

WEBVTT

Meeting came to order and began with attendance and the discussion.

00:02:55.199 --> 00:03:03.060

Bill Brown: Amy, if I can ask a question, right? Quickly. Maybe you clarify something for me. The grants that you said that we haven't put in for. That we didn't do for what fiscal year was that for.

00:03:06.599 --> 00:03:12.870

Amy Madigan: Well, it would have been or what it is or was like FY22. The application period is from. January 1st to March 30th. So, basically, it would have just closed. Had we had that.

00:03:27.990 --> 00:03:33.270

Bill Brown- Okay, so, but we didn't have it and that money came from where from the, from the feds.

00:03:33.270 --> 00:03:36.750

Amy Madigan- Yeah, but we're utilizing it.

00:03:36.750 --> 00:03:42.419

Bill Brown - But, I mean, did we get the money or did we just lose the money? Because we didn't have grant.

00:03:42.419 --> 00:03:50.250

Amy Madigan - No, we haven't lost any money. We get the, the apportionment that we get basically is about 1.5 Million dollars every year. And we have consistently been using that pot of money for since 1996, I think. Um, we have not, I don't think well, I take that back. I think we have at least the history of the program that I'm familiar with. We ended up having to pay back the federal Government's like, 1100 dollars. On a project, so we've never last money that was the only time and that was just something that was beyond our control. So that money, what's available to us right now that could lapse, which means, you know, we could lose that money is about a half a million dollars, but we have projects that are waiting right now on Matthiessen is the last one from the previous round that the council approved. It's still in the environmental review process. And I think that's 240,000 dollars. If I remember correctly don't quote me on that necessarily because that could be wrong on that number amount. But with the projects that we just got in from our staff that were going through our initial review process before we present those to the council. We maybe requesting about 2.9 million dollars.

00:05:01.228 --> 00:05:07.259

Scott Bryant- Okay, so we'll be able to take up the last money and then so we won't be losing any money.

Okay, I got some questions I've got to get answered here for people, so I don't get moved out but, um.

Who, and what division is responsible for applying for the RTP funds.

If it's if it's like a side or 1 of the agencies, or is there something inside the agency.

Who's responsible for each division? Is that the division head?

00:05:30.959 --> 00:05:42.749

Amy Madigan- Our programs how we manage the side of rtp is those projects which are primarily land management projects are site through land management.

Land Management staff coordinate.

With the regional engineers and the regional landscape architects to create those projects, because they are obviously those projects have to be part of the site management plan, work plan so they coordinate and then they have, they go through the same basically application process, or use the same forms, which we have changed in the last few years.

Use the same forms that the locals use when they apply for the grants.

So, it's consistent across both sides.

But land management, besides staff work with the engineering staff, planning and engineering staff to create those projects, then submit to us, planning and engineering staff.

Then we take those review them, make sure for accuracy the history of what, you know, that site may have done with the project in the past.

And then we put those through our environmental review process and so, hopefully, we'll have a good start on that before our next meeting.

So, we can say that all of those are in, that takes a little time, then when the, because even if we go through the cert process.

And we decide not to recommend those projects no harm. No foul. We've just gone through the search process.

If later on, you know, uh, project would would fall off the rails. Then we would have a project already, basically ready to go.

So, after that review process, then environmental review process.

Then we basically, the council approves them, then we submit those to the federal highway administration for their review, and then authorization and obligation of the funds.

00:07:21.449 --> 00:07:28.079

Scott Bryant - Okay, well you answered from my question number 4 s

Um, does the scope of work have to be put forth by each divisional engineer?

And what is responsible timeframe to accomplish such.

Is there does it have to go through a regional engineers to just go through the lanes?

00:07:44.338 --> 00:07:51.689

Dale Brockamp - I can, I can respond to that. I'm going to back up, though, a little bit on what our planning process.

We have a plan of work meeting at each of our sites.

Or, we call them pods so it isn't, you know, we have 400 sites.

Statewide, but we probably have a 100 different.

Plan of work meetings and so all the major sites would have their own plan of work meeting and then the satellite sites will be part of that.

So, basically, our land management staff, the site superintendents, that's where they come to an engineering staff, both our landscape architects and our engineers and then all other regional staff, whether it's the regional fisheries guy, the regional wildlife, regional, natural heritage, regional forestry, staff all coordinate.

And they, they prepare, propose their wishlists. I need to fix this fishing pier. I need to fix the building. I need to fix a roof whatever I need, I need a new trail so from the plan of work meetings is where we receive most of our. Propose capital projects, including. Trail work, and so plan of work meetings are typically help from the latter part of January for the 1st, part of March. There's about a 6 week window in there where we get all these meetings done annually.

And so, from the plan of work means we get all these requests, whether they're boat access projects, whether their trail projects, whether they're.

A visitor center, or any kind of thing that happens it comes out of these plan of work meetings. So the.

Regional landscape architect is responsible for meeting notes.

And then they will prepare a budget survey or but user budget request. If it's a large project.

Even if it's a small project, they will prepare a capital request.

And from that, then it gets submitted to in the event of a.

In the event of a trail project RTP project gets submitted to Amy.

00:09:47.519 --> 00:10:00.749

Scott Bryant - And then they work out the, the, the format that you just talked about, right? It's the same way. Same whether it's a local project or state side project. So they fill out the application forms based on what came out of that plan of work meeting.

Okay, and then number 5, I already answered it for him. I just want to make sure I was right it says RTP funds are subject to procurement rules and I told them yes.

And then they want to know how many RTP for been spent in calendar years. But Amy, I'll get with you that that's something we don't need to do here. Okay. Thank you.

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00:10:30.234 --> 00:10:43.134

Bill Brown - This is Bill Brown from the Illinois State Snowmobile association and I just, would like, to get some clarification based on what you said is that Illinois is still receiving RTP funds.

Uh, the, the gets about 1.5 million. And right now they got applications for 1.99.

But my question is, we have not used all the funds, meaning the motorized section.

Is not had an opportunity to put in an RTP fund. Uh, grant for several years. When

is that going to happen?

00:11:08.879 --> 00:11:17.249

Amy Madigan - Well, we use motorized funds for the projects as well and I think that.

There is other than we didn't have the public side grant round this year.

Snowmobilers are welcome to apply to the program I think, what has been an issue recently, is that we have the by America waivers.

And so that kind of because of that issue with the equipment is generally snowmobiles have been kind of the biggest users of buying purchasing equipment, trails, remaining equipment.

And I think that that's that's coming up the program.

In terms of and people executing are getting money because there's been.

Back and forth, waiting for those waivers and think some cases we might still be waiting for waivers. But there is also and I think in like, there are several projects.

That have been open for several years, and our motorized projects for snowmobile projects that we've been unable to close. And that also then becomes an issue.

To the federal highway administration, if we're unable to close that project in a timely fashion, then we are jeopardizing our fund.

Well, the last 1 that we had opened was from 15, and then I believe it's recently closed.

00:12:30.328 --> 00:12:37.048

Bill Brown - From what you just explained to me, is that really we could put in an application.

And we have not had access to putting in RTP funding.

00:12:45.599 --> 00:12:58.859

Amy Madigan - And not sure I understand what you mean that you haven't had access.

No one has prevented or prohibited you from or them or any organizations or any applicant unless they have done something wrong.

To prohibited them from accessing funds now. I know I think well, and may be able to speak to but I know in the last few years or prior to the last going to sit

Pre-covid, my brain works better.

00:13:09.989 --> 00:13:16.649

Bill Brown- We had a few projects that were submitted and then withdrawn, because they didn't have the funds to actually.

Support the project at.

Yes, it was because you guys withheld our stuff at that time, but we have not been able to put in, in RTP grant.

