3,478	\$ 3,641	\$ 910	\$ -	\$ 21,940
Subtotal	\$ 13,911	\$ -	\$ -	\$ 3,478	\$ 3,641	\$ 910	\$ -	\$ 21,940
Transit Transportation Planning Project - Olsson								
Transit System Planning	\$ 10,815	\$ 38,147	\$ 3,815	\$ 2,704	\$ 11,615	\$ 2,904	\$ -	\$ 70,000
Subtotal	\$ 10,815	\$ 38,147	\$ 3,815	\$ 2,704	\$ 11,615	\$ 2,904	\$ -	\$ 70,000
Consultant Contract - JFA								
Multi-Modal Freight Plan	\$ 6,631	\$ -	\$ -	\$ 1,658	\$ 1,735	\$ 434	\$64,542	\$ 75,000
Subtotal	\$ 6,631	\$ -	\$ -	\$ 1,658	\$ 1,735	\$ 434	\$64,542	\$ 75,000
Other Direct Costs								
Advertising	\$ 634	\$ -	\$ -	\$ 159	\$ 166	\$ 41	\$ -	\$ 1,000
Books/Publications	\$ 190	\$ -	\$ -	\$ 48	\$ 50	\$ 12	\$ -	\$ 300
Copies	\$ 634	\$ -	\$ -	\$ 159	\$ 166	\$ 41	\$ -	\$ 1,000
Liability Insurance	\$ 634	\$ -	\$ -	\$ 159	\$ 166	\$ 41	\$ -	\$ 1,000
Meetings/Conferences	\$ 2,536	\$ -	\$ -	\$ 634	\$ 664	\$ 166	\$ -	\$ 4,000
Office Supplies	\$ 1,902	\$ -	\$ -	\$ 476	\$ 498	\$ 124	\$ -	\$ 3,000
Postage	\$ 190	\$ -	\$ -	\$ 48	\$ 50	\$ 12	\$ -	\$ 300
Printing	\$ 634	\$ -	\$ -	\$ 159	\$ 166	\$ 41	\$ -	\$ 1,000
Training/Education	\$ 1,268	\$ -	\$ -	\$ 317	\$ 332	\$ 83	\$ -	\$ 2,000
Dues and Memberships	\$ 418	\$ -	\$ -	\$ 105	\$ 110	\$ 27	\$ -	\$ 660
Website Hosting	\$ 380	\$ -	\$ -	\$ 95	\$ 100	\$ 25	\$ -	\$ 600
Subtotal	\$ 9,422	\$ -	\$ -	\$ 2,356	\$ 2,466	\$ 616	\$ -	\$ 14,860
Indirect Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 122,808	\$ 38,147	\$ 3,815	\$ 30,702	\$ 40,924	\$ 10,231	\$64,542	\$ 311,169

* The Bipartisan Infrastructure Law (BIL) requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. FY 2027 2.5% estimate is \$3,815 based off an anticipated \$152,625 in PL funds and is addressed under **Work Element 3.3.**

Elements of the FY 2027 Unified Planning Work Program

The UPWP is one of four key documents SEMPO is required to develop and maintain for the metropolitan planning area. The other key documents are the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Public Participation Plan (PPP).

The UPWP is the management plan for the MPO and is prepared with cooperation and guidance from federal, state, and local government agencies as well as public and private transportation providers. It identifies and schedules all of the planning activities that need to be accomplished on an annual basis. It integrates policy, planning, and programming activities. This is also where the allocation of staff and funding resources occurs.

There are three work elements in this UPWP. Each element consists of sections that identify the lead agency; objective; program activities; prior year accomplishments; work products (with estimated completion dates); and budget. The budget allocation for each work element is included at the end of the element's description.

The SEMPO FY 2027 UPWP consists of the following work elements:

- 1.0 Program Administration and Support
- 2.0 Data Collection and Management
- 3.0 Transportation Planning

1.0 Program Administration and Support

This work element addresses the administrative and support functions for SEMPO, such as the UPWP, coordination of third party services, public outreach, education and training.

