

*The best way to predict the future is to
create it.* *Abraham Lincoln*



Annual Program Year Activity Report
Covering the Period July 1, 2014 — June 30, 2015

SERVING AS THE REGION'S WEATHER & WHETHER BUREAUS

Providing forecasts and informing local decision making

Although the SSCRPC's work regularly touches the lives of residents and visitors alike, its staff is often asked questions about what it *is* and what it *does*. Answering those questions can be more complicated than one might initially think because the Commission's mission — to provide for the “coordinated, adjusted and harmonious development” of the county as a region — is broad and the outcomes of its work are often inter-related .

More often than not, one of the ways that we explain the role and purpose of the Commission is by pointing out that it serves as both the region's “weather” and “whether” bureaus!

First, and just like a weather bureau, the SSCRPC staff is regularly asked to make forecasts: to look into the future of our region and its communities — based upon the trends and forces we see at work that are creating both challenges and opportunities — and then make predictions about what it sees for good or ill on the horizon.

Our Strategic and Comprehensive Planning group does this for local communities as it assists them in the development of local plans, but also when research is conducted to assess the implications of the demographic and economic changes going on around us.

Our Transportation Planning group must also look into the future to determine what our transportation needs are likely to be, and how addressing those needs will affect the region and its communities.

Our Development and Land Use planning groups both must take into account the future, and make predictions about it, as

both development assessment and zoning have impacts well beyond the *now*.

But in surveying the future, making forecasts and predictions, the Planning Commission's staff is also asked to do something that the weather bureau is seldom asked to do: make recommendations as to what our partnering jurisdictions might do to make best use of the trends identified and overcome any barriers they are anticipated to create. In this way the Regional Planning Commission also serves as a *whether* bureau; helping our partners make the best decisions they can to achieve the outcomes the SSCRPC is intended to promote, for as Abraham Lincoln instructs us, “The best way to predict the future is to create it.”

This report offers examples as to how the SSCRPC has assisted local governments during the 2014-15 program year to both predict the future as well as create it. The examples provided do not address all of the projects and activities that the Commission successfully completed or carried out, as to do so would result in a document with many more pages than this one. But we trust that this report does provide the SSCRPC's Commissioners, local municipal leaders, and the general public with an overview of the important work the Regional Planning Commission's staff accomplished over the past 12 months in serving as both the region's weather and whether bureaus.

E. Norman Sims, Executive Director
Springfield-Sangamon County Regional Planning Commission

Respectfully submitted to the Commission, July 15, 2015



THE COMMISSION'S LEADERSHIP DURING THE PROGRAM YEAR

Membership as of June 1, 2015

2014-2015 Officers and Members of the Executive Policy Board:

Mr. Kenneth Springs, Chair, Citizen Member, Sangamon County

Mr. Bruce Strom, Vice-Chair, Citizen Member, City of Springfield

Mr. Eric Hansen, Secretary, Citizen Member, Sangamon County

Hon. James Langfelder, Mayor, City of Springfield (Mr. Mike Farmer)

Hon. Andy Van Meter, Chairman, Sangamon County Board (Mr. Brian McFadden)

Mr. Jeff Vase, Regional Superintendent of Schools (Ms. Shannon Fehrholz/Mr. Lyle Wind)

Mr. Brad Mills, Citizen Member, City of Springfield

Other Commission Members:

Mr. Brian Brewer, Chair, Springfield Mass Transit District (Mr. Frank Squires)

Mr. Dick Ciotti, Chair, Springfield Metro Sanitary District (Mr. Gregg Humphrey)

Hon. Andy Goleman, Member, Sangamon County Board (Mr. Charlie Stratton)

Mr. Larry Hamlin, Sangamon County Citizen Member

Hon. Cory Jobe, Springfield Aldermanic Member

Mr. Bill Moss, Springfield Citizen Member

Hon. Leslie Sgro, Chair, Springfield Park District (Mr. Elliot McKinley)

Hon. Greg Stumpf, Member, Sangamon County Board

Mr. Frank Vala, Chair, Springfield Airport Authority (Mr. Roger Blickensderfer)

Vacant, Springfield Aldermanic Member

Mr. Norm Sims, Executive Director, SSCRPC

(Indicates member's official designated representative.)



Dave Dugdale: www.learningvideo.com

FY2015 PROPOSED BUDGET SUBMISSION & DETAIL FOR THE SPRINGFIELD-SANGAMON COUNTY REGIONAL PLANNING COMMISSION

For the Period December 1, 2014 - November 30, 2015

APPROVED BY The Planning Commission's Executive Policy Board October 10, 2014

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SSCRPC
 Springfield-Sangamon County Regional Planning Commission

FINANCES:

Revenues and Expenditures (rounded to nearest dollar), Dec. 1, 2013, through Nov. 30, 2014. Does not include Sangamon County Zoning Office.

REVENUES:

General Planning - City of Springfield	161,753
General Planning – Sangamon County	313,356
Transportation Study	378,824
Mass Transit Study	104,437
Marketing Materials - SMTD	21,088
Regional Comprehensive Planning Grant	97,222
Hazard Mitigation Plan	23,009
Other Projects	19,867
Reimbursed Expenses	400

TOTAL REVENUES \$1,119,956

EXPENDITURES:

Personnel	\$653,796
Boards & Committees	4,250
Fringe Benefits	264,797
Materials & Supplies	9,498
Printing	3,869
Meetings & Dues	2,420
Travel & Mileage	1,283
Equipment Maintenance	3,997
Equipment Rental	456
Publications	3,831
Postage	2,590
Contractual Services	81,139
Allocated Administrative Costs	125,793
Equipment Purchases	3,464
Depreciation	1,071

TOTAL EXPENDITURES \$1,162,254

Concerning the Commission's Finances

The column to the left provides information concerning the Commission's revenues and expenditures from Dec. 1, 2013, through Nov. 30, 2014, the last audited year. The reader will note that expenditures are shown as exceeding revenues by \$42,298. However, the difference in the amount of Revenue and Expenditures is due to the fact that the SSCRPC bills on a quarterly basis. Therefore, two months worth of expenditures are included in the financial statement that are not billed until the quarterly billing is done in January for the period of October – December.

The SSCRPC's financial planning must take into account a number of factors each year. The first is that the Commission must operate 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 one another's. These years also differ from the Commission's program year, which runs from July 1 until June 30 of the following year, and which is the period covered by this report.

In addition, 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 governmental fiscal years noted above.

This requires that the Commission staff pay close attention to both budgeting and the management of the resources it receives, and is one of the reasons why the SSCRPC is the subject of two audits each year: the Sangamon County audit and a separate independent audit of the Commission's finances.

COMPREHENSIVE & STRATEGIC PLANNING

Continuing to look to the future of local communities through comprehensive planning while helping local leaders work together to solve problems

A major component of the SSCRPC Strategic and Comprehensive Planning group's work is pursuing long-range comprehensive planning for its partnering municipalities. Over the last several years the SSCRPC has engaged in the development of numerous community comprehensive plans, and sees its work on such plans as an important contribution to the future of the region.

A local comprehensive plan prepares a community to be "development ready", so that growth opportunities are not overlooked and can occur within an intentional and orderly context. This ensures that communities are ready for the opportunities that enhance their resources, are equipped to effectively respond to inevitable change, and can enrich the futures of their residents by achieving defined goals and action steps that they have arrived at together.

Indeed, the SSCRPC believes that the founda-

tion of a community's well-being is quality planning accompanied by appropriate implementation efforts. A well-prepared community is one with a plan in place that equips it with the tools it needs to respond to challenges and make use of opportunities while still being mindful of its long-term goals.