Based on like you said January to March timeframe for putting in rtp grants that has not been open to us and now you're telling me that it has been

00:13:42.688 --> 00:13:54.479

Anny Fletcher - Thank you sorry, this is the Ann Fletcher, but as a grant administrator, 22 is really the 1st year we have not run the grant program. The past few years, the grant, everything is on our website, the manual, the application.

You should be on a mailing list or grant mailing list and you have every opportunity to fill out the grant application and submit it.

00:14:12.203 --> 00:14:13.193

Bill Brown - Okay, because we didn't use the step funds for the snowmobile trail establishment funds, which generally a lot of people would access and then use as the match for.

00:14:28.379 --> 00:14:35.668

Amy Madigan - Rtp that certainly is an issue, but if any other organization or group has the funds.

On hand, for an RTP project, they can apply. And when generally get funded. But if you don't have the money up front, then you can't be reimbursed for that. So, no, you wouldn't want to apply for something that you don't have money for.

00:14:59.788 --> 00:15:03.538

Bill Brown - I guess I need to have this discussion with Ann, later.

00:15:06.953 --> 00:15:20.124

Ann Fletcher - Okay, yeah, so please give me a call and send me an email. We can set up a time to talk. I know I've been in touch with Mason long, and I know you guys were anticipating to put maybe a few grants in this round. Unfortunately, like I said, we have not announced a grant round this. A year, but hopefully the 1st of next year.

And you guys will be willing to, uh, you can submit a number of applications if you'd like.

00:15:35.969 --> 00:15:39.869

Bill Brown - Thanks.

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00:15:39.869 --> 00:15:44.788

Amy Madigan - Anybody else have any questions?

00:15:44.788 --> 00:15:48.208

John Harris - Well, Amy can I try to clear this up a little bit. We had the RTP money, but we used it for the Sahara Woods. Correct?

We have you here, we have used RTP, motorized money for was.

Yeah, yeah, so that's sorry bill but, uh, 1 or 2 years there uh, we took it. I don't want to be greedy or anything. It's just ABATE, when I came onto this, because we,

we have 0 trails in Illinois, and we wanted to get a place for us to ride. So that's why part of this money and somebody else hasn't had access to it. But this is the 1st time we've been able to get a piece of the pie. So I apologize for that. Well, and, I mean, it really isn't. You know, that 1 group is accessing or utilizing the fund. In place of another group, I believe that was the timing. Uh, when we started the access, the motorized funds. And to where some other changes in the program were happening. And that maybe perhaps when we started there weren't as many motorized grant other grant applications, because we were able to access.

00:16:55.349 --> 00:17:10.134

Amy Madigan - The amount that we need for RTP, the breakdown of what your applications need to be is 40, 30, 30 30% need to be motorized funds whatever applications we have.

So, for example, if we have that 1.5 millions dollar, apportionment of every year, 30% of that has to be used for.

Motorized projects, and then, because otherwise, then we're not adhering to the guidelines of the program so, you know, go about 30% right? You can yeah, we can go above 30%, right?

Yeah, we just have to be at least 30% so we can go above that. But also again, when I mentioned that what funds, whatever funds that we are able to utilize in a round. Um, let's say we have that 1.5 million dollars, and we are only able to access 800,000 of that, the remaining money stays basically kind of in the RTP bank, so, each fund we use does have a lapse period

I don't remember what I just saw the other day the amount of money that's sitting in that we can access right now is for everybody.

So, we still, but if we look at that, whatever money that is for each round, the project still have to break out that it's 30% motorized.

00:18:24.778 --> 00:18:30.179

James Kyte - There's not a specific 30, motorized category as it were within the funds.

It's just the way the projects are broken out. Like, there's not the RTP necessarily motorized button.

It's all RTP, we just have to make sure that breaks down.

Utilize 30% at least 30% of motorized or motorized projects. There's a lot of flexibility in the funding with the 40%.

It gives a little bit more of a, what I like to call the hybrid model where you can incorporate multiple type of things. So you can still meet that target at 30%.

But as Amy points out that there is, you know, 30% has to go towards motorized, and then non motorized and then you have this pot of 40% that.

Offers a lot more discretion inside of it. So there's.

There's a lot of discretion inside the whole program, but but Bill's point, I think that's kind of where.

Um, more conversations probably will will be made.

But I think that there are some there and then, of course, Buy America that, that that really inhibit some procurement issues,

I know that was a big issue on that snowmobilers of.
On that project from 15 we had to kind of modify the scope because of that. So I think that's where you're going to have conversations with Amy and are.
On the scope of what you're wanting to do in procurement, because Buy America, it's it's not going away and in fact, new guidance has come out in a new executive order. I haven't read yet, but I know there it just came out this week or.
So, I'll be passing that info on.

00:20:29.909 --> 00:20:34.588

Bill Brown - The Buy America program, we got a handle on that.
Christopher, who is the head of the RTP (DC)
State that could access RTP funding.
And we got a process in place for getting around that it's in the leasing program.
So, as we got to be able to put in the grants.
So well, I'm looking forward to next year then since we can't buy nothing this year.
So we, we've been dry for a long time that 15 grant that was just closed.
That was that's 7 years ago.
That's how long we've done without RTP running in the snowmobile program.
So, we are desperate to get access to that. And as far as that project, that Sarah woods, I'm glad you finally got some money out of it, but anybody has been involved with RTP funding in.
In the past that everyone knows, that Illinois shut us off for 2 years.
This was back when Dave Sellman was there, because they used all that RTP funding was supposed to go.
But I have another question on that you're talking about our projects.
I'd like to know where we are on the, um.
And I & Canal, I Gebhard woods and Morris, Illinois.

00:22:23.219 --> 00:22:26.939

Dale Brockamp - Um, that's one of our capital projects. That's not an RTP projects.
But it has been funded by capital development, board and governor's office of management and budget.
And it's 7Million dollars and it's moving forward.
It's being awarded well, so the project's been set and it's going to be out for bid.

00:23:04.558 --> 00:23:09.028

Bill Brown - Any idea when it be a finished project.

00:23:09.028 --> 00:23:16.618

Dale Brockamp - Late 23 yes. More than a year. Yeah a year and a half. I thought they said.

00:23:17.453 --> 00:23:30.233

Bill Brown -Yeah. Okay. So basically late, 23 and 22. okay so we got to go another season without it, but it could possibly be open for to 2324. Is what you're saying?

00:23:32.159 --> 00:23:35.459

Dale Brockamp - Yes

00:23:35.459 --> 00:23:39.538

Bill Brown - Okay, thank you very much. Glad to hear.

00:23:39.538 --> 00:23:44.278

Dale Brockamp - We're moving not real fast, but we're moving.

00:23:44.278 --> 00:23:55.229

Gary Eicken -Good, uh, this is Gary. I'm just, um, if I get back up, just a little bit and stuff, I think where we're having some confusion in the discussion we've been having.

Is How RTP works here?

At Illinois that the fund is kind of divided into 2 different proportions and stuff as far as.

Uh, what we have in house, and part of it is the money that Amy and Dale, and everybody work with that goes on.

DNR property, and then there's the grant program that has the other path or whatever. Uh.

And those can be used on any property out there and stuff and I'm not sure if everybody is understanding that. So there's kind of 2 different, ways that the dollars are spent.

Here in Illinois, so, and if everybody gets that, then then I shouldn't have said anything, but if not, I want to make sure everybody has that understanding.

00:24:43.739 --> 00:24:50.038

Amy Madigan -Gary, thank you, and I will add to that that, um.

Federal guidance on what state how state administer program is pretty, um.

It's open for interpretation. There are certain guidelines again how we, how we use the money.

And the accountability for using that money in our project.

But how we have divided or allocated our RTP funds every year, in terms of local organizations and state projects for many years, there is no official guidance on how we do that.

So, what we generally did for many years was did 75, primarily 75% local grants and 25% grant.

Then we recognized as things changed over the years, especially when it came to by America and some other factors that were going to impact the program.

