



ADAPTING FOR SUCCESS

**ANNUAL PROGRAM YEAR
ACTIVITY REPORT**

Addressing the Period July 1, 2019 — June 30, 2020

Adapting for Success...



Molly S. Berns,
SSCRPC Executive
Director

John Wooden is considered by many to be one of college basketball's all-time best coaches. As the head coach for the UCLA Bruins, Wooden, led the team to win ten NCAA national championships in 12 years, including seven wins in a row. He was named the NCAA College Basketball Coach of the year award seven times. In 1972, he shared Sports Illustrated magazine's "Sportsman of the Year" award with Billie Jean King. The Basketball Hall of Fame honored his achievements as a player in 1960, and a coach in 1973, becoming the first person to be recognized in both categories. In 2009, The Sporting News named Wooden the "Greatest Coach of All Time."

Wooden is remembered not only for his coaching expertise but also for his inspirational messages of how to achieve success both on and off the courts. When he stepped off the hardwood and away from the coach's bench, he was a highly sought after motivational speaker and writer. He shared late in his life that he did not make much money in basketball, but the fees he earned as a speaker enabled him to establish college funds for his grandchildren.

What does this have to do with planning? As staff began to review the activities of this program year, we could not avoid discussing the impact of the COVID-19 pandemic. I then remembered my favorite John Wooden maxim:

“Adaptability is being able to adjust to any situation at any given time.”

For the SSCRPC staff, that given time was the afternoon of March 18, 2020, when we faced the situation of closing our office due to the pandemic. That afternoon, we packed up the needed items from our desks and moved our operations to our individual home offices, kitchen counters, and sometimes, dining room tables. As we left the office that afternoon, we knew that adaptability was going to be the key to adjusting to this new situation. In short, we would be *Adapting for Success*. And we did.

To meet this uncharted territory, we modified our operations and communications, and explored new ways to provide services. Thanks to technology, we were all able to access our office desktops from home. Regularly held meetings convened by the staff were canceled for the remainder of March, but were held beginning in April using the OpenVoice conference call system. The staff responded to voicemails regularly, and email became our lifelines. When necessary, we modified policies and procedures to prevent interruptions in the provision of services to our constituencies. Through it all, we remained committed to meeting the needs of our planning partners.

This report provides an overview of some of the Commission's work during Program Year 2019-2020. As we move into the next program year, the staff remains fully committed to *Adapting for Success*.

Molly S. Berns,
Executive Director

Commission Leadership for 2019-2020

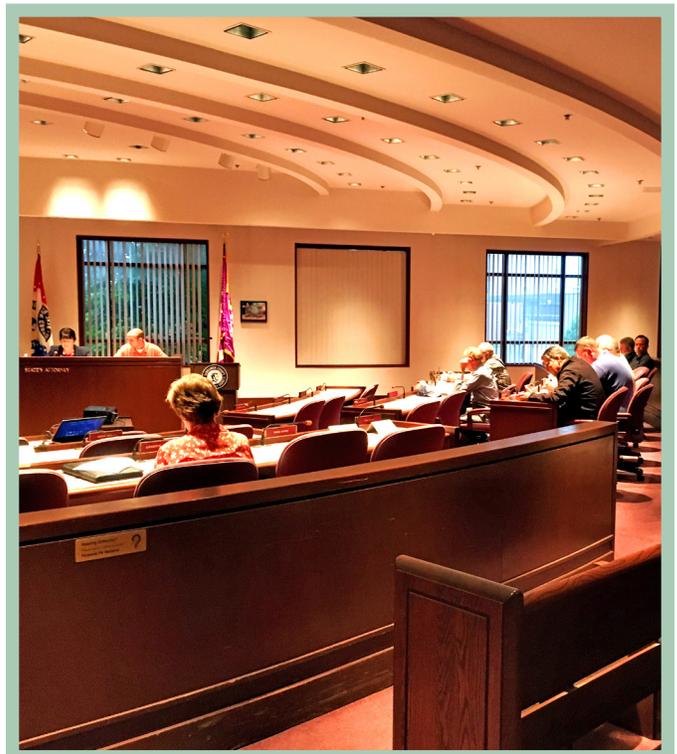
(Indicates member's official designated representative.)

2019-2020 OFFICERS AND MEMBERS OF THE EXECUTIVE POLICY BOARD

- Mr. Joe Gooden**, Chairman, Citizen Member, City of Springfield
Mr. Kenneth Springs, Vice-Chair, Citizen Member, Sangamon County
Mr. Greg Kruger, Secretary, Citizen Member, City of Springfield
Hon. Jim Langfelder, Mayor, City of Springfield
(Ms. Bonnie Drew / Ms. Val Yazell)
Hon. Andy Van Meter, Chairman, Sangamon County Board
(Mr. Brian McFadden)
Mr. Dick Clotti, Chairman, Sangamon County Water Reclamation District
(Mr. Gregg Humphrey)
Mr. Larry Hamlin, Immediate Past Chairman, member-at-large, Citizen Member, Sangamon County

OTHER COMMISSION MEMBERS

- Hon. Joe McMenam**, Alderman, Springfield
Hon. Andrew Proctor, Alderman, Springfield
Hon. George Preckwinkle, Member, Sangamon County Board
(Mr. Charlie Stratton)
Hon. Greg Stumpf, Member, Sangamon County Board
(Mr. Trustin Harrison)
Ms. Leslie Sgro, President, Springfield Park District (Mr. Jason Graham)
Mr. Brian Brewer, Chairman, Sangamon Mass Transit District
(Mr. Frank Squires / Mr. Steve Schoeffel)
Mr. Frank Vala, Chairman, Springfield Airport Authority
(Mr. Roger Blickensderfer)
Mr. Jeff Vose, Regional Superintendent of Schools, Sangamon County
(Ms. Shannon Fehrholz / Mr. Lyle Wind)
Mr. Eric Hansen, Citizen Member, Sangamon County
Vacant, Springfield Citizen Member



RPC Meeting

Concerning the Commission's Finances:



The column below provides information concerning the Commission's revenues and expenditures from December 1, 2018, through November 30, 2019, the last audited year. The reader will note the expenditures are shown as exceeding revenues by \$70,931. The difference in the amount of Revenues and Expenditures is because the SSCRPC bills on a quarterly basis. Therefore, two months' worth of expenditures are included in the financial statement but are not billed out until the quarterly billing is done in January for the period of October through December.

The SSCRPC's financial planning must take into account a number of factors each year. First, the Commission operates under four different fiscal years. As per its establishing ordinance, the Commission's budgeting must be done based upon the Sangamon County fiscal year, which runs from December to the following November. However, the Commission receives funding from the City of Springfield, the State of Illinois, and the Federal Government, all of which have fiscal years that differ from the County's as well as from one another's. Their financial support may not be fully known when the budget is prepared. These years also differ from the Commission's program year, which runs from July 1 through June 30 of the following year and is the period covered by this report.