Table 7: Program Administration and Support

1.1 Program Support	\$ 76,558
1.2 Public Outreach	\$ 21,874
1.3 Education and Training	\$ 10,937
Subtotal	\$109,369

1.1 Program Support

1.1.1 Lead Agency: SEMPO staff with support via consulting contract with KLG Engineering, LLC

1.1.2 Objective:
SEMPO will conduct its activities in accordance with applicable federal, state, and local laws as well as its own plans and programs. The UPWP will be prepared

and adopted annually, and will serve as the basis for the transportation planning process, including technical and administrative support. SEMPO will participate in meetings with other agencies to ensure that its transportation planning process is properly coordinated with statewide and regional processes, and to provide input on matters affecting transportation in Southeast Missouri. In January 2020, the City of Cape Girardeau established a full time SEMPO Executive Director/City Grant Coordinator position. The position is structured to dedicate sixty percent of its time on SEMPO related tasks and forty percent on City grant coordination. Establishment of this position provides SEMPO with a dedicated staff member. In previous years, the City of Cape Girardeau's City Planner fulfilled these administrative duties with the assistance of KLG Engineering, LLC via a general services agreement established through a competitive request for qualifications process. Establishing a dedicated Executive Director position lessens the demand for outside consultant assistance for administrative services but does not completely eliminate the need. KLG Engineering retains a general services agreement through December 2026 and will be utilized as necessary to assist in the administrative service delivery to SEMPO.

1.1.3 Program Activities:

- a. Prepare agendas, minutes, presentations, information and materials for meetings of the SEMPO Board of Directors, Technical Planning Committee, and other committees/subcommittees as needed.
- b. Develop the FY 2028 UPWP; prepare and submit FY 2027 UPWP quarterly progress reports, billings and invoices; amend documents as needed.
- c. Contract with third party agencies and consultants on an as-needed basis, in accordance with the Consolidated Planning Grant Agreement with MoDOT and the Intergovernmental Agreement with IDOT; coordinate and review contracted work products.
- d. Participate in coordination and partnering programs with MoDOT and IDOT, and in intergovernmental organizations such as the Southeast Missouri Regional Planning and Economic Development Commission and the Bootheel Regional Planning and Economic Development Commission.
- e. Administer general services agreements with selected consulting firms.
- f. Respond to requests for information from outside jurisdictions, agencies, and the public.
- g. Maintain compliance with Title VI requirements.
- h. Maintain compliance with applicable federal, state, and local laws and regulations.

1.1.4 FY 2026 Accomplishments:

- a. Prepared and adopted FY 2027 UPWP (March 2026)
- b. Prepared and submitted all FY2026 UPWP quarterly progress reports, billings, and invoices.
- c. Maintained SEMPO's website to enhance the accessibility of relative planning documentation, event information, and records retention (June 2026).
- d. Prepared Board and TPC 2025 Meeting Schedule (December 2025)

- e. Prepared and submitted prioritized needs list for MoDOT Funding Scenarios (July 2025)
- f. Prepared and approved Transportation Improvement Program Amendments No. 7 for public comment (July 2025) to the FY 2024 – 2027 Transportation Improvement Program.
- g. Prepared and adopted a resolution supporting MoDOT and IDOT Performance Measure Targets (September 2025)
- i. Issued solicitation for 2027 – 2031 General Services Agreement for Contract Professional Services

1.1.5 FY 2027 Work Products (estimated completion dates):

- a. Meeting agendas, minutes, presentations, information and materials (ongoing)
- b. Prepare and submit for approval FY 2028 UPWP (April 2027)
- c. FY 2027 UPWP progress reports (submitted quarterly)
- d. Amend FY 2027 UPWP as necessary
- e. Administer General Services Agreement for Contract Professional Services for 2027 – 2031 (ongoing)

1.1.6 Budget: \$76,558 (\$59,058 SEMPO Staff + \$17,500 KLG Engineering, LLC)

Total Cost	\$ 76,558
Missouri CPG (Federal)	\$ 48,543
Missouri Local Match	\$ 12,136
Illinois (Federal)	\$ 12,704
Illinois State Match	\$ 3,176