We decided that we were going to look at, you know, a obviously staff time from the grant staff, and when they were in transition.

And, you know, the amount of money that we've spent there, and the amount of projects that we have. So really, if.

Became a more about what? Good projects instead of that we have to do 75% to the locals and 25% of the DMR. So, like, this year we're basically doing 100%, but there's been 2 years ago, or 3 years ago that we did extra probably 4 years ago. Now that year, we did all local grants and did not fund projects.

00:26:14.429 --> 00:26:22.858

James Kyte - So, that can be that can be open for our interpretation of how we think the timing is stuff, depending on what projects have come in.

00:26:25.378 --> 00:26:34.229

Amy Madigan - All right, thank you James. How do other states to I mean, are they split 50, 50 or something else?.

00:26:42.388 --> 00:26:46.259

James Kyte - States administered differently. I know some are under the DOT. Others they have it with the DNR.

I think Federal highways is kind of some of that up to the discretion because with the guidance is is basically.

There's a directive by the governor, so and then you go down from there you just. We don't lay out, kind of how do you do it? FHWA gives you a template and the framework to stay within the statutes stay within this framework.

Separating pots of money on how you, how you how you get into some of that because I think that gets a little bit more outside of our role in some ways.

But we do provide the frameworks and here's how you implement it and.

Here's what we require and then you kind of establish how y'all need to do it.

That works best for the state and most efficient way to do it, so right.

In my, my experience with other RTP colleagues in other states, um.

00:27:48.568 --> 00:28:02.878

Amy Madigan In my, my experience with other RTP colleagues in other states, um.

They're varied, you know, I think Indiana used to be only local projects and no state project. Ohio was, I think, run through their DOT and coordination with their but they were a mix.

They did local and state project.

So, it varies from state to state state and sometimes, I think you can vary from year to year.

Previously Federal highway administration money went through DOT.

DOT Basically reimbursed for RTP project, then we reimburse the locals basically.

And now the federal highway administration works directly with us.

To get the funds out, which really overall is a better thing, because it eliminated.

A lot of review time that was basically a repeat of what has already been done.

So, yes, that's how we now work with federal highway administration directly.

00:29:03.868 --> 00:29:07.348

Bill Brown - And who is the, you know, when when it was I, that.

They had that, uh, Greg Kyle, I think his name was, uh, who was our represented.

What was it, Greg? What's his name?

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00:29:19.019 --> 00:29:26.519

Amy Madigan - Piland P, I, L, A, N, D. He has retired and actually.

James Kyte, is with the FHWA and me, yes, I am the liaison for DNR.

00:29:54.179 --> 00:29:57.239

Bill Brown - So, Amy is the liaison here.
I'm sorry, sir. What what was your name?

00:30:10.409 --> 00:30:13.558

James Kyte - James Kyte

Thank you while we're here. Do you mind if I just clear up? I guess it's been a couple of years and I know with covid things have not been as easy. It's easy to kind of coordinate some of the discussion here. But for now, I just kind of wanted to mention with RTP with federal highway administration. We have a stewardship oversight agreement that an oversight process, that kind of.

Monitors and, um.

And, and also coordinates type of funding with.

We primarily have a stewardship on our side agreement with DOT.

But we use a lot of those same principles with DNR

And we're currently working with to kind of get some kind of administrative guidance so that.

We can make the program that much smoother. Um.

Over the last several years we've, we've really come a long ways. I know it may have caused some transitional hardship for you.

And your members, but I will say over the last, at least since October 21, I didn't know our has really put in a great process of reimbursement and reimbursement from federal highways that took a substantial amount of time.

Because of our our internal financial systems has to coordinate with their financial system.

And working through that process for billing.

We've had to work through a lot of the inactive projects because of procedural things we're still working on some of that when I mentioned inactive projects, I mentioned anything that hasn't billed over 12 months.

We team is inactive now. We're not saying that you're not doing something on that project.

So, by federal highway standards, and by 2 CFR, 200 any project that is not actively billing within a 12 month period, it goes inactive and it gets put on, or lack of a better word, but it gets put on a naughty list.

That gets sent over to Amy and our, and then add in our start asking questions because.

That was the whole crux of things. That's kind of what started this conversation.

And then we've got some billing guidance in place.

We are working through a couple of things that we've seen as some potential.

I call them speed bumps. They're not barriers in this little speed bumps.

Then I think we'll help with this process to make it that much simpler for y'all as Grant. And your members. We're currently working through potentially getting local agreements signed up front so that we can.

Implement the funding, right after that.

So, that timing has caused a lot of inactive projects and then that causes a lot of problems from us.

As you can imagine, federal highways is different, we're not like fish and wildlife.

We're not like these other places that gets block grants and you kind of just give us a status report at the end of, of whatever.
Our funding is tied to a federal statute that requires a lot of oversight, even for a small program.
Such as trails, I mean, to give you perspective overall.
Um, funding was that the state of Illinois receives for transportation?
Is over 1.9 million dollars annually.
Bill legislation that got signed, there's just that much more coming.
For Illinois, I didn't always want to see an uptick and funding so we're working through some obligated funds that have been sitting for a while.
There's still a lot of money there. We're still working on some current projects that.
We're going to have some potential lapse that we're going to be. So, there is, there is I want to encourage you there is funding more funding coming.
That there is funding coming and we're working on a potential multi year plan with so, requests for projects could possibly be.
A little bit more seamless and can kind of.
Becoming either annually bi-annually so that we can.
Plan out a multi year plan. Like, I don't use it as a multi year plan so that they kind of know.
And can start programming out the funding sources so you don't have this big part of and obligated moneys. So it can help with potential snowboarding job in the next. Year or 2 or something, so at least, you know, it's there, it can get into the tips of our local. It can get into a funding source that way it will be tied and then you can have more certainty going forward of what's coming.
That we are currently in discussions with, and I think that will help.
Have a little bit more certainty in the program for you as members of the grant wise Council. So those are just some elements. Some talking points I wanted to kind of talk to you about.
And, um, you know, I'm I know Ronald Reagan always said the worst thing anybody can say is, I'm from the government. I'm here to hail, but literally.
You know, anyway, I can help with are we really come a long way so I know there's been some.
Some hardship over the last few years, but trust me, we've put a lot of good things in place and I think you're going to see some good things going forward. So.
With that, I'll kind of open it up for, at least for questions. Or if you all had anything that.

00:36:24.088 --> 00:36:30.688

John Harris - I have a question you said speed bumps is part of that that procurement crap.

Okay, so I've talked to last 2 directors over this issue and you guys as hands are kind of tied at the federal and state level.

Is that something we need politicians to change?

I'm being honest because with ABATE, we got a lot of political connections and we're really tired of it and we're willing to go back to try and changes. I just need some guidance.

00:37:01.588 --> 00:37:10.349

James Kyte - I can't speak for from the federal highway perspective. I know I just

came from Decatur. I was doing a plan.

00:37:10.349 --> 00:37:19.259

John Harris - They're having trouble not going anywhere. I just need guidance. I'll take the heat. I'm not worried about that. Cause there's a lot of us that are 2nd, but including the bigwigs themselves.

All right, I'll just I'll go to the politicians and ask them for, but if anybody's got anything, you can send me an anonymous email and it won't go nowhere.

00:37:41.398 --> 00:37:50.309

Amy Madigan - Well, you know, as long as we've known each other, we always encouraged folks to reach out to their public officials.

00:37:50.309 --> 00:37:58.708

Scott Bryan - John no matter every administration that comes in the state of Illinois, whether it's a R or a D.

They always add another level of scrutiny.

You know, because they think that the previous 1 was screwing around somehow.

And so they just add another level of red tape on to everything and it's, it's just out of control.

00:38:13.164 --> 00:38:27.625

John Harris - Well, that's where I got to stop it and by the blessing of 8, we were very bipartisan. We worked very well both with both sides. I mean, like the trailer Bill sticker, which you all aware, and we got the sticker down. We got 119 senators to sign on it, not 1 against it so it was a total bipartisan 100%.