Second, the Commission often competes for and is awarded grants and contracts during each fiscal year. These opportunities may be unknown when the budget is prepared because of the various project years used by the granting agencies. These projects often have performance periods with specified beginning and ending dates that are different from the government fiscal years noted above.

The Commission staff must pay close attention to both budgeting and the management of resources it receives. This is one of the reasons the SSCRPC is the subject of two audits each year – the Sangamon County audit and a separate, independent audit of the Commission's finances. The draft results expected from the independent audit are presented here.

FINANCES:

Receipts and Disbursements, December 1, 2018, through November 30, 2019
(subject to final audit, which is scheduled to be completed no later than September 30, 2020).

REVENUES:

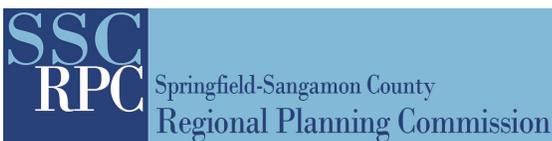
General Planning - City of Springfield	\$100,785
General Planning – Sangamon County.....	\$407,956
Transportation Study.....	\$389,602
Mass Transit Study.....	\$97,121
Marketing Materials - SMTD.....	\$10,576
Intelligent Transp. Systems – SMTD	\$2,842
Regional Comprehensive Planning	\$20,594
LEAM/REIM – SPR/Rural Plng Funds.....	\$334
Interest Earned.....	\$4,303

TOTAL REVENUES..... \$1,034,113

EXPENDITURES:

Personnel.....	\$641,468
Boards & Committees.....	\$4,552
Fringe Benefits	\$217,796
Office Supplies	\$3,199
Printing.....	\$102
Meetings & Dues.....	\$4,170
Travel & Mileage.....	\$640
Equipment Maintenance	\$3,120
Equipment Rental	\$456
Publications.....	\$1,125
Postage.....	\$2,025
Contractual Services	\$52,161
Photocopier Program	\$2,715
New Equipment.....	\$17,274
Allocated Administrative Costs.....	\$154,241

TOTAL EXPENDITURES..... \$1,105,044



TRANSPORTATION PLANNING

Ongoing Transportation Activities

The primary responsibility of transportation staff is to provide the management and administration of the Springfield Area Transportation Study (SATS) in meeting federal and state requirements governing metropolitan planning areas (MPAs). A large portion of time is used to collect, prepare, and disseminate data between the Federal Highway Administration (FHWA), Federal Transit Administration, Illinois Department of Transportation (IDOT), Sangamon Mass Transit District (SMTD), member jurisdictions, and other stakeholders. As a result, transportation planners must employ a variety of data sources and programs to compile, analyze, and present data in a format that is easily understandable to a variety of users.

In addition to the release of the 2045 Long Range Transportation Plan, transportation staff also produced several other documents required by oversight agencies.



Transportation Planning staff members: (back) Jason Sass, Principal Planner, Shannan Karrick, Senior Planner, (front) Brian Sheehan, Associate Planner and Neha Soni, Associate Planner



Transportation Improvement Programs (TIPs) are short-range programs that list all federal-funded and/or regionally significant transportation projects in the MPA. Planned projects are submitted by jurisdictions and compiled by the lead agency and fiscal year. The program also contains a financial breakdown that provides information on the type of funding sources per project, year, and in total, as well as the balance of surface transportation funds that are allocated by SATS using a project prioritization application project. Network performance data and maps are also included.

Staff prepared two TIPs during fiscal year 2020. The 2020 – 2023 TIP was produced in the fall and finalized in December, delayed by the publishing of IDOT's multi-year plan. The 2021 – 2024 TIP is on schedule and is expected to be adopted at the September 10, 2020, SATS Policy Committee meeting following the conclusion of the mandatory public comment period currently underway.

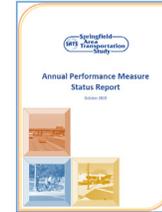


The **Unified Planning Work Program** (UPWP) communicates with stakeholders about how available planning funds will be utilized in the transportation planning process for the SATS MPA to address local transportation policies, issues, and priorities. The document lists tasks, specific work products, highlights from the previous fiscal year, funding, and the proposed budget. Staff tracks their time and expenditures toward completing the programs under the following five categories: SATS administration, long-range planning, short-term planning, outreach and communication, and transportation planning support systems. Additional reporting is required at the end of the fiscal year if expenditures vary by ten percent in any category.



The **Annual Listing of Federally Obligated**

Projects was prepared in August and recorded the projects for which Federal funds were obligated, or marked and approved for federal reimbursement. The purpose of the document is to verify federal, state, and MPA records and to provide transparency in government spending on transportation projects.



Although annual reporting of performance measures in the areas of safety, infrastructure condition, system performance, and transit assets were incorporated into the Long Range Transportation Plan and each TIP; a separate, more extensive review was prepared in October. The **Annual Performance Measure Status Report** provides performance information and lists projects utilizing federal funds that are anticipated to improve transportation conditions in the MPA. Performance data is compiled through programs offered by the State of Illinois and FHWA, analyzed by staff, and shared with planning partners. Crash data is analyzed to determine patterns and/or locations that identify potential hazards to both vehicular and non-motorized traffic. The condition of bridges and pavement of the National Highway System roadways are tracked utilizing information provided by IDOT. The National Performance Management Research Data Set provides information regarding congestion and travel time of both private and freight vehicles along NHS roadways. Once the data is collected and analyzed, it connects performance measures to goals and objectives through target setting. It also provides a data-driven performance-based approach to increase transparency in transportation investments by providing a basis for understanding and information sharing.

In addition to the annual reporting requirements for FY 2020 transportation staff also:

- Produced the biennial 2019 Springfield Central Area Parking Study;
- Provided expertise by serving on many committees, including the Traffic Records Coordinating Committee, Sangamon Valley Local Emergency Planning Committee, Illinois State Freight Advisory Council, the regional Human Services Transportation Plan Committee; Downtown Springfield, Inc.; and SMTD's Disabled Persons Advisory Committee;
- Attended multiple conferences, dozens of webinars, and several classes for continuing education and best practices; and
- Researched government and private funding opportunities to share with member jurisdictions.

2045 Long Range Transportation Plan

Transportation staff and planning partners, including Illinois Department of Transportation (IDOT), Sangamon County, City of Springfield, Village of Chatham, and Sangamon Mass Transit District with support from the Federal Highway Administration (FHWA) developed and released the 2045 Long Range Transportation Plan (LRTP). The Plan is the primary driver of surface transportation priorities and projects for the Springfield metropolitan planning area (MPA) on a 25-year planning horizon. The LRTP is prepared every five years and was adopted by the Springfield Area Transportation Study (SATS) on June 11, 2020, following a 30-day public comment period.