1.2 Public Outreach

1.2.1 Lead Agency: SEMPO staff with support via consulting contract with KLG Engineering, LLC

1.2.2 Objective:
SEMPO will conduct public outreach activities in accordance with the Public Participation Plan. This Plan, adopted on May 21, 2014 and amended in subsequent years, outlines a process for obtaining public input on SEMPO’s planning documents, including but not limited to: the Public Participation Plan, the Title VI Program, the Unified Planning Work Program, the Metropolitan Transportation Plan, and the Transportation Improvement Program.

1.2.3 Program Activities:

- a. Provide public access to SEMPO information, including meeting schedules, agendas, minutes, data, work products, and opportunities for public input.
- b. Provide the public with timely notice of SEMPO meetings and public input sessions.
- c. Conduct public input sessions in accordance with the Public Participation Plan.

1.2.4 FY 2026 Accomplishments:

- a. Held Public Hearing on FY 2027 Unified Planning Work Program (UPWP) and released for public comment (March 2026)

- b. Held four Public Open Houses on the 2026 – 2050 Metropolitan Transportation Plan (June and October 2025)
- c. Held stakeholder meetings to solicit feedback on a transit system study (February 2026)
- d. Held stakeholder meetings to solicit feedback on a multimodal freight study (February 2026)
- e. Posted draft planning documents for public comment in accordance with Public Participation Plan
- f. Reviewed Public Participation Plan for any necessary updates (June 2026)
- g. Issued “SEMPO News and Information” monthly e-newsletter to 100+ subscribers and post on website for review (ongoing)

1.2.5 FY 2027 Work Products (estimated completion dates):

- a. Host Open Houses for the development of a Transit System Plan
- b. Release for public comment draft Transit System Planning Study (November 2026)
- c. Conduct public outreach activities via SEMPO website, postings in public buildings, legal advertisements, public input sessions, etc. (ongoing)
- d. Review Public Participation Plan to determine if an update is necessary (June 2027)
- e. Issue “SEMPO News and Information” monthly e-newsletter to subscriber list and post on SEMPO website for review (ongoing)

1.2.6 Budget: \$21,874 (\$16,874 SEMPO Staff + \$5,000 KLG Engineering, LLC)

Total Cost	\$ 21,874
Missouri CPG (Federal)	\$ 13,869
Missouri Local Match	\$ 3,467
Illinois (Federal)	\$ 3,630
Illinois State Match	\$ 907

1.3 Education and Training

1.3.1 Lead Agency: SEMPO staff with support via consulting contract with KLG Engineering, LLC

1.3.2 Objective:
The SEMPO Board of Directors, Technical Planning Committee, and staff will be knowledgeable in applicable federal, state, and local laws; SEMPO policies, procedures, and funding; and other matters affecting the purpose, function, and activities of SEMPO. Education and training are essential to maintaining knowledge that is up-to-date and relevant.

1.3.3 Program Activities:

- a. Attend meetings, seminars, workshops and conferences pertaining to transportation planning and related issues, as well as professional development and organizational membership needed for proper administration of SEMPO. Examples include:
 - American Planning Association (APA) national and state chapter conferences

- Association of Metropolitan Planning Organizations (AMPO) Annual Membership
- Association of Metropolitan Planning Organizations (AMPO) Annual Conference
- MoDOT Statewide Planning Partner Meeting
- Missouri MPO Conference
- Illinois MPO Conference
- Transit Midwest Conference
- Federal and state workshops and training on the topics of civil rights, grant administration, transportation planning legislation and Department of Transportation regulations
- Emergency management and safety planning training
- Geographic information systems training
- Data collection and analysis training
- Computer software training