So I don't have, I'm not afraid to go to battle on this because I think both sides are sick of it. They just both nobody's willing to take the step to change it.

00:38:54.175 --> 00:39:04.914

I'm one of the people on these boards and out there in the world to tolerate you guys, because you ain't getting nothing done because your hands are tied with red tape and I want to try and untie them hands. I just don't know where to start.

00:39:09.539 --> 00:39:12.599

Dale Brockamp - I know you're a big proponent of Sahara, but, keep in mind, Sahara was in Saline county and we have to do a project labor agreement in saline county. Which means that that includes a minority. Participation into every construction project. Well, it's kind of hard to find some minorities in Saline county and it's just a challenging thing to make it work.

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00:39:34.585 --> 00:39:47.844

John Harris - So, for, hey, let me, let me just I do want to have park up and

running, but I'm not saying this for that park, because I, I've always been to help everybody equal and I want to help procurement for all of us. Not just I'm not being greedy. I want to change something for the people in the future so they don't have to go what we're all going through.

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00:39:55.349 --> 00:40:02.639

So, but I get to the procurement thing, it's a disaster. That was just an example that we, when we on our larger projects.371

Minority participation is required on almost everything.

00:40:07.320 --> 00:40:20.820

John Harris Yeah, anyway I can help. Please cause I'm gonna start to push. I just don't want to push in the wrong direction. So you guys are the ones that deal with it. I'm gonna ask other departments to.

And politicians, so, but thank you for that.

00:40:27.900 --> 00:40:32.340

Amy Madigan - Anybody else that I think you're Scott on mute there.

00:40:32.340 --> 00:40:41.280

Scott Bryant - Sorry, that's what I give for not paying attention. Um.

We've, we've spoken about this very thing many times in advisory board meeting.

Um, the leadership here, this has been brought to the politicians John, more than once.

It has to start with the people upstairs and the, and not the folks sitting in this room um, in order to change a.

A thing like this, it has to start with the director's office.

In the governor's office and our politicians to fix this problem.

It's not the staff, they have to do what they're told.

And I know that there's a lot of times they get beat up on this procurement stuff.

I, I brought this to the advisory board 3 times, John, you know, that you were in 1 of the meetings.

Dale was in 1 of the meetings over the 4 Wheeler park where we talked about this before.

It's on all of our groups to fix this problem, but we have to have the leader, of this agency and other agencies to stand up with us to go forward.

And that's part of the problem.

Thank you.

I mean, everybody knows that that procurement in every agency.

Is done nothing, but take more money and projects away from, from the people of Illinois than it's put on the ground.

I know it frustrates those people sitting at that table probably worse than a frustrates us. It's just right, because some leaders all get yelled at continually, we go to to the people sitting around that table.

And were on them and they've got nowhere to go.

Because the people above them are not, you know, everybody knows the problem.

This very director told me it's the bane of the agency John. You've heard her say

that.

Well, if it's the bane of the agency, then why aren't we fixing it?

So, you know, me, you and the 65 organizations that I represent are willing to go to battle for this at any time.

To fix this problem, we just can't get the help from above where we need it.

Thanks guys, hopefully, we can do that someday guys I know that you're all sitting there and.

You know, hopefully we can get some of these things fixed eventually. So it makes it easier for you all to do your jobs.

And it'll make my phone stop ring. Yeah. Win win for everybody.

00:43:26.489 --> 00:43:41.094

Stephen Letsky - I don't have any questions, but I just want to put it out there.

So, this is for Amy and James in the room.

I am trying to finish out that. I got closure of the 2016 RTP per project. You guys sent me last week. So, here, you'll probably hear from me tomorrow or Friday. I'm going into my Springfield office tomorrow. Okay. All right. Thanks. Great. Thanks.

00:43:41.155 --> 00:43:53.695

Amy Madigan - Um, 1 thing that we kind of, we got a little off on our agenda there, but George did not feel his presence was needed here today.

And I believe many of you have participated in the open meetings compliance, procedure, but I just checked again today, and the website is still down.

So, if you have not been completed, that, you know, it's, it's not on you necessarily as on the attorney general, they have their website up and going. So, if you need that link again, I'm happy to send that out afterwards, but try to make sure that you check back.

On that to have that certificate forwarded to me once you've completed the training.

How many your how many times or what's this? Timeline? I think I did 2 years ago.

What? Every 3 year every year every year. Every year?

Every year through open meetings act information on the attorney General's website.

00:45:02.849 --> 00:45:08.070

Steven Letsky - Yeah, I believe so. Okay. Yeah, no, it's active.

It's live and active. Thank you. Remember. I yeah, Amy, I emailed you in February because the original link you sent from the attorney general's office is a dead link.

So forward the 1 that I emailed to you on February.

It's very cumbersome to go through that project now through their portal.

00:45:28.739 --> 00:45:31.860

John Harris - I sent in January, Amy, so.

All the different 3 different things that we have to take, you know, like a test on and stuff. Amy.

Okay, well, if I'm I just did all 3 of those within the last week. If, uh, if it's something different.

Then, send me that link again if you would. Please. Okay. I will just resend that I'll send the link out that that Steven has sent me in February.

00:45:55.409 --> 00:46:00.389

Amy Madigan = Make sure everybody's already done that if you've already done that just make sure that you've sent me a certificate.
For any of your training, so we have a proof that you've completed those Amy do you by chance you have a list who sent them to you? So.
Yeah, I get it, so we'll make sure that we clear that up and get the right link. So I think I sent it to you, but if s not I will.
Okay, so we'll clear that up before our next meeting um.

00:47:18.000 --> 00:47:21.690

Amy Madigan - The, uh, member organization reports.
And since we haven't heard from Tony. Welcome, Tony. Nice to see you.

00:48:03.420 --> 00:48:09.570

Tony Troyer - We've Organizing more volunteer groups.Throughout state, and trying to work with the sites superintendents and regional land managers.
On what we can do to enhance trails as well as, you know, camp grounds or our experience itself.
The, you know, so we're, we're basically, you know, promoting what we can.
And try and get get RTP funds within our local parks you know, that are available.
Right? Um.
There was some, I guess we've seen numerous issues. I didn't know where we were on on that.
Not knowing where some of our programs are, you know, has a, you know, where they're at, in the process, you know, like Matthiessen.
What what where they're at in the process, because even the sites superintendents thing did not know.
Where they're at, you know, because they ask me.
So, the horseman council at all, I mean, our biggest thing that we can do in conjunction with RTP is is to help.
Especially the cheap labor of going out there and taking care of, you know, just reconstruction reroute trails and stuff like that.
Um, in terms of site staff, being aware of project, um.
They have, they should be reaching out internally as opposed to external and they were just wondering if I heard anything. I don't know.
As far as, like, products that are working that are going.
And then the project maps, and that was recommended last year again, when George left, we had some.

00:50:48.324 --> 00:51:02.125

Amy Madigan - So that project now is Louis has been managing or trying to make sure that one doesn't fall through the cracks.
Basically, what we're waiting for is the environmental review to get done with that 1 and then it will be awarded, authorized and hopefully get started. You know, this 1 thing that we recognize to is that, once we have our getting our environmental review process down.
We've been able to kind of shore that up and coordinate.

So, again, it's not the federal highways administration basically looking at all the stuff we've already done and reviewing it all again.

We're trying to make sure that we're meeting their needs on the front end of our review.

So, we don't have any questions from them at the, at the back end.

So, once that happens, and Louis said as a couple other things to get me, and I'm anticipating those coming very soon, I kind of thought they'd already be here but once that happens it will be authorized.

In regard to Hanna City, Um, and the, that we have been coordinating with that group for years.