When assisting a community with its comprehensive planning, the SSCRPC staff works with local leaders to conduct land use inventories and analyses, provide environmental assessments and utility studies, analyze the demographics of its population and produce growth projections, and review its transportation, community facilities and other needs. This assists the community in developing local goals and objectives, going beyond the simple development of a land use map. The SSCRPC also ensures effective citizen engagement through community surveys and public

workshops. This helps ensure local investment in, and ownership of, an engaging community plan. Planning horizons for these projects typically extend twenty years into the future, and the SSCRPC staff encourages communities to keep their plans up-to-date by reviewing them every five years and updating them every 10.

During the 2014 program year, SSCRPC staff completed the comprehensive plan for the Village of Riverton, finalized the Sangamon County Regional Strategic Plan, and began work on the comprehensive plan for the Village of Dawson. Once plans are adopted, the challenge for residents and their elected leaders becomes one of implementation. A well written plan without quality implementation efforts simply becomes another report on the shelf.



A conceptual design produced by the SSCRPC for the Riverton Comprehensive Plan

Regional Leadership Council meets to discuss joint issues and opportunities.



The SSCRPC and the Regional Leadership Council

Helping local governments weather fiscal storms and be *whether* spotters

In order to ensure that the goals identified in the *Sangamon County Regional Strategic Plan* continue to be on community radars and vital components of regional efforts, during PY2014-15 the SSCRPC continued to contribute to the ongoing success of the Sangamon County Regional Leadership Council (RLC). This caucus developed in the course of the SSCRPC's regional planning process and with the encouragement of the Citizens' Efficiency Commission for Sangamon County (CEC; see sidebar right). Local municipal leaders began meeting on an ad hoc basis early in the process of developing the Regional Strategic Plan, but the group was formalized in response to the CEC's recommendation that "Leaders' Peer Networks" be established in the region as a step toward improved local government efficiency and effectiveness.

The RLC formally approved officers and bylaws in late 2013, and in April of 2015, elected officers for their first full term. The RLC includes the chief elected officials from all municipalities in the region, including the Sangamon County Board Chair. Its purpose is to provide a forum through which these officials – mayors, village board presidents, and county leaders – can cooperatively plan, develop consensus, and act jointly on public policy and operational issues affecting the region. Its goals include, but are not limited to: expanding cooperation among and between the local units of government in the county; reducing the unnecessary duplication of services; improving communication among municipalities and other units of government; sharing information and increasing administrative capacity; and, through their interaction, increasing the capacity of municipal leaders in the county to solve local and regional problems and make effective use of new opportunities. It is believed that by working together, they may be better able to weather fiscal storms as they develop, and by

networking, act as "whether" spotters to share their local experience and offer the lessons they have learned to their peers, both now and in the future.

Thus far, the RLC has worked to address a number of regional policy issues, collaborating on such items as: electric aggregation; animal control fee structures; ongoing reviews of regional fire, law enforcement, and water plant management; and the sharing of policy manuals and job descriptions.

Through this partnership the leaders continue to discuss increased resource efficiencies, including the potential for shared administration.

The SSCRPC staff provided administrative assistance in the creation of this important new organization. The Planning Commission's Strategic & Comprehensive Planning group is pleased to continue to assist in the RLC's development as an on-going platform for regional plan coordination and implementation, and also hopes to serve as a catalyst for new efforts and activities as the RLC moves into the future.

Supporting Greater Efficiency and Effectiveness

A project of significant impact for the region over the last few years is the Citizens' Efficiency Commission for Sangamon County (CEC). This effort, staffed by the SSCRPC, provided the opportunity for it to enhance communities by finding ways by which municipalities can provide better services at lower costs. The SSCRPC considers its work in support of the CEC among its most important projects of the last decade, having great potential to enrich the futures of our communities.

Following the CEC's final report — *Exceeding Expectations* — the Sangamon County Board felt it would be of value to extend the CEC for another term, and asked the public whether it supported the continuation of this work via two referenda that were placed on the primary ballot in Spring of 2014. The referenda passed overwhelmingly, continuing the work of this important initiative.

The nine members of the new CEC have made implementation of the group's initial recommendations a top priority for the new term and the SSCRPC is enthusiastic in its support of the CEC's work. As with comprehensive planning, without consistent efforts toward implementation on the part of local governments, the CEC's work will, in the long run, have significantly less value.

Citizens' Efficiency Commission members recognized by Sangamon County Board for their work.



RESEARCH AND ANALYTIC PROJECTS

Conducting the research and analysis necessary to make forecasts and create a desirable future for the residents of the region

One of the ways in which the SSRPC staff assisted the region during the past program year was by conducting the research and analysis necessary for local government leaders to know more about the trends affecting their residents as well as the steps they might take to mitigate problems before they begin and make use of opportunities as they arise.

While the Planning Commission’s Strategic and Comprehensive Planning (S&CP) group may be best known for its work on the Sangamon County Regional Comprehensive Plan, its assistance to the Citizens’ Efficiency Commission and Regional Leadership Council, and its work with local communities in the development of their individual comprehensive plans, these activities all require an understanding of the political, economic, social and technological forces at work .

Through the types of research and analytic work described on this page and the next, the S&CP staff is able to assess both local and regional strengths, weaknesses, opportunities and threats. The ability to do such work is critical to successful long-range planning, but perhaps more important is that it provides the SSRPC and

the local governments it serves with a platform to begin looking at ways in which the region might be improved: best practices that can be implemented and serve the region well into the future; alternative approaches to problem solution; and guidance as to strategies that might be adopted as well as the tactics necessary to implement them.

Much of the research and analytic work conducted by the SSRPC during the program year may never result in a formal report. For example, during the program year the Commission staff conducted work in support of its “Smart Cities” Pilot Project, which looked at ways by which several smaller communities in the county — Rochester, Sherman and Williamsville — might better plan for economic growth.

Work of this type requires skills, special expertise and access to various data sources and information tools that are not available to most municipalities, but are available to them through their involvement with, and support of, the SSRPC.



TRACKING BEST PRACTICES

To help local governments in the region make more informed decisions, the SSRPC works to identify improved practices that it then shares with local leaders. These best practices are often described in its *TrendLines* publications.

During the 2014-15 program year, for example, the SSRPC produced an issue of *TrendLines* addressing simple but more cost efficient and effective ways of meeting local transportation infrastructure needs.

Population
Age
Households
Race
Housing
Education
Income

2010 Census Analysis

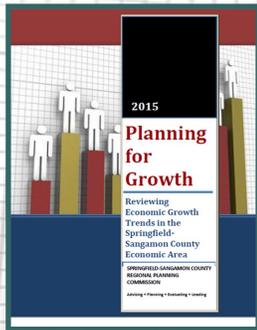
Administering
Planning
Evaluating
Leading

SSRPC
Springfield-Sangamon County
Regional Planning Commission

The national decennial census provides both planners and local policy-makers with essential information for understanding where the region and its communities have been, where they are now, and where they are going.

In PY2014-15, the SSRPC’s Strategic & Comprehensive Planning group took a close look at the census data for the region, producing a report — *2010 Census Analysis: Springfield & Sangamon County, Illinois* — that gathers together key metrics and indicators about the place where we live. Among other uses, the information provided in this report can be of critical importance to the public in measuring the performance of the region over time, allowing for the region’s progress to be measured against peer regions across a number of key indicators. Areas covered include the characteristics of the region’s population and demographics, the nature of its households, how they are housed and educated, and their employment and income.

Throughout this report, key findings are highlighted in “Noteworthy Trends” boxes which provide brief discussions as to the long-term implications of the SSRPC’s findings for the area.



Regional Economic Trend Analysis

As a follow-up to its work studying the economic resilience of the region's economy (see box to right) and to address a void in local economic development planning which only considered short-term trends, during the 2014-15 program year the SSCRPC conducted a study of the economic dynamics of region — *Planning for Growth* — over a longer period of time: principally 1970 to 2013.