1.3.4 FY 2026 Accomplishments:

- a. Attended MoDOT Planning Partners Webinars (quarterly)
- b. Attended EcoInteractive TIP Tool Training (monthly)
- c. Attended Southeast Coalition for Roadway Safety Meetings (Quarterly)
- d. Attended MoDOT Statewide Planning Partners Conference (February 2026)
- e. Attended the IDOT Statewide Planning Partner Collaboration Conference (February 2026)
- f. Attended Quarterly MoDOT LPA Advisory Committee (2026)
- g. Attended SEMO Regional Planning Commission Transportation Advisory Committee meetings (quarterly)

1.3.5 FY 2027 Work Products (estimated completion dates):

- a. Verbal and/or written summaries of education and training received (ongoing)
- b. Distribute materials received from meetings, seminars, workshops and conferences (ongoing)
- c. Attend State and Federal transportation training events and seminars (ongoing)
- d. Continue membership with the Association of Metropolitan Planning Organizations (AMPO) (ongoing)
- e. Participate in MoDOT’s statewide planning partner activities (ongoing)

1.3.6 Budget: \$10,937 (\$8,437 SEMPO Staff + \$2,500 KLG Engineering, LLC)

Total Cost	\$ 10,937
Missouri CPG (Federal)	\$ 6,935
Missouri Local Match	\$ 1,734
Illinois (Federal)	\$ 1,815
Illinois State Match	\$ 454

2.0 Data Collection and Management

This work element addresses the data collection and management function for SEMPO.

Table 8: Data Collection and Management

2.1 Data Collection and Management	\$ 5,000
Subtotal	\$ 5,000

2.1 Data Collection and Management

2.1.1 Lead Agency: SEMPO via consulting contract with the Southeast Missouri Regional Planning and Economic Development Commission (SEMO RPC)

2.1.2 Objective:

The Southeast Missouri Regional Planning and Economic Development Commission will collect data and maintain databases and maps as needed to assist the SEMPO Board of Directors, Technical Planning Committee, and staff in fulfilling their respective duties. This information will also be available to outside jurisdictions and agencies as well as the public.

2.1.3 Program Activities:

- a. Coordinate with MoDOT, IDOT, Bootheel Regional Planning Commission, and other agencies in obtaining data for the SEMPO MPA.
- b. Conduct studies to obtain needed information not currently available.
- c. Compile data and maintain databases for various data types such as demographics, socioeconomics, land uses, traffic counts, traffic accidents, and crashes for the SEMPO MPA.
- d. Maintain an inventory of multi-modal transportation facilities and services within the SEMPO MPA for transit, rail, river, aviation, freight, and other transportation modes.
- e. Prepare maps for analysis, presentations, and work products.
- f. Serve as a data and information resource for SEMPO members, outside jurisdictions and agencies, and the public.

2.1.4 FY 2026 Accomplishments:

- a. Continued GIS Audit of current interactive maps, mapping data, and current uses of GIS information. Developed a plan to expand GIS information, analyze existing planning documents for potential GIS application, consider existing planning efforts and how work products may benefit from GIS based mapping, and enhanced the amount of interactive maps available for public review and edification (June 2026).
- b. Maintained GIS interactive map for SEMPO MPA (ongoing)
- c. Compiled data for SEMPO MPA (ongoing)

2.1.5 FY 2027 Work Products (estimated completion dates):

- a. Databases and maps containing demographic, socioeconomic, land use, traffic, and other data for SEMPO MPA (ongoing).

2.1.6 Budget (for contracted work):

Total Cost	\$ 5,000
Missouri CPG (Federal)	\$ 3,170

Illinois (Federal)	\$ 830
Missouri Local Match	\$ 793
Illinois State Match	\$ 207

3.0 Transportation Planning

This work element addresses the transportation planning function for SEMPO, including the Metropolitan Transportation Plan, the Transportation Improvement Program, and other plans, programs, and studies.