And, you know, if I may, and I'll just, I'll just speak what the situation really is, is that there was an issue.

With what the amount of money that they had prepared for to have for the grant and the acquisition.

The actual appraisal was almost a 1 Million dollars more and so that the group can, you can't make up a 1 Million dollars difference when that's not what you were anticipating.

So, they have to withdraw that grant now.

Was not in that business of trying to procure that property because again, we don't necessarily, you know, we procure properties and let them sit there or we're not able to do something with it. Yeah. And railroads are notoriously difficult really to work with.

And the surface transportation board, so there were a lot of factors on what happened to Hanna City. But the main factor is that the amount of money.

And the appraisal was what it was, okay nobody has been able to actually say that in short terms, in layman's terms, to understand what the issue was like 5 and a half, you know, the bank is not going to give you more than the appraisal.

Unless you've got taht money sitting someplace else to make up that difference. .

00:53:30.085 --> 00:53:35.635

Ann Fletcher - Same as we were in the process of finalizing the termination of the grant agreement.

Amy Madigan - Tragedy because it's a great cooridor, and it would be great. A lot of people want a lot of people supported it.

Locals review the TIP, because when local transportation organizations put out their reports with new projects the public can weigh in.

We've never had so many public comments on anything we've ever put any projects, and we did for new cities.

We've been working on that for 4 years ago. We actually like 13 tentatively, they've tried 2 different times.

You know, the timeframe when with in.

Contract to make action happen basically with the surface transportation board.

And if we don't do that within their timeframe, then basically, that opportunity is off the table.

So, future opportunity, probably not going to be there for them to say, if it's for sale and somebody else can acquire it, they can acquire it.

00:55:07.349 --> 00:55:20.039

John Harris - amy yes what has been doing is just trying to get that part going um, I keep an eye on off road riding parks private owned and grant funded own for people

complaining

But, uh, what we're dealing with lately, which will affect all of this.

Is, and I gotta go to meet at 7 o'clock tonight in Knoxville.

There's, there's a group of off side by side owners that are starting to gain steam, trying to get their own political group up to rally to allow them on all.

County roads, and my stance has been, I don't want them on county roads because we write our motorcycles old county roads. People ride horses and bicycles on them and we don't need them things lined up and down the road. Somebody's going to die.

They need a place to ride. The other issue coming up is.

E- bikes and if they will be let in state parks or other electric bicycles.

They now may come at the motorcycles so they're going to let electric bicycles in there. I want to know when they're going to let electric motorcycles.

There ain't much difference, then things can go up to 50 mile an hour. So that's a battle. We're going to have to look at coming down the road.

00:56:25.800 --> 00:56:30.300

Amy Madigan - The conversation Has been happening internally for a few years, and we have not.

Not developed a policy yet, because there are so many factors and, you know, if you say that, it can go up to 30 miles an hour. What if it goes up to 50 miles an hour, how are we checking that individually? Do we have somebody that's going to monitor each capacity of every bike that comes? So, I think right now what we've done is we've prohibited them.

I think, unless it's a paved trail, maybe I don't think they're allowed in any offering again. It's kind of a nebulous topic. They're allowing they're allowed in state parks now because of wildlife.

John Harris - At Prairie Wildlife Park, they're getting mad at me because I won't let them in on our trails.

I said, no.

Not having an electric motor flying down trails and his mom and dad's with kids walking and they're getting mad, because they say they're allowed in state parks now so I'm like, they make different kinds and some of them, you bicycles riders know it's hard to tell the difference between some of them and they can go pretty fast.

00:57:28.019 --> 00:57:35.489

Tony Troyer - Right oh, absolutely they can't. And when it comes to horse, you know, you can't hardly hear them coming. .

00:57:58.920 --> 00:58:05.844

Amy Madigan- It's really land management and the director's office issue, and legislatively to figure out what the real policy is going to be.

There's another, you know, we had just actually talked to James not too long ago about how that would would qualify, you know, in terms of motorized use.

You know, does that really does it count as a motorized vehicle if it's got a electric motor on it as well as there is a.

Federal law that is called basically their O. P. M. D. other powered mobility devices.

So, that means basically, if we see someone on a scooter or really even, in some cases have happened a golf cart on a trail, you know, and they say I'm disabled and this is the vehicle in which I use to be more mobile. We can't question them. We can't say, prove that you have a disability, or you need this.

So, there is another area that.

The advice could kind of fall into as far as.

What are we going to do? And how are we going to police them or create a policy that.

Both allows users more users, but protect the users that we already have.

00:59:11.400 --> 00:59:18.300

John Harris- Yeah, I wanted to bring those up because those are those are battles that are coming. I just wanted to let you guys know.

00:59:18.300 --> 00:59:28.619

Amy Madigan - Well, and side by side Hunter John you probably know more than I, but don't they what's the basic a basic side by side? What's the wheelbase on those.

00:59:29.005 --> 00:59:32.605

John Harris - Well, they tried to change the law to get them in parks this last year.

If you remember this last year, they did flares can mean we got a law changed to make them their own classification and they're not allowed on our trails cause they're the size of jeeps. So we eliminate it. So you don't have to worry about that headache.

00:59:47.820 --> 00:59:54.389

Amy Madigan - Okay, because they are bigger than, I think, what is the law now, 63 inches?

00:59:54.389 --> 01:00:09.269

John Harris - Yeah they have seventy they want to go up like seventy five inches and weigh four thousand five hundred pounds and that's that's a g so we got that eliminated so we're still in our parks it's still what it always has been we're not going to, if they make a side by side the size, it would take that doesn't mean we got to allow it in. That's ridiculous. Right? Right, so what we'll keep to protect everybody that goes into our parks, because we don't need them huge things flying down the trail. There's not room for them.

01:00:27.119 --> 01:00:32.489

Amy Madigan - Hunter John, what makes the side by side by side by side

01:00:32.489 --> 01:00:38.280

John Harris - It's well, they call them side by sides because they got 4 tires the seat and steering wheel.

and basically it's like a golf cart but side by sides or you're used to be just your Kawasaki mules your, rangers they had dump beds use them for utility work that's what they call them utvs now these are calling them side by sides because they've got

A 1000 CC engines in them they can go 100 mile an hour. They can go by anywhere you can think of. And as fast as you want to go, and it's just it's coming to our, our world guys extremely fast and everybody wants 1.

And they think they can go wherever they want and we had up here in your area.

2 weeks ago, 1 rolled over and killed 3 people. So they're, they're very dangerous. And I don't want to see them on our roads.

And I don't want to see them monster ones on our trails. They just they need and I got to go to their meeting. They're not going to like me tonight. Because you people know how I am, they need to realize that they want to do something they need to create their own place and not come stepping all over us.

I feel you know, I've been there walking through a meeting knowing. You're already believe your the least popular person there. Yeah. Yeah. You got run out of Brown county.

01:01:49.139 --> 01:01:58.079

Amy Madigan Yes, we did. Okay, Dave, you want to talk about Ride Illinois?

01:02:03.960 --> 01:02:09.150

Dave Simmons- Yeah, and e- bikes and John, when you were just talking about obviously.

Discussed and try to get ahead of issues.

I'm up with the northern part of the state. We, I don't know that we've seen too much of what you're just describing with the.

e-bikes and motorcycles. That's interesting. I appreciate the insight on that right away a couple things. Excuse me?

555

01:02:29.909 --> 01:02:39.659

We're planning an event at the end of the year Illinois Bike Summit obviously focused on bikes.

Eva will be sharing some information with you and then everybody else, if there's bicycling in the areas that, that you're.

Living and working and playing, you know, we to invite you to join that.

But I think the most exciting update potentially exciting and I, I'd love to hear from others on this too. You know, we had a conversation with rails to trails is it a couple of weeks ago? Maybe was just last week.

About the Great American rail trail, which runs, you know, across South and Chicago land, but along the Illinois river, the found Hennepin canal, Amy, you know, because we tend to forward.