Reviewing a region's economy is a large task, and many factors could be considered in such a review, but the Commission staff ultimately focused on the five factors it believed most important:

- The rate of growth of the region's population and some factors associated with that.
- The extent to which personal wealth was growing.
- The degree to which jobs were being created.

- The nature of business growth.
- And the extent to which the local economy supported high tech business growth.

One of the important aspects of the study was that for the first time it applied the Illinois Regional Economic Analysis Project's Leading-Slipping-Gaining-Lagging (LSGL) methodology to the local economy. The study also provided analysis that allowed for Sangamon to be compared with three peer regions: Champaign, McLean and Peoria counties.

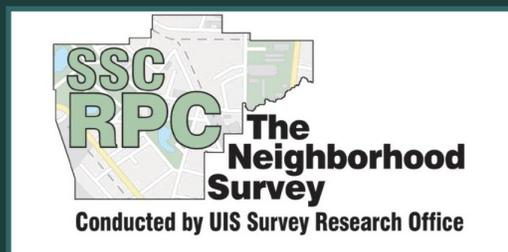
The study found that while the Sangamon County region's economy performed well during the 1970s and 1980s, these gains began to noticeably erode in the 1990s, with more recent improvements not yet making up for the declines in real terms. In none of the areas studied did the LSGL analysis find the Sangamon region to be "Leading", meaning that it did not demonstrate both short and long-term gains.

REGIONAL ECONOMIC RESILIENCY STUDY

The perception that recovery from the recent national recession has been slow to materialize put into question the capacity of local economies to "bounce back" from economic strife: their *economic resiliency*. With this in mind, the SSCRPC looked at the economic resiliency of the Springfield metro area based upon an index of factors developed by the Buffalo Regional Institute of the State University of New York.

This Resilience Capacity Index (RCI) allows for the measurement of an area's ability to respond to economic stress based upon 12 equally weighted factors that assess local Economic, Socio-Demographic and Community Connectivity capacities.

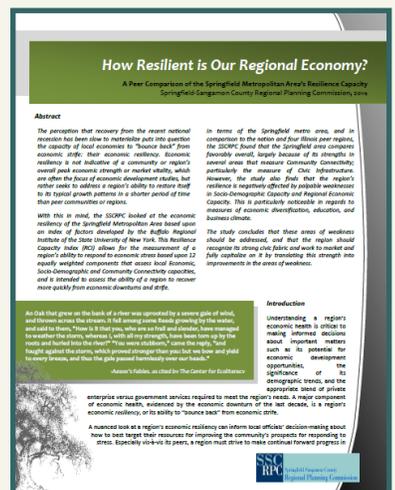
The SSCRPC's study found that the Springfield area compares favorably overall, largely because of its strengths in several areas that measure Community Connectivity. However it also found weaknesses in Socio-Demographic and Regional Economic capacities, particularly those related to economic diversification, education and business climate.



Almost 40 years ago the SSCRPC surveyed residents in the region asking them what they saw as they looked about their neighborhoods. This "What I See" survey was intended to not just collect residents' thoughts about the aesthetics of the places where they lived, but to try to assess how they *felt* about living there.

During PY2014-15, the SSCRPC again sought the opinions of Sangamon County residents with the assistance of the Survey Research Center at the University of Illinois Springfield. This new study — *The Neighborhood Survey* — again asked residents to assess the visual appearance of their neighborhoods, but added to it by seeking their opinions concerning what their "ideal" neighborhood might be and look like. It also asked a series of questions seeking to assess their likelihood to move from their current residences to other places and the factors that might cause such a move.

The study was conducted to guide local leaders in decision making related to the visual appearance of their communities and to assist the SSCRPC in finding ways to improve neighborhood livability.



TRANSPORTATION PLANNING

The SSCRPC's work on the 2040 Long Range Transportation Plan is helping to create the future of travel in the region

The Long Range Transportation Plan (LRTP) is the foundation for all work done by the Springfield Area Transportation Study (SATS), creating a unique vision for the future of transportation in our planning area. This plan, which must be updated every five years in order for the area to qualify for Federal transportation funding, addresses all modes of travel, including roads, rail, bicycle accommodations, pedestrian ways, mass transit, and air.

The Commission's Transportation Planning group, with assistance from other Commission staff, spent most of the past year on the transportation plan update. This effort required the SSCRPC staff to assist SATS as its "weather" bureau, making predictions concerning the region's transportation needs over the next 25 years and then identifying the transportation projects that will best address those needs. At the same time, it worked to obtain public input and provide the analyses necessary to determine "whether" the projects identified would support the overall vision and goals for our greater community.

The development of this plan was no small task. Facts are needed in order to make plans and predictions, and the first task for the Commission's transportation planning staff was to collect the data necessary for informed decision-making. This included: demographic information; data on the various existing travel networks; and consideration of the social, environmental and economic elements that play a role in local transportation.

The Transportation Planning group then had to assess which way the public opinion "wind" was blowing through various outreach activities. These included surveys, with special attention given to citizens who traditionally have not participated in outreach efforts in the past, a Citizens Advisory Committee, made up of 14 members representing diverse interests and constituencies in the community, and a Communities Advisory Committee, with 11 members representing the smaller communities and other jurisdictions.

Favorable conditions were forecast, as guided by this work SATS created a 25-year blueprint for transportation in the region, considering the needs of the smaller communities as well as the largest. This vision is a regional one, centered on the interconnectivity of each specific transportation network. This included assuring that the road system is connected so that there are no missing links that disrupt effective and efficient travel, as well as addressing the interconnectivity of the various modes of travel; for example ensuring that passengers have sidewalks to walk to bus stops.

The 2040 LRTP, was adopted in March of 2015, and will help make certain that our region will be able to travel into the future come rain or shine! Adhering to this transportation blueprint supports the wise investment of tax dollars in transportation projects that contribute to a well-functioning transportation system rather than using a piecemeal approach.

It will be implemented through the annual Transportation Improvement Program (TIP), which lists all transportation projects in the area to be undertaken within the next four years. These projects come directly from the LRTP, and any project receiving Federal funding must appear in both the LRTP and the TIP.

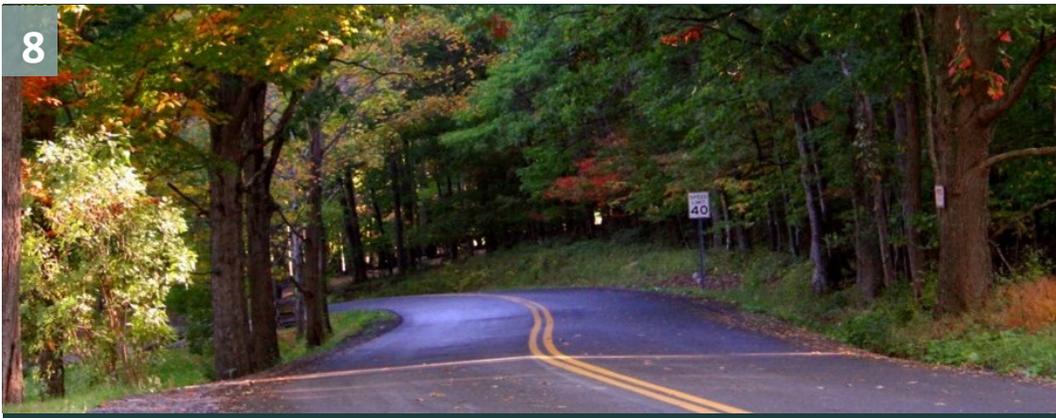
The selection of projects for the TIP requires a rigorous evaluative prioritization process, involving criteria intended to determine each project's significance in addressing: regional connectivity; improved safety; additional modes of travel; congestion reduction; preservation of existing transportation facilities; the project's readiness for construction; the local jurisdiction's financial contribution to the project; the project's anticipated economic benefits; improvements in security; effect on environmental quality or community livability; and the extent to which the project would assist in serving previously underserved populations.



