

**Pace, the Suburban Bus Division of the Regional Transportation Authority
550 West Algonquin Road
Arlington Heights, Illinois
Minutes of the Open Session Meeting of the Pace Board of Directors
February 19, 2025**

The Board of Directors of Pace, the Suburban Bus Division of the Regional Transportation Authority (“Pace”), met in open session on Wednesday, February 19, 2025 at 9:30 a.m. at Pace corporate headquarters, 550 West Algonquin Road, Arlington Heights, Illinois, pursuant to notice.

Chairman Kwasneski led the assembly in the Pledge of Allegiance.

Chairman Kwasneski called the meeting to order at 9:31 a.m.

Roll Call

Directors physically present: Arfa, Canning, Carr, Guerin, Marcucci, Wells, and Chairman Kwasneski.

Director Guerin moved, and Director Wells seconded, a motion to allow Directors Hastings, McLeod, Schielke, and Smith to attend via Zoom. The motion passed with a unanimous vote. Directors Hastings, McLeod, Schielke, and Smith joined the meeting via Zoom immediately following the vote.

Directors absent: Noak and Soto.

SBD #25-10 – Resolution approving the open session meeting minutes of January 15, 2025.

Director Canning moved, and Director McLeod seconded, a motion to approve the Resolution. The motion passed with a unanimous vote.

Public Comment

Adam Kerman, resident of Northbrook and Co-Chair of Pace’s Citizens Advisory Board (CAB), commented on the tax on sales and services that the RTA proposed to the state legislature to fund public transit. He said that the proposed taxes are inequitable and fall the hardest on the poorest

Richard A. Kwasneski, *Chairman*

Rachel Arfa Christopher S. Canning Terrance M. Carr David B. Guerin Kyle R. Hastings Thomas D. Marcucci
William D. McLeod John D. Noak Jeffery D. Schielke Erin Smith Linda Soto Terry R. Wells

Board of Directors

Melinda J. Metzger, *Executive Director*

residents. He also said that Pace should not sacrifice suburbs with less demand for public transit to invest in areas with more demand. Some suburbs are never going to see a high demand for public transit, but that does not mean they do not deserve public transit at all. He proposed reimagining the way we pay for public transit in the RTA region by taxing land values within corridors that bus routes serve, as land value is more linked to public transit than sales or services. If Pace wants to add service to a corridor, then Pace has the ability to raise taxes.

Chairman Kwasneski replied saying there has not been a lot of discussion with the legislature about funding, rather the discussion has been more about governance. The decision on how to fund transit is ultimately up to the legislature and what will be palatable to the electorate. Public sentiment is that property taxes are too high. Pace will bring up Mr. Kerman's idea. A lot of ideas will be discussed. He appreciated Mr. Kerman's work on Pace's CAB.

Director Noak joined the meeting in person at 9:40 a.m.

Chairman's Report

Chairman Kwasneski reported that on February 7, at Pace's new South Campus acceptance facility in Markham, Governor Pritzker presented Pace with an Illinois EPA grant for \$27 million for the purchase of electric buses. Many legislators and mayors attended the event from the south suburbs. Attendees viewed the electric vehicles currently in Pace's fleet and were complimentary of Pace staff.

Chairman Kwasneski reported that on February 14, ten state senators on the Illinois Transportation Committee toured Pace's Heritage Division garage in Plainfield. Pace presented on the services provided by Pace and how those services were different than the CTA's services. Chairman Kwasneski said the biggest takeaway for the state senators was that Pace provides very different service in different parts of the region. He also said that it was enlightening for the senators to see how big an area Pace serves, illustrated by how far some of them had to drive to get to Plainfield. The senators were intrigued by the I-55 bus on shoulder service. Chairman Kwasneski thanked staff for putting together a great event. He also said that Pace is pulling together follow-up information that Senator Villivalam requested. Chairman Kwasneski supports continued dialog with the Illinois Transportation Committee as the legislature moves forward in making decisions on how to fund transit.

Chairman Kwasneski recognized the retirement of General Counsel Nancy Zimmer. He wished her well and appreciated all the work she has done for Pace. He welcomed Acting General Counsel Andrew Mueller.