Complaints and request to you about conditions in that so that the.

The conversation was about how to how to close the 4 remaining gaps, until we only

know it could be the 1st.

of that, that Great American Rail Trail. So that that was interesting and kind of exciting in its own. But then just yesterday, there was a conversation as a part of. I'm talking about the American discovery trail.

I don't know if folks are familiar. Right? So, it's it's more, um.

Well, just like the, the rail trail would appeal to hikers and bikers, and potentially other users. There seems to be a heck of a lot of overlap.

Between those 2 plans actually, then legislation introduced to that.

I was not aware of so this is all very fresh and I'm trying to find out some more information about that, but I'm wondering.

You know, is there potential to, um, to kind of pair those 2 projects together and I'm sure I'm being.

You know, easily optimistic, but you know, are these hands kind of talking to each other and I don't know if anyone has any other information.

01:04:44.309 --> 01:04:51.780

Amy Madigan - I am with both of those Dave/ Thanks. I've been I'm sitting on the collaboration team for the Great American rail trail, so we've had those conversations obviously about filling in some of the gaps.

And one of them, which is always known as the Kaskaskia Alliance Trail is the only way to really do that. And that's just kind of an insurmountable thing and has been for many years. But the American Discovery Trail has been around for a very long time. John ODell was a great resource. He passed away a couple of years ago and he was our. Illinois hiking society representatives, and he was instrumental 1 of the instrumental early folks of getting that American discovery trail kind of up and going through southern Illinois.

And interestingly, folks may not know I think Illinois is the only state actually, where it crosses.

North and South, and so, you know that, but also the difference between another difference between those 2 things is that at least I know it's Southern Illinois not so much necessarily northern, but a trail is only for hiking and equestrian use.

So, no, there's no bike access at least they're used to not right they're, they're, they're trying to get more access down in the shiny area and stuff like that. But at this time, there's only 1 section for them. Right. So I am not sure Dave now, who has kind of taken over for The American discovery trail, kind of being that proponent advocate since John Adele pathway, which will bring us to another kind of organizational discussion after everybody gives their reports.

01:06:33.900 --> 01:06:41.130

Dave Simmons - Yeah, let me just we can talk offline about that too. If you want some more, I can give some more information to you about the.

Yeah, so real quick Ders Anderson with Openlands was the on sharing the information that used to I requested more information from the American discovery trail.

And then I know the rail with trail concept that was needed for the alliance trail. Was the kind of biggest it's been several years so more of those rails with trail. It's becoming more popular, so and the concept has evolved. So I think it's worth it.

01:07:22.019 --> 01:07:32.340

Amy Madigan - Bill Brown, snowmobiling what do you guys have other than getting anxious now that you can get to March?

What is the billing your you're muted Bill.

You're muted bill, you're still on mute if you can hear me.

01:07:48.780 --> 01:08:03.630

Bill Brown Oh, boy, how about now? Yep there you go. I love to hear the information about the Kaskaskia trail. Is it actually, uh, is there any kind of movement if, you know, on that?

01:08:14.849 --> 01:08:27.239

Amy Madigan - No, yeah, Bill Todd Volker who's been, I think, working on this for many years um, we were just discussing the other day feasibility studies and one thing, rails to trail was sharing was, was their expertise when it comes to the funding.

So all of this sounded really good, but to your question of has there been activity? Nothing nothing really notable I think just kind of renewed interest. Okay. Well.

01:08:44.069 --> 01:08:52.890

Bill Brown - You know, the snowmobile dealers are definitely interested in that connection too and like to be part of it. I do know Todd and I've been on his group. I'll just give you an update on what the Illinois State snow and Bill association is, uh, we had our last meeting a couple of weeks ago for the season.

But I'm getting ready for our International Snowmobile Congress

Which is going to be in Iowa this year, and it's going to be hosted by Illinois next year in the quad cities.

So, the international snowmobile congress is all 27, snow states, uh, the 12 or 13 provinces from Canada.

Uh, people from Scandinavia before.

Everybody to deal with snowmobile and meet at this meeting once a year and again, it's being held in Iowa this year. In June. It's always like the 2nd week in June. So, uh, other than that, we're, um, and we're glad to hear that RTP will be available to us next year.

Uh, for in other words, putting in grant applications, and I'm thankful for our STEF program is now. Up and running, so we will have our, our grant money available. We got over 600,000 dollars in our grant money.

We haven't been able to touch for years, but now things are definitely moving forward and,

I am interested in the E, bikes that come up, um, at our international Congress I will ask what they are doing because I go to the administrator's meeting that houses.

Uh, grant administrators from all the different states and provinces and boy, do they have problems with everywhere else?

But, uh, this is gonna be interesting in, um, well, I'll bring up the bikes because I know we had problems with.

Fat tired bikes, running at snowmobile trails in the winter, and our issue is they're out there running with no lights or anything and.

You know, in the wintertime, it's usually dark early, so okay. Thank you.

01:11:08.279 --> 01:11:16.229

Amy Madigan - Thanks Bill, Would you send me an email with the dates of your Congress that you mentioned? You kind of cut out a little bit. So I just want to make sure that I have the dates right? All right.
Okay, let's see Scotty Bryant and IFOR is doing.

01:11:26.699 --> 01:11:32.760

Scott Bryant - Well, as you know, it's been a long legislative session. I won't go into that here with everybody. Um.
But it's a, we've looked at a lot of different things. I'm working on countless stuff with the state legislature on CDB projects in our state parks and about 6 or 7 different areas. Same way with boat grants and CDB projects on boat building grants, and things like that.
With the state legislators site superintendents in different places. I was at Dixon Springs State Park last week.
I for will be helping 1 of our affiliates set up a youth camp there for 3 days. Teaching kids about the outdoors from trail riding to kayaking.
Um, troubleshooting fishing for around 35 kids there at that at that site.
As, you know, we've had the over a 100 kids at Pere Marquette over the last 2 years before Covid hit were no longer able to have that there because the facilities are falling in on their selves and we cannot have it at that facility anymore.
So, they have a good project there. What we're trying to get through, um.
I know there again, we've been working on this for a long time, and with the site superintendent there and legislators.
I've had meetings over that the other than that.
Excuse me, other than that, you know, me and John Harris and Tony, we've worked together continually on a lot of these other things with legislators and.
You know, talked about the procurement is using the problems that were having so as usual, my days are full, just like today.
And, uh, it's nonstop action for me.
Right now, I'm sure that Mister Eicken is working, I believe Mr. Eicken is the new guy.
In the DNR over grants is that correct? Mister Eicken.
Huh.

01:13:32.250 --> 01:13:39.210

Gary Eicken - I was muted and yes correct I'm relatively new, but I've been here a little while now.
Okay, I mean, you've been within the last 6 months.
I've actually been here a little bit over a year now.
So, I was, I was here and then I took a couple of months off for medical issues and then I was back again. So maybe that's part of it, but been here a little over a year and, uh, starting to actually get things figured out now.

01:14:00.390 --> 01:14:04.500

Scott Bryant - Okay, and you're over as well and some of the other stuff.

01:14:04.500 --> 01:14:14.340

Gary Eicken - Yeah, all the rec grants and the staff and our federal grants and special projects grants and stuff like that. So, uh, right now, everything related the grants for the office of grant management, uh, and the assistance.

01:14:19.350 --> 01:14:28.710

Scott Bryant - Well, it's nice nice to put a face with the, you know, the name, because I've seen you on some email traffic and things like that.

As is a lot of the people sitting here know,, I am the chairman of the advisory board as we speak still since they didn't abolish that. Of course. But, uh.

I'm trying to get ready to set up a meeting to talk about some of those things and look forward to working with you on some of that stuff as well.