SATS' VISION FOR TRANSPORTATION IN THE METRO PLANNING AREA

The Springfield Metropolitan Planning Area (MPA) includes the communities of Chatham, Clear Lake, Curran, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, Springfield, and Spaulding, as well as some unincorporated portions of Sangamon County. In this area there is a diversity of demographics, economies, and environments, but also many commonalities. By proximity these communities have a shared future, and SATS envisions the area as a place where:

- All citizens have access to the advantages our area offers for a good quality of life; have opportunities that support their ability to contribute to the common good; and have their needs considered as our communities grow and change.
- Transportation, development, and comprehensive planning work together to assure that first-class and cost-effective transportation infrastructure is available to support our homes, businesses, and leisure activities, and to encourage economic expansion in the region.
- All modes of travel, including motor vehicle, bicycle, pedestrian, mass transit, freight transport, air, rail, and inter-city bus are efficient; effective; safe; accessible and interconnected, both as individual networks and as an entire transportation system.



Transportation system performance measurement

Federal transportation programs and funding are governed by the *Moving Ahead for Progress in the 21st Century Act* (better known as MAP-21), which was passed by the Congress in June 2012. This act made many changes affecting local transportation and its planning, such as that done by SATS and incorporated in the new Springfield Area Long Range Transportation Plan.

Among these changes were the inclusion of performance targets that must be established and measured by the state transportation departments in consultation with metropolitan planning organizations (MPOs) such as SATS. These performance measures are to address four areas seen as important to the transportation system:

- The performance of the National Highway System, including both roads and bridges;
- Improvement in highway safety ;
- Congestion mitigation and air quality improvement; and
- Freight movement, including road and rail.

Since the passage of MAP-21, the Illinois Department of Transportation has been working with a technical group made up of representatives from the state's MPOs to address this challenge. The SSCRPC's Executive Director was selected to chair this statewide working group.

Rather than awaiting state action, SATS opted to move ahead in the establishment of measures in its 2040 LRTP based upon the seven goals established in its plan (see insert to the right).

The goals provide not just an overall approach to reaching a cooperative vision for our local transportation system, but also informed the performance measures SATS adopted.

Consistent with the demands of MAP-21, the overriding themes of efficiency, effectiveness, sustainability, and safety in the experience of travel within the region, as well as the fulfillment of the plan's goals, advised the develop-

ment of 14 performance targets. They are in brief:

- By 2025 a 25% reduction in the 5-year rolling average of traffic fatalities.
- By 2025, a 25% reduction in the 5-year rolling average of fatality rates.
- By 2025, a 25% reduction in the 5-year rolling average of serious injury rates.
- From FY2014 to FY2020, a 10% increase in the number of Springfield Mass Transit District passengers.
- By 2020, a 10% reduction in the number and square footage of road bridges in the MPA, those currently in service and expected to be in service during the life of the LRTP, classified as 'structurally deficient'.
- By 2025, completion of 10% of the mileage of missing links in the road network.
- By 2020, a 50% build-out of the key missing links in the Priority Pedestrian Network.
- By 2020, completion of 50% of the key bicycle corridors connecting citizens without vehicles to identified Economic Activity Centers.
- From 2015 to 2025, a 5% reduction in vehicle miles traveled.
- By 2020, 100% completion of the on-road connection of the multi-use trails existing in 2014.
- By July 2017, complete upgrades to the high-speed rail corridor, including Springfield's 3rd Street corridor.
- By 2030, the consolidation of the 3rd St. rail line onto the 10th St. corridor.
- By 2020, transit service provided to all economic activity centers.

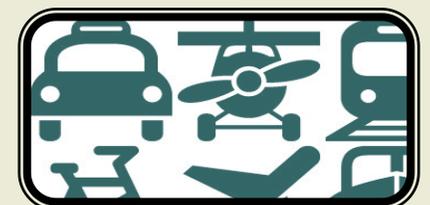
GOALS OF THE 2040 LONG RANGE TRANSPORTATION PLAN

The 2040 Long Range Transportation Plan presents a detailed vision of the desired transportation system for the metro area.

To achieve this vision, the SSCRPC staff worked with the members of SATS to conducted public input sessions and review national goals in order to arrive at seven goals for the MPA. These goals were approved by SATS and are now integral parts of the 2040 plan.

The goals are to:

- Support economic opportunities for our residents and advance the overall economic vitality of the MPA by providing for the travel needs of workers to jobs, customers to goods and services, and visitors to tourist destinations, as well as the transport of freight within, through, and to destinations beyond the area.
- Provide a safe and secure transportation system for all travelers in the MPA.
- Offer efficient, effective, and accessible travel through intra-modal and inter-modal connectivity.
- Sustain the quality of life for all residents through preservation of the natural and cultural environments when developing and updating the transportation system.
- Facilitate wise investment in the transportation system by integrating SATS planning activities with other planning efforts within the MPA.
- Utilize the transportation system as a catalyst for improving neighborhoods and communities.
- Create the transportation system envisioned by citizens and leaders in the MPA.