Table 9: Transportation Planning

Transportation Planning Work Elements Completed in FY 2026	
Adopted the 2026 – 2050 Metropolitan Transportation Plan	
TIP Tool Online Management Services	
Issued a Request for Qualifications for a General Services Agreement amongst qualified transportation consulting firms	
Developed and approved a Regional Trail Connection Study	
Developed and approved the 2027 – 2030 Transportation Improvement Program	
Executed a Uniform Grant Budget Agreement with the State of Illinois for the use of unspent PL funds	
Transportation Planning Work Elements for FY 2027	
	UPWP Budget
3.1 Performance Management	-
3.2 Transit System Planning	\$70,000
3.3 Transportation Improvement Program (TIP) Management	\$15,000
3.4 TIP Tool Online Management & Support	\$21,940
3.5 Multi-Modal Freight Plan	\$75,000
3.6 Air Quality Planning	-
Subtotal	\$181,940

3.1 Performance Management

3.2.1 Lead Agency: SEMPO staff

3.2.2 Objective: On May 27, 2016, the Federal Register published the final rule on the metropolitan and statewide requirements for performance-based planning and programming established by MAP-21 and FAST Act. These requirements are as follows:

TIP (from final rule):

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

MTP (from final rule):

(f) The metropolitan transportation plan shall, at a minimum, include:

(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d).

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including—

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data;

On December 16, 2020, SEMPO passed a resolution supporting the safety, system condition, and system performance measure targets set by MoDOT, IDOT, and CGCTA. On January 20, 2021, SEMPO passed a resolution supporting the safety performance measure targets set by SEMO University. On October 18, 2024, SEMPO passed a resolution supporting performance measure targets set by MoDOT and IDOT for PM(1) Safety. On December 18, 2024 SEMPO passed a resolution supporting the performance targets set by MoDOT and IDOT for Pavement & Bridge PM(2), System Performance PM(3). On October 15, 2025, the SEMPO Board approved MoDOT and IDOT Safety Performance Targets. SEMPO staff ensures compliance with the Metropolitan Planning Organization requirements for performance-based planning and programming established by MAP-21 and FAST Act, the cost of which is reflected in work element 1.1 Program Support.

3.2 Transit System Planning

3.2.1 Lead Agency: SEMPO via consulting contract with Olsson

3.2.2 Objective: Development of a Transit System Planning initiative to enhance mobility and accessibility, increased cost efficiency, and route optimization.

3.2.3 Program Activities:

- a. Define project scope, goals, and expected deliverables.
- b. Solicit consultants to partner in the development of the project.
- c. Establish a subcommittee for plan development oversight.
- d. Ensure public outreach and engagement efforts align with the Public Participation Plan (PPP).
- e. Review draft plan and release for public comment
- f. Adopt final Transit System Plan

3.2.4 FY 2027 Work Products (estimated completion dates)

- a. Prepare and adopt the Transit System Plan (June 2027).
- b. Utilize study findings and options to seek potential funding opportunities and enhance transit operations. (ongoing)

3.2.5 Budget (for contracted work):

Total Cost	\$ 70,000
FTA Section 5303	\$ 38,147
Illinois (Federal)	\$ 11,615
Missouri CPG (Federal)	\$ 10,815
*2.5% PL Set-Aside	\$ 3,815
Illinois State Match	\$ 2,904

Missouri Local Match \$ 2,704

3.3 Transportation Improvement Program (TIP) Management

3.3.1 Lead Agency: SEMPO via consulting contract with the Southeast Missouri Regional Planning and Economic Development Commission (SEMO RPC)

3.3.2 Objective: The TIP is a prioritized, fiscally-constrained, multi-year list of federally funded transportation projects and improvements within the SEMPO MPA, which authorizes the obligation of federal funds for listed projects and operations. At least every four (4) years, the proposed improvement projects, plans, studies, and other activities expected to occur over the next four (4) years will be taken from the MTP and entered into the programming process, culminating in the development of a TIP, and then included by reference in the Statewide Transportation Improvement Program (STIP). In doing so, SEMPO will certify its compliance with federal, state, environmental, and civil rights regulations. In addition, SEMPO will make amendments and administrative modifications to the TIP as necessary to reflect project additions, deletions, and changes, and to include written provisions for performance management as described in 3.1.

3.3.3 Program Activities:

- a. Make amendments and administrative modifications to FY 2027-2030 TIP as necessary.
- b. Include public outreach in the TIP process in accordance with the Public Participation Plan (PPP).