01:14:45.930 --> 01:14:49.829

Gary Eicken -And same here yeah, if you ever need to anything just get a hold of me, send me an email or give me a call. Uh, That'll be great. Um, and I guess, I've never really pointed this out since you brought it up and everything.

We also have, um, a person for that's the head now of our, uh, grant division that, uh, I answer to now. And his name is.

Patrick Davis, so, um.

He's new and I guess it's been here about a month, maybe a month and a half. So he's yeah, that's things out too.

Scott Bryant - So that's the gentleman I was talking. I thought that you were two of the same, but I, you know, when I look back at my stuff here.

01:15:24.539 --> 01:15:32.069

Scott Bryant - You know, I've worked with all of those people I've been the grant chairman for the advisory board ever since the 1st year that I stepped on it. So. I look forward to going through those processes and hopefully we can get those people, their money that they need.

Out to those, those great projects that are needed to be done.

Yeah, hopefully, I agree with you. So, Amy, that's about what we got. Of course, we have in our for banquet, may the 7th and in Godfrey, Illinois.

Uh, any of you guys are welcome to come to that contact me and let me know.

Look forward to working with everybody that's new and it's all good to see everybody again and and put some faces and actually get to talk to some folks.

01:16:03.659 --> 01:16:13.199

Amy Madigan - Since all of this stuff started a couple of years ago. Thanks, Scott. Um, Shannon, what's going on in the Sangamon County Area?

686

01:16:14.005 --> 01:16:21.145

Shannon Karrick - We are a little bit of an odd duck as far as the other

organizations being a metropolitan planning organization in that. Most of what we do is focused in the urban area, and with the bicycle and pedestrian accommodations on roadways.

Although we are working with Sangamon County on planning phases of extending the Sangamon Valley trail to the southern border of the county.

We are also working on an update to our 2012 bicycle and pedestrian plan that would also include transit component, but it is in an effort to have some of our projects that we're wanting to see with bike and pedestrian accommodations score better by being in a current plan.

And also it will take into consideration the Census data on on changes to populations as well as changes in roadways and what in 2012 what we thought Springfield would look like in the current time is not actually how it is and that's all that we're doing right now, thank you.

01:17:26.729 --> 01:17:38.220

Amy Madigan - Hey, thanks, Shannon. How about you, Brian?

01:17:38.220 --> 01:17:46.829

Bryan Schmid - Uh, or get a, a new alignment of the grand Illinois trail, um, near the Rock River, connecting the Mississippi River trail to the Hennepin Canal Trail. Um, so we're trying to get that passed or approved to apply for some asset funds later this year.

And I believe, um, the, my contact for the on the northern American Discovery Trail, is Ders Anderson.

Thanks.

704

01:18:18.359 --> 01:18:33.000

Amy Madigan - Okay, Greg.

Greg Mihalich - Sure. I don't have a lot, but some important announcements the governor made on Monday after a 2 year hiatus in the world of tourism, which is, our role are they announced the new. Middle of Everything element tourism campaign that's starring and directed by Jane Lynch. The campaign highlights.

Illinois center of culture, food, history, architecture of nightlife, natural wonders for full experiences for visitors to discover.

The campaign, um. We'll run new ads in 8 States, targeting travelers in the mid Western markets on broadcast and connected TV in Illinois, Indiana, Missouri, Wisconsin, Iowa, Michigan. Minnesota and Kentucky, and these ads will start appearing nationally on cable TV, starting April 25th. So that's great news for us. Like I said, this campaign has been ready to launch for at least 2 years now, and finally due to our current situation, we're able to move forward with the campaign and start getting promoting travelers to come to our state pretty much from Mona. She is she's from suburbs. Yeah, she's from Dolton.

Amy Madigan - Oh, wow. Right. Yeah.

Greg Mihalich - So she is our official docent. They're great. Can't wait.

Amy Madigan - James Kyte?

James Kyte- I forgot to mention a couple of things. Um with the bipartisan infrastructure legislation that was passed in October, I mean, in December, 21. A couple major priorities that. Our current administration is pushing in all programs and not just with our major funding. Um.

You know, for bridges and highways and those type of things, but even for trails. A big push, and they just recently come out with some guidance on an equity. And making sure that projects are being considered in areas that of areas for low income, disproportionate in communities that has a disadvantage areas. So, low income minority community, so that they have access to these types of programs and these type of projects through communication notifications. And those type of things, so, liability is another big push. So, and this is 1 of the big things with our trails and.

Multi modal another component is vulnerable.

Users and during the conversation, I heard some about the bikes and motorcycles and some of these other you know, for pedestrians and those type of things that are accessing these. I know I guess to talk to Scott's point and I know, I, even I have coordinated with our headquarters and we've kind of are aware of the Buy America issue.

I know current highways that were built, not to allow it, they're not supposed to be on those based on the funding. That was used for that, but,

Um, headquarters isn't aware, but under the current statute, it's kind of. It's kind of gray and and Amy has been in coordination on some of that. So. Um, we'll be continuing to work on a policy and those type of things for that. And don't let Shannon confuse you, or don't let her be so modest. Um.

Springfield Area Transportation Study is really always working on something so. I just came from Decatur, Shannon, while I've got you on the phone. I have their bike plan that they just finished in 21. If you're interested, I can at least give you in that direction on that information, and they're doing some pretty cool things over there for connectivity and stuff.

So that's all I got. Okay thanks.

Amy Madigan - Um, so before we get to the next meeting date and public comments.

01:22:51.840 --> 01:22:57.810

Amy Madigan - There the link that is in your in your announcement that.

Leads to the legislation that has the structure of the council there are still a few vacancies on the council. I know Scotty and I have talked about that a little bit just because he represents so many organizations, but, again, as folks know, you know, 4 year term, I believe is what what the term of appointments on the council are.

Um, we did recently get Lauren Easter as a mountain bike representative. We still don't have a canoe group, we had Gary Mechanic in the past with the, like, Paddling Council. Um, he has been inactive for a long time has not named any replacement or offer replacement we did just have a gentleman reach out to us that that I'm going to reach out to to see if he did but we still lack of hiking representative. And a representative for trail users with disability.

And then the paddling council or the paddling group water sports group. So, just something to think about if you wanted to reach out to folks that you may know in any of those areas, or just colleagues, and let them know that we still have some big agencies on that board.

The nomination form is still on the agreement controls website. So, that can be released it sent to anybody and submitted.
So, just keeping that in mind that we're still missing a few representatives to make the complete Council. Any question about that? Yep.

01:24:25.739 --> 01:24:29.130

Scott Bryant - Amy, what was the name of the person representing mountain bikes?

01:24:29.130 --> 01:24:32.159

Amy Madigan - Loren Easter is his name.

01:24:36.420 --> 01:24:39.810

Scott Bryant - Loren Easter? Yeah. Easter. Okay.
Where's he from?

Amy Madigan - He's from Springfield area.

01:24:48.060 --> 01:24:59.159

Scott Bryant - The reason I ask is that wildlife, we've got a big mountain bike thing there, and then people always asking me if they were ever represented. And I said, I've never seen anybody on here for mountain bikes. But at least I can tell them there is now.

01:24:59.159 --> 01:25:07.079

Amy Madigan - Yes, we have, we've had again, like, prior to the council being, you know, codified and statute.
Um, you know, we have a lot of income and outgo of folks in user groups over the years.
So, we've always had someone from the mountain bikes community. We've always had somebody.

01:25:18.359 --> 01:25:22.770

From all of those representatives really, and then, of course, we increase them with.
Scott's group coming on that represents so many other folks and organizations as well.
So, we're getting there, but just something to note.
Any more questions about that I can.

01:25:36.029 --> 01:25:44.279

Dave Simmons - Do you want to speak to? I can vouch for Loren. It's a good I'm glad he finally joined. And now, Amy, there's a guy, Sean Guzman who's down in. Hiking with Sean, I'm going to share this information with him. He might be. Interested in the making role on the committee.