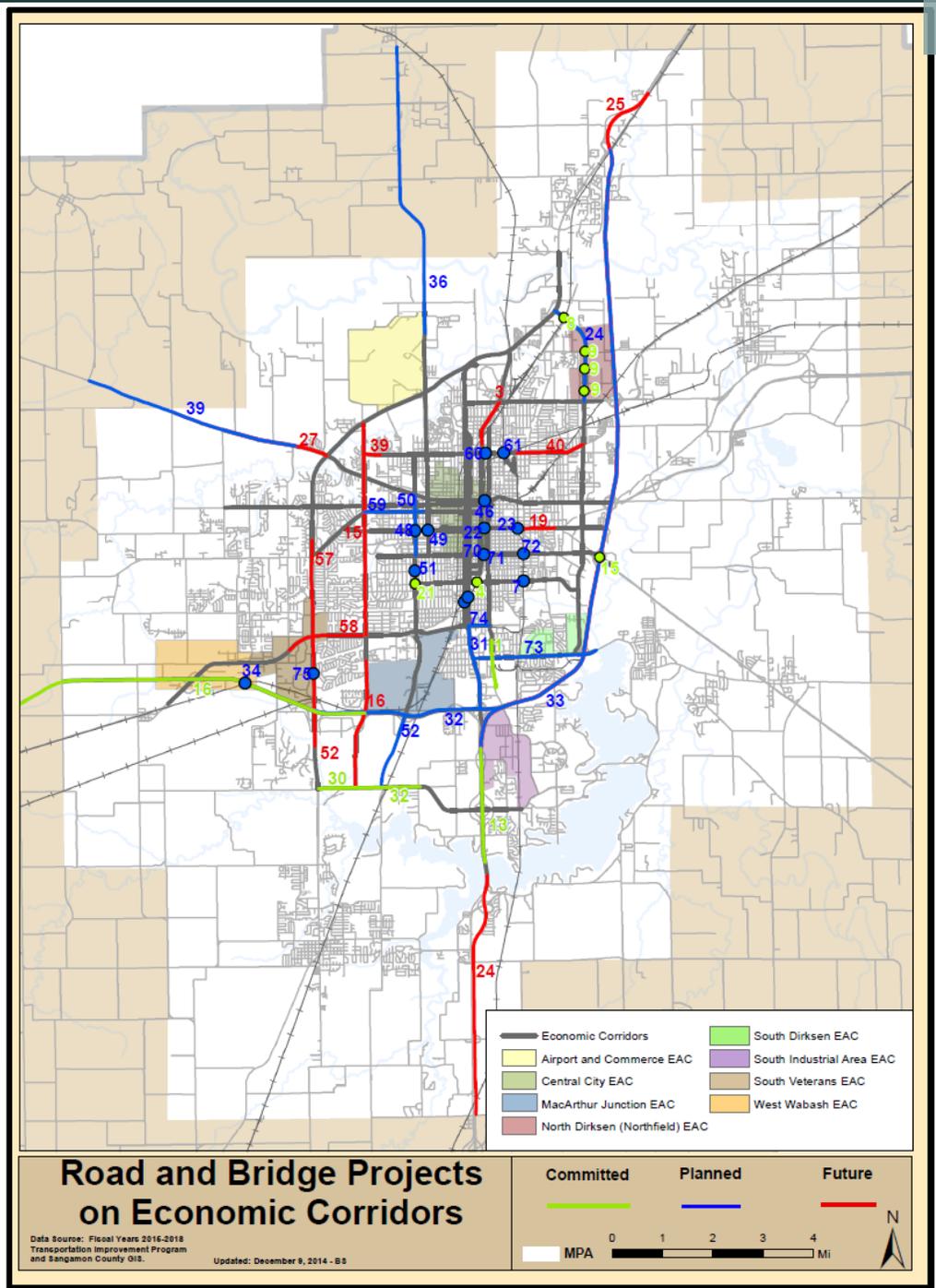
TRANSPORTATION PROJECT FUNDING

Any transportation project receiving Federal funding must appear in the SATS Long Range Transportation Plan as well as be included in the Transportation Improvement Program. For most projects the lead jurisdiction is responsible for applying directly to the Illinois Department of Transportation or the U.S. Department of Transportation for funding through a competitive process under the various grant programs these agencies make available. However, SATS does receive a direct allocation of Federal Surface Transportation-Urban (or ST-U) funds each year.

For fiscal year 2015, the SATS ST-U amount was about \$1.3 million. Because this amount of funding is not always adequate for larger projects, and to allow jurisdictions to prepare for project construction, SATS has combined anticipated funding for a multi-year period in awarding ST-U funds. Most recently this included an aggregate of carry-over funds plus FY 2016 through FY 2019 estimated funding. Three projects were selected for ST-U funding, and they are anticipated to begin between now and 2019.

These projects are:

- The reconstruction of the Archer Elevator Road - Iles Avenue Intersection.
- The reconstruction of Stanford Avenue from 11th Street to Fox Bridge Road.
- The widening of Woodside Road to five lanes from Chatham Road to Veterans Parkway.



Transportation and economic growth

As noted in the Research and Analytic Projects portion of this report (see pages 6-7), advancing the economic growth of the region was a major area of emphasis for the Planning Commission during the past program year. The Transportation Planning group also took regional economic growth into account as it studied the area during the development of the Long Range Transportation Plan.

For example, previous work conducted for the SSCRPC identified eight significant Economic Activity Centers located in the MPA. These are areas spread within and around the Springfield urban core that currently serve as employment generators and have the locational potential for additional business and job growth. In developing the 2040 Long Range Transportation Plan, the SSCRPC staff considered these centers in terms of both needed road and bridge projects and their locations vis-à-vis existing economic corridors.

The map above displays road and bridge projects on identified economic corridors in the planning area for which funding is committed (green on map), planned (blue) or expected in the future (red).



ating pockets of green spaces for the surrounding neighborhood and improving linkage of Route 66 with the State Fairground by establishing a sense of entrance to the fairground and overall place-making. Some of the sustainable features included bioswales, solar paneled bus shelters, solar lights, native vegetation, permeable pavers, and recycled materials.

The conceptual design demonstrated how the improvements would enhance the level of sustainability of the project as measured against a national benchmark. The INVEST evaluation showed that if the sustainability improvements included in the conceptual design were implemented, the project would achieve the Gold or Silver level of the INVEST Basic Urban Project Development scorecard. INVEST criteria and the corresponding improvements were communicated effectively and concisely through a visual format. By demonstrating INVEST tool, this project provoked the creative thinking and innovative ideas that will lead to long term solutions for integrating sustainability into local transportation planning.

A new tool to assess the *whether*

A main focus of the 2040 Long Range Transportation Plan centered on *sustainability* – the synergy of social, economic, and environmental factors to meet the needs of our communities into the future. The Federal Highway Administration (FHWA) developed an online tool, called INVEST, which enables agencies such as the SSCRPC to set sustainability goals in system planning to inform both the update of the LRTP as well as the development of transportation projects.

With the intent to educate and raise awareness about sustainability concepts in transportation, SSCRPC staff prepared a conceptual demonstration of INVEST at the project level. Our idea began with first identifying a local project and then using elements of the tool prospectively to guide the planning and urban design concepts. Various requirements of the criteria were used to holistically visualize the corridor's design focusing on elements of the built, social and development environments. A part of historic Route 66 through Springfield along Peoria Road was selected for the demonstration. As there is growing local interest in re-developing this historic corridor, we took this opportunity to propose an INVEST-based alternative.

Using the INVEST criteria, staff identified improvements that could be made to the corridor that would enhance sustainability. The overall design concept integrated a thoroughfare with the activities generated by the adjacent context in terms of the land use, building typologies, mobility options, safety, and access; establishing an overall sense of place and aesthetic environment. Project details included streetscape design, reviving the Route 66 museum, a proposed side path to encourage biking and walking, making existing sign-only bus stops accessible along with provision of bus shelters, improving the intersection by creating



Spring weather brings the Springfield downtown parking study

Nearly every year since 1972, Spring weather brings the SSCRPC's annual *Springfield*

Central Area Parking Survey. This study regularly considers the parking supply in downtown Springfield and indicates any significant changes that have occurred within the boundaries

the study sets. In the first two decades after 1981, total off-street parking increased significantly due to the addition of large numbers of off-street parking facilities in the northern and western portions of the study area, and has held relatively steady since. By comparison, these same areas were heavy contributors to the losses in on-street parking, particularly due to some corridor-specific projects, as well as the construction of curb cuts to provide off-street parking access.

In the 12 months since completion of the 2014 survey, some minor changes have occurred, with a moderate decrease in the

total amount of on-street parking spaces primarily due to the restriping of 2nd Street for bicycle lanes; the first on-street bicycle facilities in the Parking Survey study area. On-street spaces were also removed adjacent to the Federal Courthouse. The total off-street parking supply fell as well, primarily due to staging for the Carpenter Street underpass and the closure of the top level of a public parking ramp. Bicycle parking has been counted since 2007 and has nearly doubled since then.

Total parking spaces in downtown Springfield = 27,489 (37% of non-road land area)

Parking occupancy rate = 50%

Total bike racks in downtown Springfield = 61



LAND USE & ENVIRONMENTAL PLANNING

Determining both the weather and whether of land use: The Regional Planning Commission must do both in its zoning reviews

There may be no area of SSRPC activity that better represents the role of the Commission as both *weather* and *whether* bureau than the work it does to help ensure the appropriate zoning of property.

At its most basic, zoning involves a general plan to control and direct the use and development of property in a municipality by dividing it into districts according to its present *and potential use*. Looked at in this way, zoning involves two things: looking into the future to assess and forecast how properties might best be used at some future time given changing conditions, and then making decisions as to what uses are in the public interest in order to prevent, or at least reduce, the congestion, disorder and dangers that unregulated development often create.

Development in a community is sometimes measured by the number of cases that are heard by zoning bodies. If a community has a significant number of zoning cases, then development is perceived to be booming. However, that is not always the case. Sometimes, a large number of zoning cases means that residents who would normally be selling their homes and “up-sizing” are choosing instead to stay put and make improvements requiring, for example, a request for a variance to install a new fence or add to the size of their home.

Equally, a large number of zoning cases could mean that commercial development is booming. In short, the number of zoning cases is not always the best barometer of determining whether a local economy is booming.