3.3.4 FY 2026 Accomplishments:

- a. Prepared and approved FY 2024-2027 TIP Amendment No. 7 (July 2025).
- b. Prepared and approved the 2027 – 2030 Transportation Improvement Program (June 2026).

3.3.5 FY 2027 Work Products (estimated completion dates):

- a. 2027 - 2030 TIP Amendments and Administrative Modifications (as necessary).

3.3.6 Budget (for contracted work):

Total Cost	\$ 15,000
Missouri CPG (Federal)	\$ 9,511
Illinois (Federal)	\$ 2,489
Missouri Local Match	\$ 2,378
Illinois State Match	\$ 622

3.4 Transportation Improvement Program (TIP) Tool Online Management & Support

3.4.1 Lead Agency: SEMPO via consulting contract with EcoInteractive

3.4.2 Objective: In FY 2019, SEMPO hired Data Transfer Solutions, LLC (DTS) to develop a web-based tool for viewing and managing the TIP. The maintenance and service agreement expired in 2023. TIP Tool software has advanced in mapping functionality, reporting capabilities, and permission level authorization technologies significantly over the past five years. SEMPO conducted a competitive RFP process to solicit a new online management and service agreement for TIP Tool services. Through this competitive selection process,

EcoInteractive was chosen as the preferred vendor. SEMPO has entered into a 3-year (2024 – 2027) user agreement with EcoInteractive for TIP Tool online software management and maintenance services.

3.4.3 Program Activities:

- a. TIP tool maintenance and support

3.4.4 FY 2026 Accomplishments:

- a. Maintained TIP Tool in alignment with the Statewide Transportation Improvement Program (June 2026)

3.4.5 FY 2027 Work Products (estimated completion dates):

- a. Work with the vendor to import GIS data into interactive map environment (June 2027)
- b. Maintain updated TIP Tool database (ongoing)

3.4.6 Budget (for contracted work):

Total Cost	\$ 21,940
Missouri CPG (Federal)	\$ 13,911
Illinois (Federal)	\$ 3,641
Missouri Local Match	\$ 3,478
Illinois State Match	\$ 910

3.5 Multi-Modal Freight Plan

3.5.1 Lead Agency: SEMPO via consulting contract Jack Faucett Analytics (JFA)

3.5.2 Objective: Development of a Multi-Modal Freight Plan to enhance the efficiency, resilience, and sustainability of freight movement across various transportation modes, ensuring seamless integration and optimized infrastructure within the region.

3.5.3 Program Activities:

- g. Define project scope, goals, and expected deliverables.
- h. Solicit consultants to partner in the development of the project.
- i. Establish a subcommittee for plan development oversight.
- j. Ensure public outreach and engagement efforts align with the Public Participation Plan (PPP).
- k. Review draft plan and release for public comment
- l. Adopt final Multi-Modal Freight Plan

3.5.4 FY 2026 Accomplishments:

- a. Issued a Request for Qualifications and selected Jack Faucett Analytics as the preferred consultant (December 2025).
- b. Held project initiation meeting with the Technical Planning Committee (February 2026).
- c. Hosted stakeholder discussion groups with freight haulers and local stakeholders

3.5.5 FY 2027 Work Products (estimated completion dates)

- a. Prepare and adopt the Multi-Modal Freight Plan (June 2027).
- b. Utilize study findings and options to seek potential funding opportunities and enhance transit operations. (ongoing)

3.5.6 Budget (for contracted work):

Total Cost	\$ 75,000
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Illinois (Federal)	\$ 53,369
Illinois State Match	\$ 13,342
Missouri CPG (Federal)	\$ 6,631
Missouri Local Match	\$ 1,658

3.6 Air Quality Planning

3.6.1 Lead Agency: SEMPO staff

3.6.2 Objective: 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 for these criteria pollutants are detailed in the 2021 – 2045 Metropolitan Transportation Plan.

Of the six pollutants, particulate matter and ozone are most affected by the transportation system. While particulate matter is well under the standard in the Cape Girardeau area, ozone remains a contaminant of concern.