Staff reviewed the proposed projects to assure that the LRTP is fiscally constrained by analyzing funding based upon reasonably available funding sources. Land use, demographics, and economic and environmental factors were also taken into consideration to produce a transportation network that is safe, reliable, and resilient for all current and future users of all abilities.

Performance-based planning and programming considers these factors and is a data-driven process that helps define goals and objectives and to evaluate strategies for meeting goals. Introduced in the Moving Ahead for Progress in the 21st Century (MAP-21) Act and continuing under the Fixing American's Surface Transportation (FAST) Act, performance measures and the establishment of targets have been instituted in the areas of:

Safety

- Number of fatalities and rate per vehicle miles traveled.
- Number of serious injuries and rate per vehicle miles traveled.
- Number of non-motorized fatalities and serious injuries.

Infrastructure condition

- Pavement condition on the interstate and non-interstate National Highway System (NHS) roadways.
- Bridge condition on NHS structures.

System performance

- Travel time reliability on the interstate and non-interstate NHS roadways.
- Truck travel time reliability.

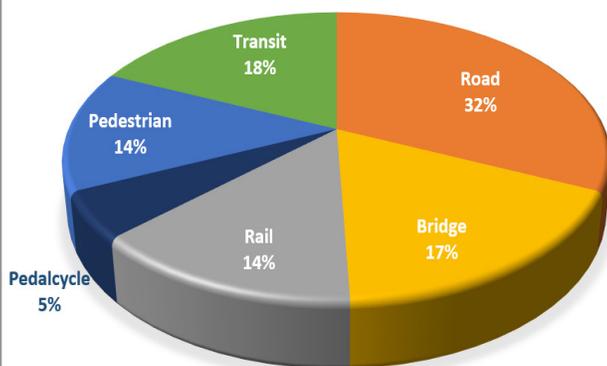
Even though the initial Plan has been adopted, the 2045 LRTP will continue to evolve in future years.

Performance data is compiled through programs provided by the State of Illinois and FHWA, analyzed by staff, and shared with planning partners. Crash data is analyzed to determine patterns and/or locations that identify potential hazards to both vehicular and non-motorized traffic. The transportation staff tracks bridge and pavement conditions and projects along NHS roadways utilizing information provided by IDOT. The National Performance Management Research Data Set provides information regarding congestion and travel time of both private and freight vehicles along NHS roadways. Collected and analyzed data is utilized to set performance targets, prioritize projects, and connect performance measures to goals and objectives. This provides a data-driven, performance-based approach to increase transparency in transportation investments by providing a basis of understanding and information sharing.

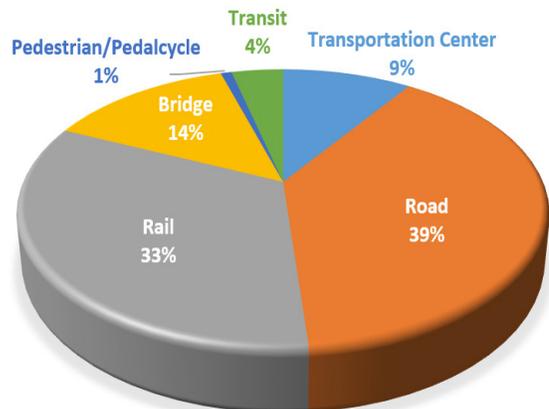
Even though the initial Plan has been adopted, the 2045 LRTP will continue to evolve in future years based upon the availability of funding, the addition or amendment of projects, tracking project status, and analyzing data on the condition and impact of the transportation network on its users.

A breakdown of the projects by cost and type are shown below. Nine percent of funding has been allotted to the Springfield Sangamon County Transportation Center (SSCTC), which will provide improved service for both rail and transit users. Also of note is that while pedal cycle and pedestrian projects account for only one percent of dedicated funding, they are part of approximately one-half of all road projects. This is shown in the breakdown by mode as five and 14 percent of the projects, respectively.

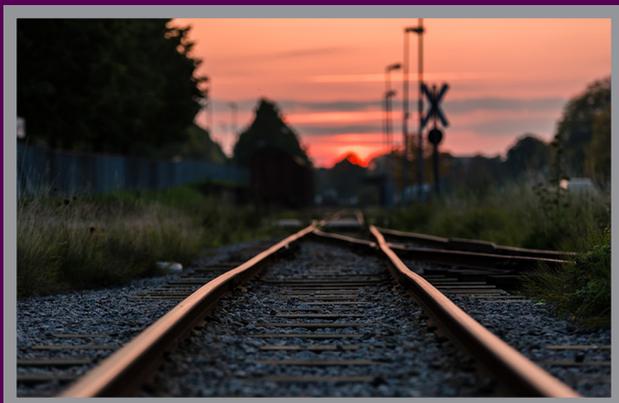
BREAKDOWN OF PROJECTS BY MODE



BREAKDOWN OF PROJECTS BY FUNDING



L RTP 2045 Short-term Project Highlights



Proposed short-term projects listed in the LRTP have committed funding and are planned to commence within the next five years. The projects included in the 2045 Plan total approximately \$647 million, consisting of funds from state and federal programs and local jurisdictions.

Highlights of short-term projects in the 2045 LRTP include:

- The commitment of nearly \$237 million to complete the Springfield Rail Improvements Project will include grade separations at Iron Bridge Road, Woodside Road, South Grand Avenue, Cook Street Jefferson Street, Madison Street, and North Grand Avenue.
- Major road projects include additional lanes on I-55 Business from I-72 to Stanford Avenue, Illinois Route 97 from the junction with 125 to Illinois Route 4, Bradfordton Road, and Old Jacksonville Road from McKibben Lane to the Bradfordton Road. Reconstruction of Stanford Avenue from 11th Street to Fox Bridge Road, overlay on Chatham Road from Wabash Avenue to Veterans Parkway, intersection improvements, and traffic signal modernization also contribute to the estimated expenditure of \$280 million.
- Multiple bridge projects on the interstates and smaller structures throughout the county will be completed with a commitment of \$97 million.
- In addition to sidewalks and bikeways included as part of road projects, Americans with Disabilities Act improvements and a study for the southern expansion of the Sangamon Valley Trail from Centennial Park to Auburn Road account for approximately \$5.7 million of proposed projects.
- SMTD plans to purchase 19 buses and eight paratransit vans for both expansion and replacement. The remaining SMTD projects include an electronic fare collection system, video cameras, equipment, and a permanent facility at the Junction Circle transfer center. Transit projects total just over \$27 million.

Embracing New Technologies for Data Collection

As planners, SSCRPC Transportation Planning staff have to anticipate the transportation needs of the Springfield Metropolitan Planning Area (MPA) for both the present and the future. To ensure that the transportation network is as efficient and responsive as possible, planners need data. The SSCRPC staff utilizes a variety of data sources from multiple providers, including the City Government, County Government, State Agencies, and private data providers.