Whatever may be the case, the SSRPC’s Land Use & Environmental Planning (LU&E) staff is responsible for conducting an independent analysis of all zoning cases brought before the zoning bodies of Sangamon County and the City of Springfield. For each case, the LU&E staff conducts a site visit to the subject property, and identifies the other uses of properties in the immediate area to determine if the requested zoning is compatible with the other uses in the neighborhood. Staff reviews the municipality’s comprehensive plan to identify if the request is compatible with the plan and reviews how the area has developed to determine if the requested zoning is compatible with the trend in the area. Based on the analysis, staff then forwards a written recommendation to the applicable zoning bodies as to the action that they might take.

During this planning year, staff completed a total of 129 zoning analyses. Of those 85 were City of Springfield cases, and 44 were for properties in unincorporated Sangamon County. This represents a 7% decrease in the total number of cases over last year.

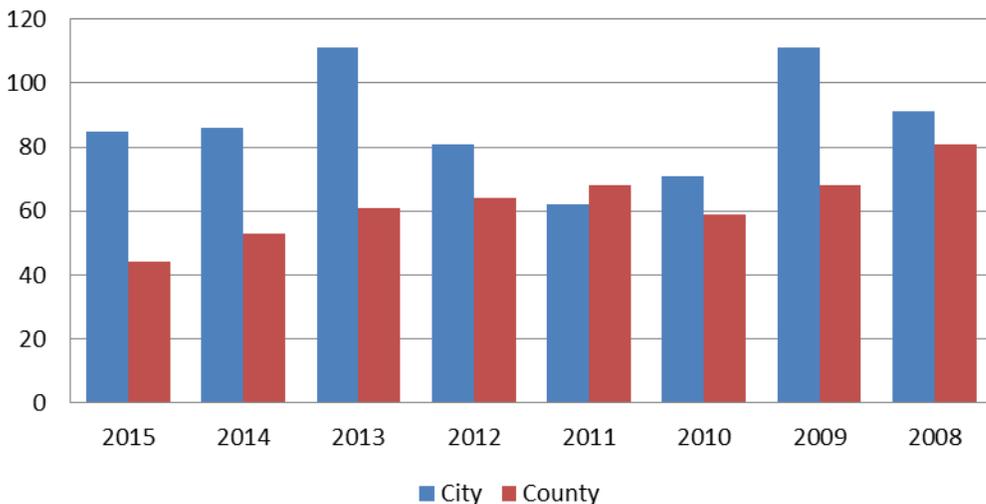
HISTORIC PRESERVATION The Land Use & Environmental Planning group addresses the old and new

Historic properties in the region may sometimes be “weather-worn”, but each contributes to the rich heritage of Sangamon County. Many in the region may not know that the LU&E staff provides assistance to the Sangamon County Historic Preservation Commission (SCHPC) which is responsible for the designation and protection of the county’s significant historic resources. The Executive Director of the SSRPC serves as an *ex officio* non-voting member of the SCHPC, and also serves as a voting member on the City of Springfield’s Historic Sites Commission (SHSC).

One of the ways that historic sites in Springfield and Sangamon County are protected is through being landmarked through the SCHPC or SHSC.

The landmark designation process consists of several steps. In the case of the Bethel Cemetery — sometimes known as the Hampton Cemetery for James P. Hampton (1787-1853), one of the earliest settlers in the area — in Lanesville Township, one finds a piece of local history that is approximately 180-185 years old. It is presumed to be the oldest cemetery in the Township, and when LU&E staff received a completed a landmark application, it was referred it to the SCHPC for action. A public hearing was held to hear evidence, and a recommendation to approve the landmark was forwarded to the Sangamon County Board for approval. The end result was the landmarking of the Bethel Cemetery at the County Board’s June 8, 2015 meeting.

Zoning Case History



Urban flooding to be topic of regional planning session

SSCRPC's floodplain management efforts save Sangamon County residents money

Residents of unincorporated Sangamon County will receive a 15% discount in their flood insurance premiums because of the County's increased floodplain management activities to help reduce the threat of damage due to flooding. This action is the result of the positive outcome of a five-year cycle review of the county's participation in the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) which administers the Community Rating System (CRS).

The CRS is a voluntary, incentive program that recognizes and encourages community floodplain management activities that exceed minimum NFIP requirements. The program includes 10 different class rating levels based on the number and type of activities voluntarily initiated by the participating community. Each level corresponds to a percentage discount on National Flood Insurance policy premiums.

The SSCRPC administers participation in the



CRS for the unincorporated areas of the county. In 2000, Sangamon County received a Class 8 rating which corresponds to a 10% discount in flood insurance premiums. To become a Class 7, the LU&E staff increased planning efforts in main categories: Public Information, Mapping and Regulation, Flood Damage Reduction, and Flood Preparedness. The extra efforts that improved the class rating include increasing programs to inform residents and stakeholders about flood insurance, improving GIS mapping capabilities, maintaining elevation certifi-

cates for those properties which were granted floodplain development permits, preserving open space in the floodplain, and implementing other measures which exceed the federal regulatory standards. All incorporated areas in the County have Class 10 ratings, meaning that their residents receive no reduction on their flood insurance.

In Illinois, there 1,000 communities that have joined the NFIP; however, only 60 communities participate in the CRS which results in flood insurance premium discounts. Residents of unincorporated Sangamon County who are required to purchase flood insurance, benefit from the efforts of the LU&E staff who are committed to implementing programs to help keep insurance premiums as low as possible.

Participation in the CRS requires that an on-site review be conducted by CRS reviewers every five years. Annually LU&E staff must submit documentation to the CRS to ensure that the current class rating is still in effect. The new Class 7 rating will go into effect on October 1, 2015.

Information about owning property in the floodplain is now accessible online through the SSCRPC website at: www.sscrpc.com.

Planning for when the weather becomes a disaster

Just like meteorologists predict the weather by using various analytical tools based on science, modeling, historical data, and environmental conditions, the LU&E group used some of those same tools to prepare the *2015 Multi-Jurisdictional Natural Hazards Mitigation Plan* (NHMP). In 2014, the SSCRPC was awarded a grant from the Illinois Emergency Management Agency (IEMA) to coordinate the update of the NHMP, the purpose of which is to reduce the loss of life and property due to natural disasters such as tornadoes, severe storms, flooding, dam failure, earthquake, extreme heat, drought, and mine subsidence.

Communities have the option of developing their own plans, or as is the case with Sangamon County, work together to develop a plan involving multiple communities. The SSCRPC worked with representatives from the communities who committed to meeting the participation requirements to attend at least 2/3 of the meetings and submit all required information needed to update the plan.

Plans are required to be updated every five years. Having a current plan is critical to the County and its communities as they are better prepared to handle natural hazards should one occur. In addition, communities with a current plan that is compliant with the federal Disaster Mitigation Act are eligible for hazard mitigation grant funds from the Federal Emergency Management Agency (FEMA). Of the 27 incorporated municipalities in the County, 15 participated in the plan update along with Sangamon County.

The LU&E staff worked closely with community representatives to review all components of the previous plan. Additional data was added to the plan regarding significant natural hazards events which had occurred since the original plan was developed. Community profiles were updated and new critical facilities identified. Local representatives also developed new action items to address mitigation activities for their individual communities. In addition to participation by individuals representing their individual communities, the planning process was improved by participation from representatives of the Sangamon County Farm Bureau, Springfield Home Builders Association, State of Illinois Department of Central Management Services, Springfield Metro Sanitary District, Rural Electric Convenience Cooperative, Ameren, and various county level departments.

DEVELOPMENT PLANNING

Development Planning looks into the future and literally maps what is to occur on the ground

Many of the projects and activities undertaken by the SSCRPC staff over the past year took a somewhat elevated look at the region, but the work of the Development Planning group must literally consider planning at the ground level. This is because a large part of the group's work involves executing the duties specified within the County's and City of Springfield's land subdivision ordinances.