As of the approval date for this document, the Cape Girardeau/Jackson Urbanized Area is currently in attainment (within compliance of ambient air quality standards), and the SEMPO staff will proceed with its work this year under that attainment designation. A change in the air quality designation for the Cape Girardeau/Jackson Urbanized Area is not expected to occur in FY2027 (June 30, 2026 – July 1, 2027); however, this situation could change in future years.

3.6.3 Program Activities:

- a. Monitor the ongoing discussions about possible non-attainment status for the Cape Girardeau/Jackson Urbanized Area and work with EPA, MoDOT, FHWA, FTA and other agencies to revise MPO plans, reports and processes so the Cape Girardeau/Jackson Urbanized Area is in compliance with air quality regulations (as needed).

3.6.4 Work Products:

- a. Continue to support efforts by local groups that are encouraging actions which lead to reductions in air pollutant emissions (ongoing)

Attachments

Metropolitan Planning Area Map
Position Listings and Full Time Equivalents
Resolution of Adoption



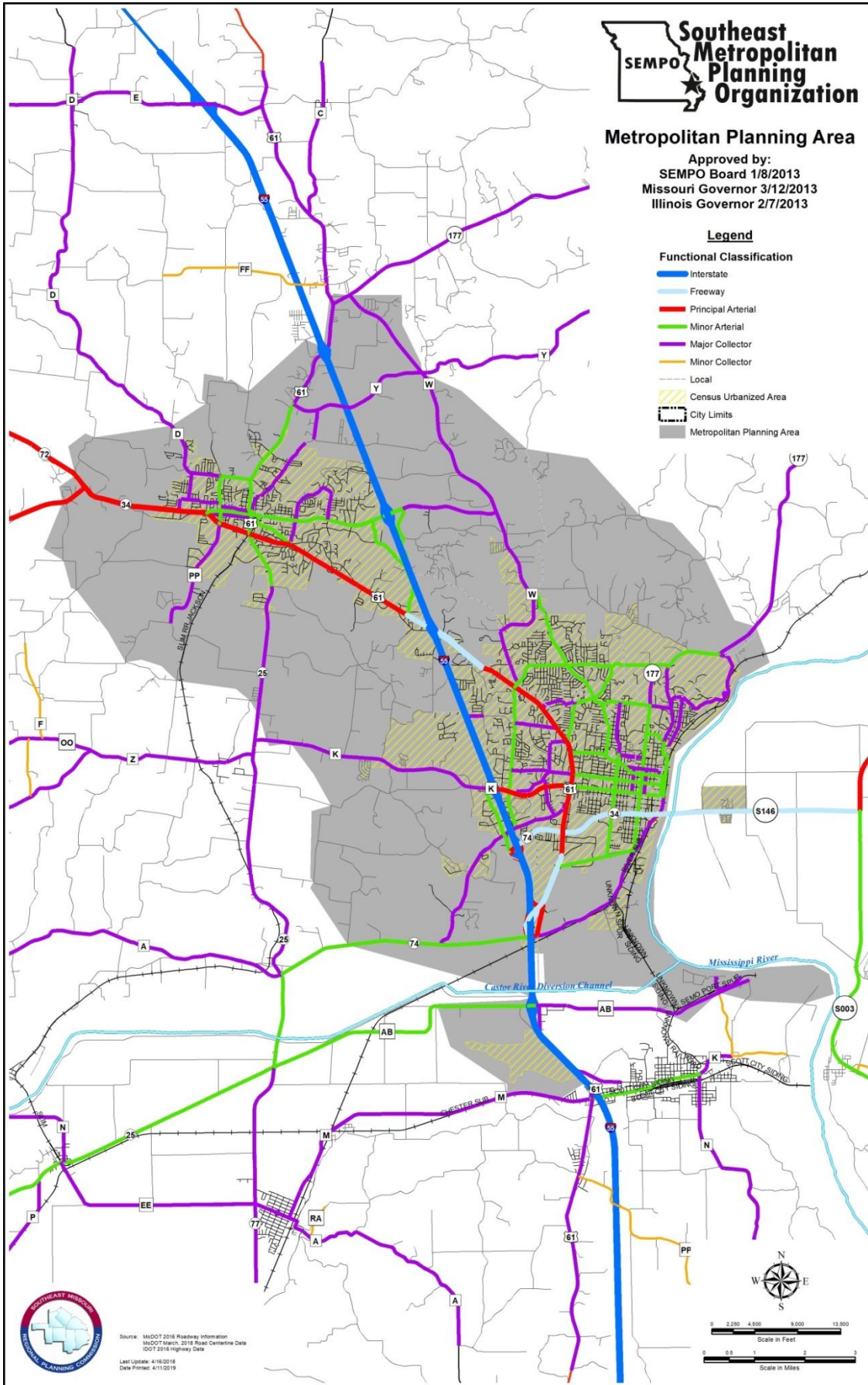
Metropolitan Planning Area

Approved by:
 SEMPO Board 1/8/2013
 Missouri Governor 3/12/2013
 Illinois Governor 2/7/2013

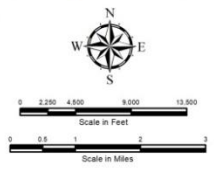
Legend

Functional Classification

- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Census Urbanized Area
- City Limits
- Metropolitan Planning Area



Source: MoDOT 2016 Roadway Information
 MoDOT March 2016 Road Centerline Data
 IDOT 2016 Highway Data
 Last Update: 4/16/2018
 Date Printed: 4/11/2018



Position Listings and Full Time Equivalents

FTE = Full-Time Equivalent. Ratio represents the estimated proportion of the employee's full-time compensable hours (40 hours per week x 52 weeks per year) that is devoted to SEMPO.

City of Cape Girardeau

SEMPO Executive Director (0.60 FTE)

Administrative Coordinator (0.02 FTE)