Often, however, it takes time for data providers to collect and prepare data for agencies, such as SSCRPC, to use. One of the questions contemplated by the SSCRPC staff is: "How can we, and other planners, get information more quickly, without the conducting studies or in-person data gathering?"

One source of data that has become available recently is anonymized location data. According to Google, anonymized data is "a data processing technique that removes or modifies personally identifiable information; it results in anonymized data that cannot be associated with any one individual." Companies can use data obtained from a variety of sources, such as mapping applications that have been stripped of personal data, to observe travel patterns over a period of time, something that would take a consultant or government agency months or even years to prepare.

The SSCRPC, in conjunction with the Illinois Department of Transportation (IDOT), is implementing Replica, a service that utilizes anonymized location data to create reports and analysis for transportation planners. Planners can use Replica as a tool to make transportation planning decisions, or as a complement to existing tools, such as Geographic Information Systems (GIS) and Travel Demand Models (TDMs). The Chicago Metropolitan Agency for Planning (CMAP) was the first to implement Replica, with the expectation that MPAs downstate would follow suit as part of a larger project to create a statewide TDM. A pilot program for downstate MPAs was recently completed in Champaign-Urbana, and steps have been taken for participating downstate MPAs, including the Springfield Area Transportation Study (SATS), to submit the necessary data for Replica implementation.

Illinois Replica users have had access to a dashboard and toolkit that are useful for comparing traffic flows to and from specific areas before full implementation. The datasets measure trips originating or terminating in a specified area; in this case, those areas are counties and census tracts. In the following illustration (Figure 1), we can see a comparison of trips terminating in Census Tract 17167001400, which encompasses much of Downtown Springfield, including the Sangamon County Building, Old State Capitol, and Central Business District. For the exercise, we measured the number of trips that terminated in the census tract, which gives us a measurement of how many people traveled downtown for work. On March 2, 2020, previous to the economic shutdown implemented to slow the

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spread of COVID-19, Replica data sources measured 9,779 trips per day, with the highest number of trips terminating between 7:00 and 8:00 AM (Figure 2). By comparison, on Monday, March 30, 2020, the number of trips per day terminating within the census tract was 2,424 trips, a 75% reduction from the baseline (Figure 3). Using this data, we have the ability to measure the difference in trips and track those differences on a daily basis.

The scenario we analyzed previously was set up by Replica Illinois for use during the COVID-19 pandemic, but the data are useful for many other situations. Current data is limited to trip measurements to and from census tracts or counties. However, SSCRPC transportation staff will soon be working with Replica staff and IDOT to provide location data that can be used for much more granular analysis, measuring trip traffic between individual

addresses on specified streets. SSCRPC staff can use this data to measure the impacts of lane closures during construction projects, identify areas of possible traffic congestion, track seasonal traffic pattern changes, and identify the places that people are traveling to and from. Anonymized location data can also be used to verify data from traditional traffic studies and validate the data in our travel demand modeling and mapping software.

Replica and the expanded use of anonymized location data will prove to be a great benefit to transportation planning in the near future. The ability to measure traffic on a daily basis and create custom reports with granular data allows SSCRPC to serve our constituents with better information that underlies good transportation planning decisions for both the present and the future.