These ordinances both serve two primary purposes: narrowly, to provide for the legal and orderly division of land, and with a broader purpose, to promote growth in the region in such a way as to protect the health, safety, and welfare of current and future residents. A key responsibility in carrying out these two purposes includes the coordination and management of the process whereby land development projects are reviewed and approved. This is the land subdivision process that is handled by the SSCRPC through its Land Subdivision Committee.

Typically this process includes three stages:

- Location and Sketch Map review.
- Preliminary Plan review.
- Final Plat review.

The foundation of the subdivision process is the Location and Sketch Map (LSM). The LSM review process is a shared responsibility among a large group, including the subdivider, the subdivider's engineer, the SSCRPC, local officials (be it a project in Springfield's jurisdiction or under Sangamon County jurisdiction), and various service providers, such as public and private utilities. The goal of the process is to determine the suitability of the site for subdividing and, if deemed suitable, the infrastructure needs and any potential problems that may be encountered.

More specifically, both of the ordinances require that a number of items be addressed in order to ensure that a development meets the purposes established by

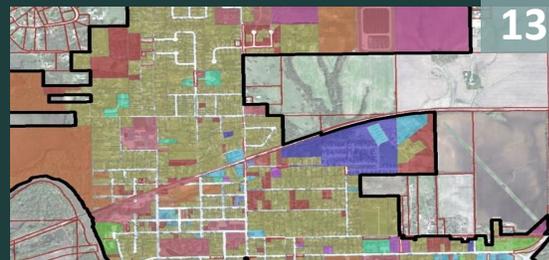
code. Those are to:

- Determine the suitability of the site for subdividing and subsequent development as measured by the effect on natural resources and natural systems, conformance with the relevant jurisdictional comprehensive plan, ability to provide adequate essential public services to the site, and general conformance with the goals established within the subdivision ordinance.
- Identify general concerns and potential problems associated with subdivision of the site.
- Identify existing and potential essential service infrastructure inadequacies and general ways to remedy the inadequacies.
- Provide enough information so that the subdivider can determine the approximate cost of subdividing the site.

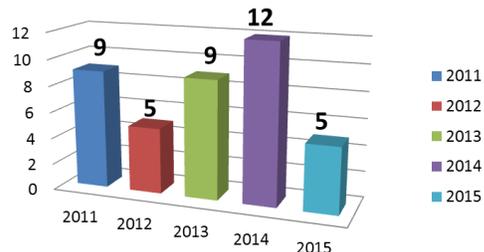
Once the LSM has been reviewed, the developer will have a better understanding of the project's feasibility before proceeding through the remaining stages of development review: Preliminary Plan review and Final Plat review.

Some smaller projects may allow for a simpler process as Minor Subdivisions, or may only require divisions under the Tract Survey process. Other, special types of projects — such as Large Scale Developments and Planned Unit Developments — may require additional review.

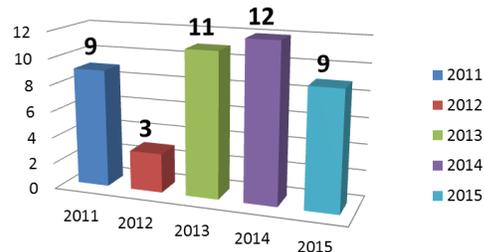
As the charts to the right indicate, there has been a decline in some project types. From June 1, 2014, through May 31, 2015, the LSC reviewed 50 development plans. This represents an average of about 4.2 projects needing review each month during the Program Year.



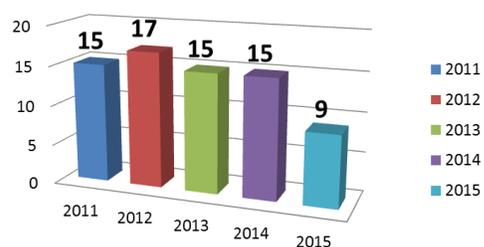
Location & Sketch Maps Reviewed



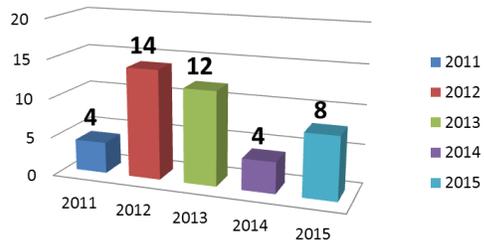
Preliminary Plans Reviewed



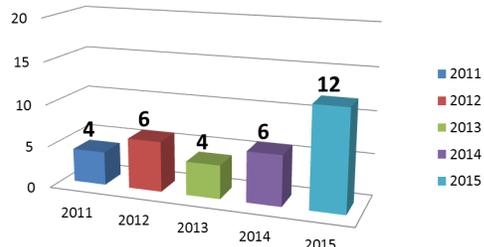
Final Plats Reviewed



Site Plan/Large Scales Reviewed



Partial Plat of Vacation



Project Locator

Project tracking for those items reviewed by the City of Springfield and Sangamon County Land Subdivision Committee.

The SSCRPC “retails” planning by putting developments on the map

Most of the work that the SSCRPC does during the year is done for “wholesale” use. By this we mean that the Commission most often conducts jurisdiction-wide planning projects, the products of which — be they comprehensive plans, transportation plans or even data analysis projects — are then turned over to municipal leaders so that they have a better idea as to what the future holds for their communities and can make decisions on that basis.

However, in recent years the Commission’s staff has been looking toward efforts that would allow it to “retail” planning; making the fruits of its work available directly to individual citizens so that they may use it to make decisions. Much of this work is currently provided using interactive maps available in the *Public Involvement* section of the Commission’s website:

www.sscrpc.com.

The map shown above is but one example of the SSCRPC staff’s attempt to provide additional planning information directly to the public. The on-line *Project Locator* allows the public to identify the location of land development projects in Springfield or the unincorporated portions of Sangamon

County going through the Land Subdivision process, and track their progress.

By ‘clicking’ on a development site, the public can not only find out about the land development project’s status, but also see the actual plans that have been submitted for review.

This project is but one of several that the Commission’s staff has developed and maintained over the past program year. Along with the *Project Locator*, they include the:

- *Sangamon County Interactive Zoning Map.*
- *Springfield Central Business District Inventory Interactive Map.*
- *Neighborhood Associations Map.*
- *Natural Areas Inventory Map.*

The Commission is committed to such “retailing” of its information products, and is developing applications for portable smart devices that allow residents to directly assist in this planning! An example is the application available on the SSCRPC’s *Transportation* page that allows residents to identify drainage grates that are hazardous to bicyclists.

THE COMMISSION’S LAND SUBDIVISION COMMITTEE DURING THE 2014-2015 PROGRAM YEAR

Gregg Humphrey, Springfield Metro Sanitary District Director & Engineer, Chair [Fred Nika/Jason Jacobs]

Nate Bottom, Springfield Dept. of Public Works-City Engineer, Vice Chair [T.J. Heavisides]

Jeph Bassett, Springfield Fire Dept.— Fire Safety [Chris Cole]

Brad Bixby, CWLP-Electric [Gary Hurley]

Dean Graven, Citizen Member

Steve Hall, Sangamon County Public Health Dept. [Allen Alexander]

Mike Johnson, CWLP-Water [Lori Cox]

Cyndi Knowles, Sangamon County Zoning Office-Zoning Administrator [Trustin Harrison]

Elliot McKinley, Springfield Park District [Derek Harms]

Matt McLaughlin, Springfield Building & Zoning Dept.— Zoning Administrator [John Harris]

Brad Mills, SSCRPC, Ex Officio

Paul O’Shea, Springfield Office of Planning & Economic Development [Mike Farmer]

Kenneth Springs, Citizen Member and SSCRPC Chair

Bruce Strom, SSCRPC Ex Officio

Lori Williams, Springfield Dept. of Public Works-Traffic Engineer

Timothy Zahn, Sangamon County Highway Dept.—Director & County Engineer [Brian Wright/Brian Davis/Casey Pratt]

All SSCRPC officers serve as ex officio members of the Commission’s Land Subdivision Committee.