Southeast Missouri Regional Planning and Economic Development Commission (SEMO RPC)

Executive Director (0.02 FTE)

Deputy Director (0.18 FTE)

GIS Specialist (0.02 FTE)

Fiscal Officer (0.02 FTE)

KLG Engineering, LLC

Principal (0.07 FTE)

Administrative Coordinator (0.02 FTE)

RESOLUTION NO. 26-02

SOUTHEAST METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2026-02

A RESOLUTION ADOPTING THE FY 2027 UNIFIED PLANNING WORK PROGRAM

WHEREAS, the Board of Directors of the Southeast Metropolitan Planning Organization is the Executive Body of the metropolitan planning organization designated by the Governor of the State of Missouri and the Governor of the State of Illinois for the Cape Girardeau - Jackson urbanized area, and responsible for carrying out the provisions of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR 450.308, and 23 CFR 450.314; and

WHEREAS, the Southeast Metropolitan Planning Organization is charged with the preparation and adoption of an annual Unified Planning Work Program as specified in 23 CFR 450.308 as part of a continuous, cooperative, and comprehensive transportation planning process; and

WHEREAS, the FY 2027 Unified Planning Work Program has been prepared in accordance with the federal regulations; and

WHEREAS, the FY 2027 Unified Planning Work Program has been presented to the public for review and comment; and

WHEREAS, the Technical Planning Committee has complied and reviewed the transportation projects identified within the FY 2027 Unified Planning Work Program to be presented to the Board of Directors for consideration of approval.

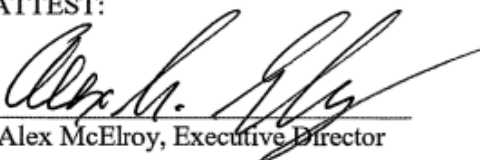
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Southeast Metropolitan Planning Organization hereby adopt the FY 2027 Unified Planning Work Program as shown in the attached exhibit, which is incorporated herein by reference.

PASSED AND APPROVED THIS 15th DAY OF APRIL, 2026.



Jeremy D. Tanz, Interim Chairman

ATTEST:



Alex McElroy, Executive Director