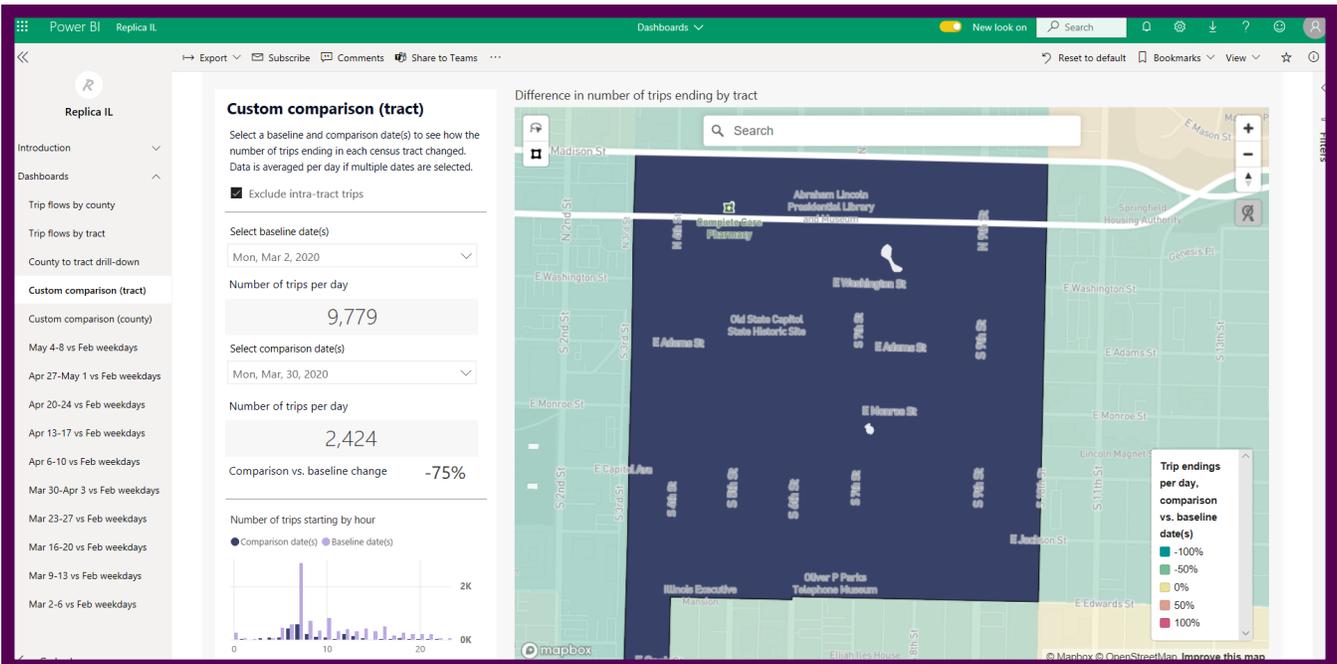


Figure 1

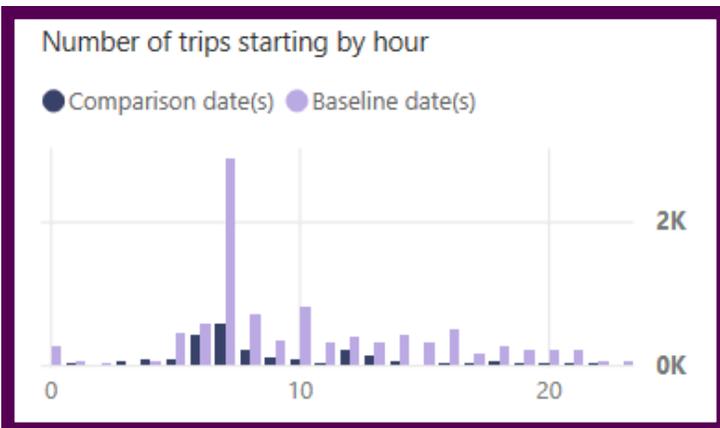


Figure 2

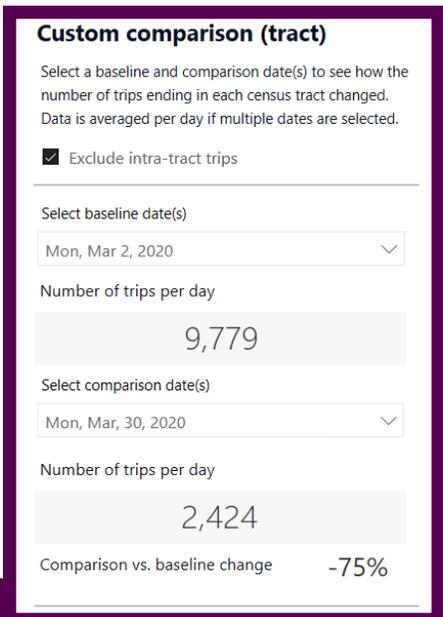


Figure 3

Subdivision and Tract Surveys



Jordan Leaf, Associate Planner, and Joe Zeibert, Senior Planner.

The SSCRPC Community Planning, Research, and Technology group is responsible for the review of all subdivisions, large-scale development plans, and site development plans for unincorporated Sangamon County and the City of Springfield. The procedure for dividing land through the subdivision process begins at the Planning Commission. It requires further approvals by the Commission's Land Subdivision Committee, Springfield City Council, or the Sangamon County Board.

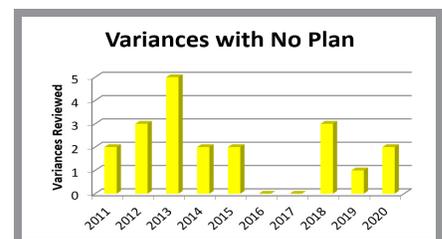
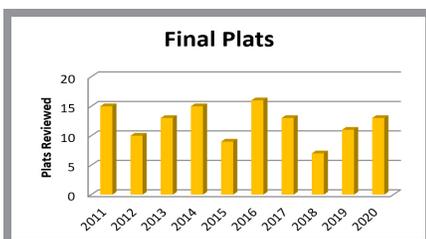
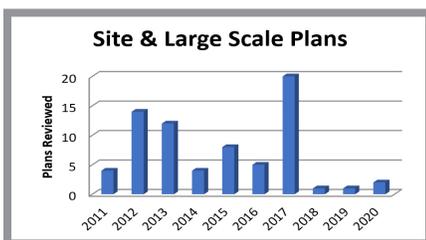
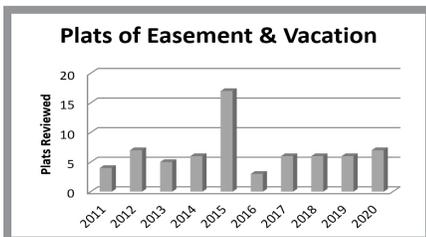
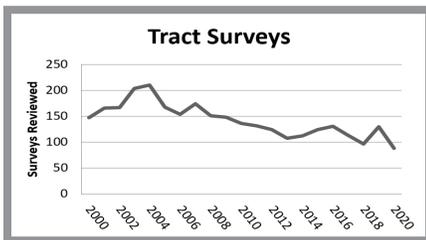
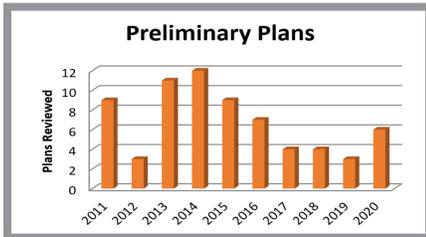
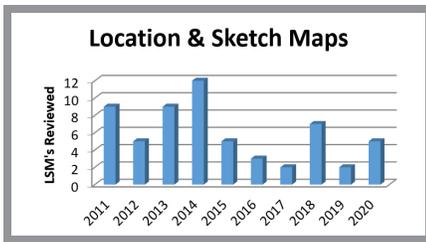
During the 2019-2020 planning year, staff reviewed 39 development plans. The review of Location and Sketch Maps and Preliminary Plans saw an increase of five compared to the previous program year. Most of the Location and Sketch Maps reviewed were in response to the redevelopment of existing commercial sites and the re-division of existing developments for individual ownership.

In addition to the subdivision plan review, the staff approved 88 tract surveys. SSCRPC staff also reviews tract surveys for the following jurisdictions:

- City of Springfield
- Unincorporated Sangamon County
- Village of Chatham
- Village of Pawnee
- Village of New Berlin

The number of tract surveys approved this year was the lowest number since 1987. Over the past five years, from March through May, staff approved an average of 35 tract surveys compared to only 13 tract surveys approved in 2020.

The second half of the program year created some challenges while staff worked from home, but, by relying primarily on the electronic transmittal of documents, there were no significant delays in the review and approval processes. The staff also worked with Office of the Recorder of Deeds to create a sign-off system for tract surveys, so property transactions were not interrupted. However, the uncertainties during the COVID-19 pandemic may have contributed to the decline in the number of tract surveys despite these accommodations.



History in the Making: 2020 Census

The U.S. Census Bureau is known as the “Factfinder for the Nation.” The first informal census was conducted in Virginia in the early 1600s. In 1790, the U.S. Constitution formally required a simple count of the population every ten years. Throughout the 1800s, the scope of the census expanded to obtain additional demographic information as well as information about occupations, agriculture, manufactures, and other issues. Today’s census captures even more data, providing users with a more comprehensive overview of communities, states, and the country.

The importance of the decennial census is without challenge. Census data is used to determine the number of seats each state has in the U.S. House of Representatives and is used to redraw the boundaries of state congressional and legislative districts. The results of the census determine how funding is allocated to states for over 100 federal programs. Locally, census data is used to determine the locations of new schools, clinics, roads, and other services. The results also affect planning and funding for infrastructure, including highways, bridges, federal transit, community development, and rural water and wastewater disposal systems.

The Census Bureau relies on local communities to perform critical tasks prior to the count. As part of the 2020 Census, the SSCRPC staff assisted with the following programs:

- **Participant Statistical Areas Program (PSAP)** uses population and housing figures to define census tract boundaries. From a planner’s perspective, work on the PSAP kick-starts each decennial census. In 2018, the SSCRPC staff analyzed the proposed census tract boundaries, compared the tracts to existing conditions, and worked with the Census Bureau to correct discrepancies.
- **New Construction Program (NCP)** ensures that all newly constructed housing units are part of the census database. In 2018, SSCRPC staff became the representative for unincorporated areas of Sangamon County and some of the smaller municipalities for the Local Update of Census Addresses

Sangamon County residents are completing the census at a higher rate than those on a statewide basis.