Lead SSCRPC committee staff: Joe Zeibert

[Alternates included in brackets.]



KEEP CALM AND PLAN

CHALLENGES AND OPPORTUNITIES AS THE COMMISSION LOOKS FORWARD

Assessing some of the conditions facing the Commission as it moves into the 2015-16 program year

As part of its efforts to keep its Commissioners up-to-date on its activities, twice a year the SSCRPC staff provides the Commissioners with an inventory of the projects that are completed, underway, or in the 'pipeline' as a future programmed activity. The most recent inventory is telling in regard to the fiscal realities that its staff will face in the new year and how these realities will affect the Commission's work.

For example, in its Oct. 2013 inventory, the SSCRPC staff reported that 37 projects had been completed, 29 projects were active, and 10 were under development. However, only 28 projects were reported as completed in its June 2015 report, with 40 active and 11 under development. Why the difference? Primarily, fewer projects were completed during PY2014-15 because of staff limitations driven by reductions in State and Federal funding, while at the same time our State, Federal and local partners were calling upon the SSCRPC to take on additional tasks and deliver new products.

Two examples of budget reductions exemplify the situation as the Commission enters the new program year.

For several years the Planning Commission has been the recipient of funds from the State of Illinois through the Illinois Department of Transportation as a follow-on to the original Comprehensive Regional Planning Fund grant program approved by the Illinois General Assembly seven years ago. These funds — made up of an urban component and a smaller rural one — were distributed to regional planning commissions such as the SSCRPC by population. In SFY 2015, these funds were to be slightly less than \$110,000, but due to fiscal challenges at the state-level, the rural portion of these funds was rescinded, and no approval of the urban portion has been forthcoming as of June 2015, or at almost the close of the State fiscal year.

This has meant that a number of planned projects have not moved forward, but more

importantly, it means that staff positions supported by this funding have gone unfilled due to funding uncertainty.

This same uncertainty exists at the Federal level. As Commissioners knowledgeable of the SSCRPC's budget are aware, a large portion of its funding comes from Federal sources due to its serving as the metro transportation planning organization for the region. Approximately half of the Commission's staff FTE is supported through this source. But going into the next program year the Commission staff has been advised that one significant portion of this funding is only available to pay for eight months of its 12-month transportation workplan period due to delays in Congress acting to fund transportation. This not only causes concerns about funding in the new program year, but also in the current one, as staff positions also go unfilled due to this uncertainty. These delays have even led to a return of a portion of the SSCRPC's transportation funding in the current state fiscal year as positions go unfilled.

What is troubling is that the various projects highlighted in this report show the efficacy of planning; not only as a means of creating the future, but as a means for more effective and efficient governance. For example, when municipalities have current comprehensive plans, planning leads to more efficient and effective transportation systems, the risks to residents caused by flooding and other natural disasters are mitigated in advance, the cost of government to the taxpayers decreases. Good planning is a *multiplier* of each tax dollar because it helps to ensure that those dollars are better spent than would be the case when good planning does not occur.

This creates an opportunity, however, that cannot be forgotten. As communities in the region look to provide for the best spending of each tax dollar, they should be aware that the SSCRPC exists to help assess their conditions and create the futures their residents desire and deserve.

HOW GOOD PLANNING ADDS VALUE

Cities, villages, counties and regions often do not make plans because doing so requires collective efforts involving time and money. However sound planning pays off, both directly and indirectly, as the investment has social, economic and environmental benefits.

Among the social benefits is that planning encourages consensus on shared goals and priorities. Individuals may have differences of opinion about values and priorities, but more often than not there is agreement on a wide range of issues, opportunities, and anticipated consequences. Planning helps advance areas of agreement and can even enlighten areas where agreement does not exist.

It also helps ensure that the costs and benefits of a community's growth and change will be equitably distributed. As sound planning leads to better decision making about where and when to provide public infrastructure, facilities, services and amenities, it can lessen the burden on taxpayers and even identify ways to cover anticipated costs.

It also sets the stage for job creation, providing businesses with suitable places to locate and an able and willing workforce that is drawn and tied to the community where they live and work.

All-in-all, sound planning is a community's investment in *place*.



Commission Senior Planners Linda Wheeland, Jeff Fulgenzi, Joe Zeibert, and Molly Berns

COMMISSION STAFF: Program Year 2014-2015

PLANNING COMMISSION STAFF

(as of June 1, 2015)

Administrative

Norm Sims, Executive Director
Mary Jane Niemann, Accounting Technician & Operations Assistant
Gail Weiskopf, Administrative Secretary

Development Planning

Joe Zeibert, Senior Planner
Peter Jordet, Associate Planner

Land Use & Environmental Planning

Molly Berns, Senior Planner
Steve Keenan, Principal Planner

Strategic and Comprehensive Planning

Jeff Fulgenzi, Senior Planner

Transportation Planning

Linda Wheeland, Senior Planner
Jason Sass, Associate Planner
Brian Sheehan, Planning Specialist
Neha Soni, Associate Planner

SANGAMON COUNTY ZONING DEPARTMENT STAFF

(as of June 1, 2015)

Cyndi Knowles, Zoning Administrator
Brian Shackmann, Liquor Code Enforcement Officer
Trustin Harrison, Zoning Inspector
Jane Lewis, Administrative Assistant

STAFF WHO LEFT THE COMMISSION DURING PY2014-15

Abby Bybee, Land Use Planning
Dale Schultz, Transportation Planning
Amy Uden, Strategic and Comprehensive Planning

PART-TIME EMPLOYEES AND INTERNS DURING PY2014-15

Matthew Case
Michael Pham
Jessica Weitzel

PARTNERSHIPS & LINKAGES DURING THE PROGRAM YEAR

The SSCRPC's staff maintain a number of partnerships and linkages in carrying out their duties. Many of these involve advising and/or providing staff assistance to committees or other bodies established by the Commission, such as the Land Subdivision Committee and Executive Policy Board. Others involve partnerships with agencies and organizations relevant to advancing the SSCRPC's mission. Some of these include:

County: Sangamon County Historic Preservation Commission; Sangamon County Public Health, Solid Waste and Zoning Committee; Sangamon County Zoning Board of Appeals.

City of Springfield: Springfield Historic Sites Commission; Springfield Planning and Zoning Commission; Downtown Springfield, Inc.; Greater Springfield Chamber of Commerce; Greater Springfield Chamber's Q-5 Initiative (Land Subdivision Advisory Committee, Development Policy Council, Executive Policy Council).

Regional: Citizens' Efficiency Commission for Sangamon County; the Regional Leadership Council of Sangamon County; Springfield Area Transportation Study; Sangamon County Citizens Survey Steering Committee; Sangamon Valley Emergency Planning Committee; SMTD Disabled Person Advisory Committee; Region 7 Human Service Transportation Planning Committee; Central Illinois Chapter of the American Society for Public Administration; Illinois Chapter of the American Planning Association.

State: Route 66 Trail Executive Council; Illinois Greenways and Trails Council; Illinois Dept. of Transportation Travel Demand Modeling Group; Illinois Association of Regional Councils; IDOT Transportation Measures Technical Advisory Group; Landmarks Preservation Council; Illinois Association of Historic Preservation Commissions; Illinois Association of Floodplain and Stormwater Management.

National: American Planning Association; American Society for Public Administration; Association of Metropolitan Planning Organizations; National Association of Regional Councils.

SSCRPC STAFF DATA BIT: The 12 current members of the SSCRPC staff represent 109 years and 7 months of experience with the SSCRPC. Total experience in planning is even greater.



ADVISING

PLANNING

EVALUATING

LEADING

ABOUT THE REGIONAL PLANNING COMMISSION

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 assists 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 special units of government, and six citizens appointed by the City and County.



July 2015

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