01:25:56.609 --> 01:25:59.640

Amy Madigan - That would be great. We would love that.

01:25:59.640 --> 01:26:02.819

And also, while I have to have 2, Basically planning organizations, um, on the phone today, Brian and Shannon both.

The legislation allows for 1 planning organization. To be an official member of the council. Of course, public is always welcome at our meetings. We had a representative Caitlyn Goodspeed from CMAP. I don't know if you know her, Dave, she left CMAP, I don't know where she went. We don't have, anything forwarding and we don't have a new representative so.

Um, we may ask, you know, I think our director, and depending on what it what works best, we may ask Brian or Shannon to fill in that role.

Until the next round of terms.

01:26:47.279 --> 01:26:55.439

Tony Troyer - Amy, have we ever come up with an official name? I thought we had to drop the greenways name.

01:26:55.439 --> 01:26:58.800

Amy Madigan - No, we're still the Greenway and Charles Council.

01:26:58.800 --> 01:27:02.939

Scott Bryant - Okay, and when you send the minutes out, could you, uh put a listing on there of, you know, the people that you're looking, what positions are filled and what are you looking for?

01:27:11.670 --> 01:27:18.720

Amy Madigan Yes, I will do that. Thank you Scott. You had said something Scott yourself on mute.

You're mute Scott

01:27:26.609 --> 01:27:39.689

Scott Bryant I know a lot of people like that for me, we could put that in me. Yeah. Um, we used to have a person with the liaison for the bike community with the Marla girl. I know she retired some years back is there someone that took her place.

01:27:43.470 --> 01:27:48.210

Amy Madigan - No, because, I mean..

01:27:48.210 --> 01:27:54.989

Scott Bryant - Is that something that's been posted? Or is that job going to be backfilled again? Eventually or.

01:28:04.920 --> 01:28:11.310

Amy Madigan - She was she was the kind of our coordinator for communicating and with the technical assistance program and our funding for comprehensive plans for

communities and organizations to create comprehensive green with intro plan. She was also our route 66 liaison up to 6. Australia is on.

01:28:29.100 --> 01:28:35.039

You know, I mean, all of us in our section over the years, have have crossed paths and disciplines.

But as of now, I don't believe that we have a more replacements. Um, on the slate for people that are are coming back in.

01:28:49.739 --> 01:28:54.810

Or coming into the agency, so if you have something specific, let me know, and if I can try to address it.

01:28:54.810 --> 01:29:04.710

Scott Bryant - Yeah, I mean, you know, me, I think that we need to have those people in place and, you know, that gets me in trouble a lot of times, but I think that we need to be pulling those jobs and putting the people back out on the ground to be able to do the work and this is not just in this administration has been going on for a long time, but, I just I didn't know if that that position had ever been backfill.

01:29:17.609 --> 01:29:21.720

Amy Madigan 0 It had not it has not no, um.

Anything else, just to clarify the nominations that any current council members make for these open positions they still have to be approved by direct crowd. Right?

Correct. Okay. Correct.

Correct. Um, and I think, you know, and again, what our, what our general thought was, in terms of selecting, at least the 1st go around selecting a planning organization with, and we selected just because of the amount of RTP funds the communities within that area have used.

So that's kind of why we selected CMAP, but beyond that, you know, we would go back to the nominations and present those the director again, just to review what we already have and have her make the kind of final recommendation? I don't know.

I have not received any information about public comments?

Um, from anyone, I don't see anyone here from the call today.

So, I don't believe we have anyone for public comments. So I think we can move past that the next meeting date.

um i would like to suggest is to be late May perhaps the last week of may or the second to last week since Memorial Day falls that week.

The 25th is Wednesday.

So, I suppose that Wednesday 25th for our next meeting, I need a motion.

We'll do it at 10 or 1030, whatever that room is. So, and I'll let, you know, whatever room we can get it with.

May 25th okay Tony Troyer made a motion. Can I get a 2nd.

Was that John or Scott or both of you. John Harris seconded.

All in favor aye - all ayes.

Okay, that motion passes our next motion is to adjourn.

Motion to adjourn Scott Bryant, seconded by Tony Troyer.
All in favor, aye? All ayes.

Meeting adjourned.

Meeting Name	Meeting End Time	Name
Greenways & Trails Council	: IL Assn of Snowmobile Clubs	Bill Brown
Greenways & Trails Council	: IL Federation of Outdoor Resources	Scott Bryant
Greenways & Trails Council	: Sangamon County RPC	Shannan Karrick
Greenways & Trails Council	: BiState Planning	Bryan Schmid
Greenways & Trails Council	: IDNR Grants	Gary Eicken
Greenways & Trails Council	: ABATE/OHV	John Harris
Greenways & Trails Council	: IDNR Grants	Ann Fletcher
Greenways & Trails Council	: Host Amy Madigan IDNR - RTP Program Manager	AGE SPRINGFIELD 2ND FL M
Greenways & Trails Council	: Ride Illinois	Dave Simmons
Greenways & Trails Council	: IL DOT	Stephen Letsky
Greenways & Trails Council	: 2022-04-20 12:30:00	2175****70
In Person		
	IDNR - ORCP	Dale Brockamp
	DCEO - Beureau of Tourism	Greg Mihalich
	FHWA	James Kyte
	Horsemen's Council of IL	Tony Troyer

Attendee Email	Join Time	Leave Time	Attendance	Connection Type
littlebenny78@sbcglobal.net	2022-04-21	2022-04-21	132 mins	Web app
skycarp@aol.com	2022-04-21	2022-04-21	112 mins	Web app
shannank@co.sangamon.il.us	2022-04-21	2022-04-21	111 mins	Desktop app
bschmid@bistateonline.org	2022-04-21	2022-04-21	109 mins	Desktop app
gary.eicken@illinois.gov	2022-04-21	2022-04-21	109 mins	Desktop app
hunterjohn69@comcast.net	2022-04-21	2022-04-21	109 mins	Desktop app
ann.fletcher@illinois.gov	2022-04-21	2022-04-21	108 mins	Other app
amy.madigan@illinois.gov	2022-04-21	2022-04-21	106 mins	Other app
dave@rideillinois.org	2022-04-21	2022-04-21	106 mins	Other app
stephen.letsy@illinois.gov	2022-04-21	2022-04-21	106 mins	Desktop app
	2022-04-21	2022-04-21	74 mins	Other app

dale.brockamp@illinois.gov

greg.mihalich@illinois.gov

james.kyte@fhwa.gov

il4arc@aol.com

First Name	Last Name
Caitlin	Goodspeed
Jay	Hall
Tony	Troyer
Hunter John	Harris
Bill	Brown
Loren	Easter
Robert	Bryant
Dave	Simmons
Steven	Letsky
James	Kyte
Ann	Fletcher
Amy	Madigan

(1) non-motorized water sports paddling;

(2) motorized off-road motorcycle;

(3) non-motorized hiking pedestrian;

(4) motorized all-terrain vehicle;

(5) non-motorized road and trail cycling;

(6) motorized snowmobile;

(7) non-motorized equestrian;

(8) motorized snowmobile;

(9) non-motorized mountain bike;

(10) recreational trail users with disabilities;

(11) a diverse, multi-use, multi-purpose

(1) one member from a local government or

(2) one member from the Department of

(3) one member from the Federal Highway Administration

(4) one member from the Department of Natural Resources- Grants

(5) one member from the Department of Natural Resources-RTP

Organization(s)

Chicago Metropolitan Agency for Planning

American Motorcyclists Association

Horsemen's Council of IL.

ABATE/ Off Highway Vehicle Advisory Board

Illinois Association of Snowmobile Clubs

International Mountain Biking Assn.

Illinois Federation for Outdoor Resources IFOR

Ride Illinois

Illinois Department of Transportation

Federal Highway Administration

IDNR - Grants

IDNR - Program Manager RTP