(LUCA) program, which is the only opportunity communities have to verify residential addresses. The accuracy of the NCP and LUCA are especially crucial to the “door-knocking” census workers who will visit households and living quarters to obtain complete counts. Staff efforts included verifying numerous residential addresses throughout the county.

- Staff completed the **Boundary and Annexation Survey (BAS)** during this program year. The BAS reviews annexation data needed to verify corporate limits, census tracts, and other geographic areas.
- In connection with the BAS, the staff also verified the data included in the **Boundary Verification Program (BVP)**. The accuracy of this data is vital to the enumeration process as it is used by census workers to identify the specific location of households. This information verifies the jurisdictional boundaries of a municipality assuring the continuity of the data.

Participating in the census is simple, made even more so with the advent of online participation. As of August 16, 2020, 71.3 percent of the residents in Sangamon County had completed the census, which is down slightly from the 2010 final completion rate of 72.9 percent. However, Sangamon County residents are completing the census at a higher rate than those on a statewide basis, for which the rate is 68.7 percent. SSCRPC staff is continuing to work with the Regional Leadership Council to share the importance of encouraging citizens to participate in the count.



If you have completed your Census survey, raise your hand in the comments section, then like and share our page!



FOR MORE FACTS, VISIT OUR WEBSITE AT SSCRPC.COM



SSCRPC staff used its Facebook page as well as a partnership with the Facebook page 217Problems to get the word out to the public urging them to complete the 2020 US Census.

Helping our Partners Adapt for Success

Throughout each program year, the SSCRPC staff works with our partners to address the general planning needs of the region. However, it is especially rewarding to help create a new product for one of our partners and help them adapt for success.

The City of Springfield's Office of Planning and Economic Development (OPED) was seeking a way to provide critical data to out-of-town retail site selection specialists. The flow of information needed to be readily accessible and easy to update. The product also needed to be flexible enough so that the OPED staff could use the tool for marketing specific areas of the Springfield market. Following several meetings between the SSCRPC and OPED staff, **Opportunity Springfield** was born.

Opportunity Springfield is a computer application, otherwise referred to as an "app." The app is accessible on a smartphone or tablet as well as on a computer, meaning the information is available literally at the fingertips of a site selection specialist.

The app begins by providing an overview of the City of Springfield's attributes. Users can access a basic history of the city as well as comprehensive demographic information. OPED divided the city into areas based on the locations of the existing retail centers. SSCRPC staff generated the demographic data for each of the retail hubs, including the population with the number of families, households, and median age; median household income; the total number of employees; and, the number of businesses. Most important to the applicability for a retail focus is that the data is presented for a one, three, and five-mile radius of each area.

The app is visually interactive through the use of GIS mapping technology. Users also can add the locations of various economic incentives available in the city by clicking on the TIF District, Enterprise Zone, and Opportunity Zone layers.

Opportunity Springfield went "live" in the first half of Program Year 2020. The app was designed to be maintained and updated easily so that it will continue to be an excellent resource for OPED and the site selection specialists exploring Springfield as a place to locate a business. To view the app, go to:

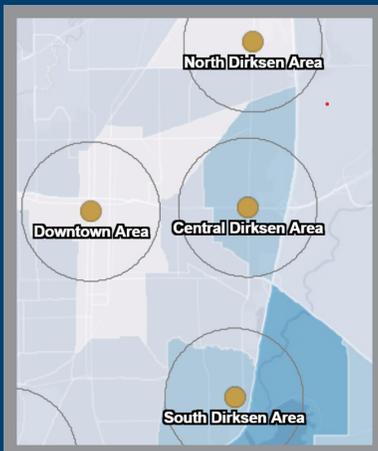
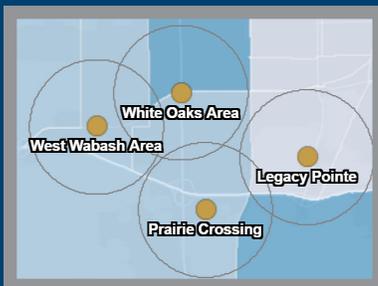
<https://sangis.maps.arcgis.com/apps/MapSeries/index.html?appid=0854f67ef38c4ebd9d9a1130cc88304e>

Members of the Commission's Land Subdivision Committee

(Membership as of June 1, 2020)

Much of the work done by the staff involved with development planning is to provide assistance to the Commission's Land Subdivision Committee. This committee includes representatives of both the City of Springfield and Sangamon County, as well as representatives of relevant special districts and private utilities. It also includes representatives of the Commission and the public. All SSCRPC officers also serve as ex officio members of the Land Subdivision Committee.

- Gregg Humphrey, **CHAIRMAN**
Sangamon County Water Reclamation District
- Nate Bottom, **VICE-CHAIRMAN**
Springfield Dept. of Public Works
- Michael Johnson, CWLP-Water
- Matt McLaughlin, Springfield Building & Zoning Dept.
- Jason Graham, Springfield Park District
- Chris Cole, Springfield Fire Dept.
- Brad Bixby, CWLP-Electric
- Brian Davis, Sangamon County Highway Dept.
- T.J. Heavisides, Springfield Dept. of Public Works
- Steve Hall, Sangamon County Public Health Dept.
- Trustin Harrison, County Zoning Administrator
- Valera Yazell, Springfield Office of Planning & Economic Development
- Kenneth Springs, Citizen Member
- Dean Graven, Citizen Member



CITY OF SPRINGFIELD

Source: 2019 esri

POPULATION	115,520
FAMILIES	27,759
HOUSEHOLDS	50,618
MEDIAN AGE	40.0
MEDIAN HOUSEHOLD INCOME	\$55,188
TOTAL EMPLOYEES	132,777
TOTAL BUSINESSES	5,707

Floodplain Regulatory Activities

Many planning activities undertaken by staff begin in one planning year but cross over into the next, or future, program years. Such is the case with the tasks associated with floodplain regulatory compliance.

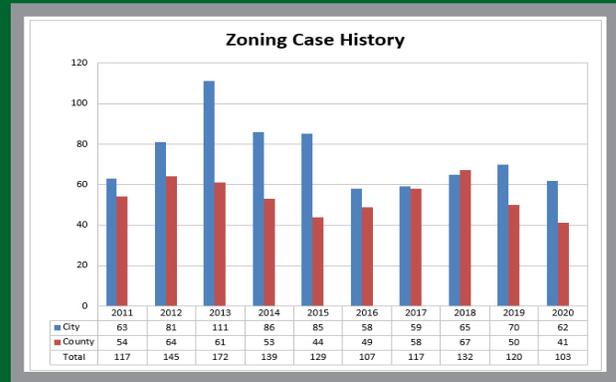
Sangamon County participates in FEMA's community rating system (CRS) program. This is a voluntary program for communities that enforce floodplain regulations that are more stringent than the minimums required by FEMA's National Flood Insurance Program (NFIP). The CRS program rates communities on a 1-10 scale, with 1 being the best and 10 being the worst. Points in CRS range from 0 to over 4,500 with each 500 points corresponding to a one-class increase. For example, 500 points is a Class 9, 1000 points is a Class 8, etc. Each class increase corresponds to the potential for homeowners to have another 5 percent deducted from the premium on a standard flood insurance policy. In Illinois, there are several Class 10 communities with one community that is rated a Class 2 (Ottawa).

Sangamon County entered the CRS program in 2000 as a Class 8 community. After its last cycle visit in 2014, Sangamon County became a Class 7 community in 2015. A Class 7 status results in residents qualifying for up to a 15% discount on premiums for a standard flood insurance policy.

Annually staff completes a recertification with the Insurance Services Office (ISO), affirming that Sangamon County is completing the tasks associated with being a Class 7 community. These recertifications consist of submitting information to verify compliance. However, every five years, the ISO completes a more detailed, thorough, and generally in-person audit of activities.

Staff spent a significant amount of time during the last quarter of the planning year, compiling the information needed to ensure compliance with the regulations. Documentation requested by the ISO was prepared, including statistical reports and GIS maps.

Despite that all five-year certifications are to be held in-person, FEMA modified its requirements due to the COVID restrictions requiring social distancing. Ultimately, the Sangamon County review was conducted (in July) via a conference call. Although the outcome will not be known until several weeks after this annual report and well into the 2021 program year, staff are hopeful that Sangamon County will retain its Class 7 rating moving forward.



Zoning Case Roundup

Staff could never have imagined how they would have to adapt during the planning year due to the COVID pandemic. Between the cancellation of the Springfield Planning and Zoning Commission and the Sangamon County Zoning Board of Appeals meetings in March 2020 to holding virtual meetings held in April, May, and June, the environment for zoning hearings has radically changed this year. Nonetheless, staff continued to provide comprehensive, independent staff analysis services by adapting and modifying some operating practices.

Historically, the staff visited all city and county zoning case sites in a day as a team, with two sets of eyes evaluating the site, and recording observations and surrounding land uses. Due to social distancing requirements, this was not possible for part of this year. Instead, staff conducted site visits in separate vehicles and sometimes on different days but with each site still being visited by two staff. Additional time was spent on the phone or on email from their home offices to discuss site observations that would have otherwise been shared during 'windshield time.'

The 103 City and County cases total (approximately 8.5 cases per month) is an approximate 14 percent decline over the previous year's 120 cases. The City of Springfield had 62 cases in the past year. This is an approximately 11 percent decline over last year's 70 cases and is slightly less than the previous five year average of 67 cases. Likewise, Sangamon County had 41 cases in the past year, which is an 18 percent decline over last year's 50 cases, and is less than the prior five-year average of 54 cases.

At first glance, one might think that the decline is attributed to the uncertainty related to the COVID virus, but that might not be the case. There is a minimum of a two to three month lag in between the time a case is filed and when the first hearing is held. The delay allows time for the city and county to meet the statutory requirements associated with publishing a legal notice, posting a public notice on the property, and notifying adjacent property owners about the requested zoning relief. If the zoning case numbers decline in the fall, then some of the decrease could be associated with property owners not filing cases during the time in which offices had limited office hours. Reviewing the data for the 2020-2021 Program Year may provide more insight as to a possible reason for the decline.

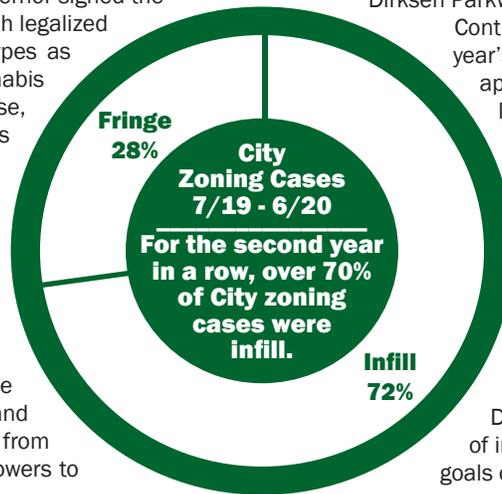
City Zoning Highlights

The 2019-2020 planning year featured some interesting trends in city zoning cases. On June 25, 2019, the Governor signed the Illinois Cannabis Regulation and Tax Act, which legalized six different adult-use cannabis business types as well as legalized the sale of recreational cannabis for the first time in state history. In response, Springfield, like many other municipalities around the state, adopted regulations in late 2019 to allow the establishment of recreational cannabis businesses in the S-3, B-1, B-2, I-1, and I-2 zoning districts. Language was also adopted to establish how far a cannabis business must be from sensitive areas like residences, churches, parks, schools, and daycares. In May of 2020, Springfield added craft growers to the list of Conditional Permitted Uses in the B-1 and B-2 districts and modified some of the buffers from sensitive areas to make it easier for craft growers to locate in the city.

The siting of adult-use cannabis businesses has resulted in multiple phone calls asking whether particular sites would meet the various buffers established by Springfield and Sangamon County. Each request involves some map research to determine whether a location might or might not meet the requirements set in the city

and county codes. Since the adoption of the zoning text amendment, two zoning cases have been handled to allow adult-use recreational cannabis dispensaries. One dispensary is located in downtown and is operational on Adams Street. The second dispensary is not yet operational as of the date of this article. The proposed location is off Dirksen Parkway at a former restaurant.

Continuing the reporting trend from the previous year's annual report, the City of Springfield had approximately 70 percent of its zoning cases located in infill areas in the past year, or 42 of 58 site-specific cases. Infill properties are in those areas where the predominant pattern of development is the re-use of older development sites or vacant lots that have developed over time. Fringe areas are located where the pattern of development is not yet urbanized. Many of the infill cases meet several of the criteria called out in the City of Springfield's Comprehensive Plan (Policy 3.2 Redevelopment regarding Infill Development, pages 31 and 32). As this trend of infill development continues, the redevelopment goals outlined in the city plan will come to fruition.



Fringe development of future seed corn sales and agribusiness consulting business (Zoning Case 19-38), pre-development.



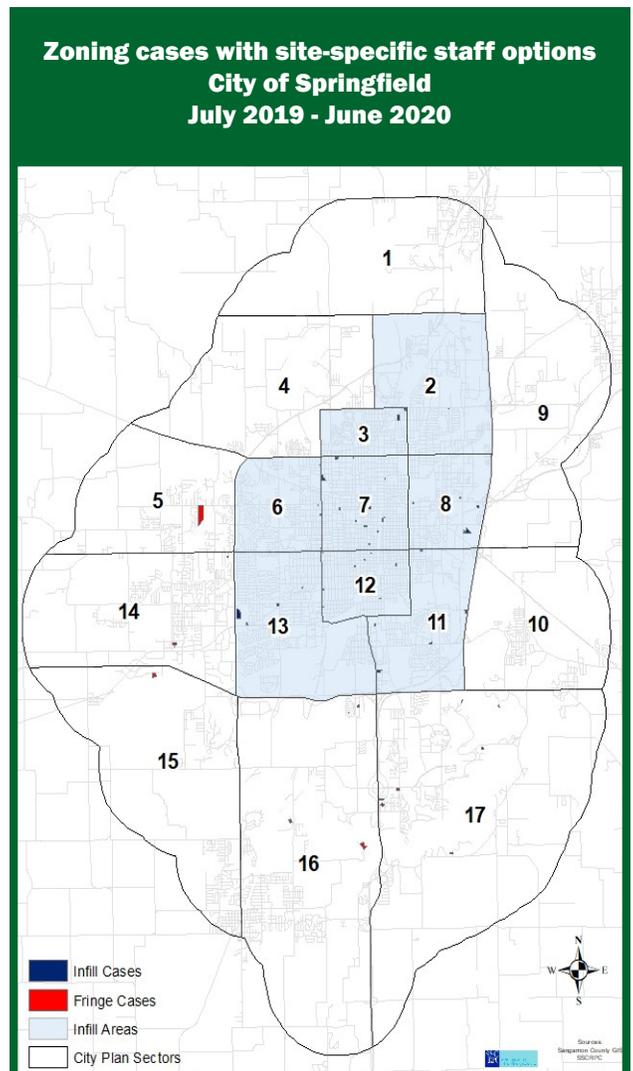
Seed corn sales and agribusiness consulting business (Zoning Case 19-38) under Construction in fringe area.



7th and Pine infill development (Case 20-10), before development.



7th and Pine infill development (Case 20-10), construction underway.



County Zoning Highlights

Sangamon County had 41 zoning cases in the past program year. While this is a decrease from the previous year, the controversy related to several of the cases made up for the reduced caseload.

Illinois' Cannabis Regulation and Tax Act was signed into law in June of 2019. The Act allows units of local governments to regulate if cannabis-related businesses would be allowed to operate within the jurisdiction. Local governments may also place restrictions on the number of cannabis-related businesses to be allowed to operate within their borders, and under what conditions.

After the Sangamon County Board voted to allow cannabis-related businesses, the next step was to identify additional regulations for consideration by the Board. The SSCRPC staff researched the state cannabis business regulations, tracked the regulations adopted by other counties, and provided information and guidance to the Public Health, Solid Waste, and Zoning (PHSWZ) Committee of the Sangamon County Board.

One of the most significant points of discussion related to how far a cannabis business would be allowed to be located from uses such as schools, daycares, churches, and residential properties, otherwise known as "sensitive areas." As part of the analysis effort, the SSCRPC staff created several maps to depict the various locations cannabis businesses could locate within the county based on different distances from sensitive areas. The mapping efforts

helped members visualize where cannabis-related businesses could locate based on distances from sensitive areas.

In January of 2020, the Board amended the Zoning Ordinance to include provisions related to cannabis-related businesses. The amendment also included the findings of fact that would be used to evaluate if a cannabis-related business meets the parameters of a Conditional Permitted Use.

During the past program year, the county had two petitions for adult-use cannabis craft grower facilities. The Zoning Board of Appeals (ZBA) recommended to the County Board that a proposed location on Cockrell Lane be approved. A second location is proposed along IL Route 97. Action on both of these measures crossed over into the next planning year with the Cockrell Lane site receiving Board approval in July, and the IL Route 97 location scheduled for the August ZBA hearing.

While the issues surrounding cannabis-related business establishments required a significant amount of time and focus, staff continued to evaluate other zoning issues as well. For example, staff is continuing to work with the County Zoning Administrator to identify other improvements to the Zoning Ordinance. Stayed tuned for next year's annual report that will include information about several modifications to the county's zoning ordinance to improve land use planning regulations.



Elevator pre development



Elevator - under construction



Land Use and Environmental Planning staff members: Steve Keenan, Senior Planner and Emily Prather, Associate Planner

**ADVISING
+
PLANNING
+
EVALUATING
+
LEADING**



Molly Berns, Executive Director



Mary Jane Niemann, Accounting Technician & Operations Assistant



Lindsay Kovski, Administrative Secretary

Created in 1987 to address the planning needs in the region in a coordinated, cooperative and continuing way, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) serves as the joint planning body for Sangamon County and the City of Springfield, as well as the Metropolitan Planning Organization for transportation planning in the region.

The Commission works with other local units of government, public agencies, and special districts throughout the region to promote orderly growth and redevelopment, and assist Sangamon County's communities with their planning needs. Through its professional staff, the SSCRPC provides overall planning services related to land use, housing, recreation, transportation, economic development, environmental matters, and risk mitigation, while also conducting various special research, analytic and demonstration projects.

The SSCRPC's staff work is overseen by the Commission, a 17 member board which includes representatives from the Sangamon County Board, the Springfield City Council, various units of government, and six citizens appointed by the City and County.



Joe Zeibert, Senior Planner, Community Planning, Research & Technology



Steve Keenan, Senior Planner, Land Use & Environmental Planning



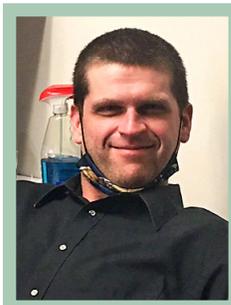
Shannan Karrick, Senior Planner, Transportation Planning



Jason Sass, Principal Planner, Transportation Planning



Neha Soni, Associate Planner, Transportation Planning



Brian Sheehan, Associate Planner, Transportation Planning

**PLANNING
COMMISSION STAFF**
(as of June 1, 2020)

ADMINISTRATIVE

- **Molly Berns**, Executive Director
- **Mary Jane Niemann**, Accounting Technician & Operations Assistant
- **Lindsay Kovski**, Administrative Secretary
- **Vacant**, Senior Planner, Policy Analysis

COMMUNITY PLANNING, RESEARCH & TECHNOLOGY GROUP

- **Joe Zeibert**, Senior Planner, Community Planning, Research & Technology
- **Jordan Leaf**, Associate Planner, Community Planning, Research & Technology
- **Vacant**, Associate Planner, Community Planning, Research & Technology
- **Vacant**, Planning Specialist, Community Planning, Research & Technology

LAND USE & ENVIRONMENTAL PLANNING GROUP

- **Steve Keenan**, Senior Planner, Land Use & Environmental Planning
- **Emily Prather**, Associate Planner, Land Use & Environmental Planning

TRANSPORTATION PLANNING GROUP

- **Shannan Karrick**, Senior Planner, Transportation Planning
- **Jason Sass**, Principal Planner, Transportation Planning
- **Neha Soni**, Associate Planner, Urban Design & Transportation Planning
- **Brian Sheehan**, Associate Planner, Transportation Planning
- **Vacant**, Associate Planner, Transportation Planning



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