Directors' Reports

Director Arfa praised the people who work in public service, saying they make our cities, communities, and regions better. She said we have great examples of that at Pace under Melinda's leadership. She thanked outgoing General Counsel Nancy Zimmer for devoting 24

years of her legal career to Pace, and Dorval Carter, Jr. for his impact on our region at the CTA. She praised Nora Leerhsen, Interim Director of the CTA.

Director Canning, as the Chairman of Pace's Planning & Infrastructure Committee, reported on attending the Illinois Senate Transportation Committee tour in Plainfield to discuss the main issues that the ReVision initiative aims to solve – where and how often should Pace provide service and what kind of service should Pace provide. He reported that the senators were impressed by the size of Pace's service territory. He said the tour helped members of the Illinois Senate Transportation Committee understand the big decisions facing the Pace board regarding orienting service toward ridership or coverage in order to deliver what is best for communities and riders. He reported that it was a valuable opportunity for senators to learn about complex bus operations like dispatching, locating vehicles, and resolving breakdowns. He thanked the Heritage Division operations staff. Director Canning praised outgoing General Counsel Nancy Zimmer as a calm, reasoned attorney who provided excellent legal advice. He welcomed Acting General Counsel Andrew Mueller.

Director Carr reported on attending the Pace South Campus event in Markham with the Governor. Director Carr said it was a great, well-attended event, and he got a chance to speak with many local mayors. The Governor was very complimentary to Pace, impressed with the new facility, and jokingly expressed interest in Pace's hiring pitch.

Director Marcucci reported on attending RTA Chairman Kirk Dillard's presentation to the City Club of Chicago in January. He was impressed by Chairman Dillard's remarks concerning what the RTA is, what the service boards do, the wide spectrum of services they provide, and how they work together to cover the comprehensive, yet varying, needs of all communities. Director Marcucci said that the system is varied, complex, and works well as it is now, but he is not sure if legislators agree and if the system will remain as efficient as it is now due to pending legislation. He encouraged people to view the recording of the presentation. Chairman Kwasneski added that it is important to reiterate what the service boards do well.

Director Marcucci also reported on a meeting with Pace External Relations Manager, Doug Sullivan, to preview today's 2025 marketing presentation. Director Marcucci reported that Pace spends a lot of marketing dollars on recruitment, which does not put people on buses but is needed for Pace to run and maintain service. He appreciated the Ride Kind campaign and how Pace operators absorb negative feedback as part of their daily job working directly with the public. He thanked Pace frontline staff for providing an essential service every day.

Director Marcucci said that he was encouraged by today's public comment on sources of tax revenue to fund Pace service. He said that it is a big question that needs to be solved. He is concerned about ReVision pulling service away from DuPage County, which is paying taxes for service. He advocates linking where funds come from and where service is provided.

Director McLeod reported that the Northwest Municipal Conference adopted a resolution approving Pace's ReVision plan.

Director Noak reported on attending the Illinois Senate Transportation Committee tour in Plainfield. He praised Pace staff for doing a great job organizing the event and answering senators' questions. He reported to the committee on the range of talents, backgrounds, and geographic distribution of the Pace Board of Directors. He said if you think the agency is doing a good job, then you need to look at the people who serve on the board and why that helps make the agency work, along with the talented staff. He reported that the committee was amazed at the amount of territory Pace covers with as little resources as Pace gets from the RTA funding pool and at how much more potential territory Pace could cover if it had adequate funding. He said the reality is that there is a lot more to the transit discussion to be researched and considered before leaping forward to change the agencies dramatically. The committee is still learning about what the service boards do, especially Pace. He is hopeful they left with good information.

Chairman Kwasneski thanked Director Noak for presenting on the Pace Board of Directors and how their qualifications and experiences meet the criteria outlined in the legislation that calls for board representation from education, planning, government, marketing, legal, and business sectors. Chairman Kwasneski reported that he is working with APTA on providing the committee information on zero emission fleet transitions, so that APTA understands from a national standpoint that the electric bus shortage is a national crisis, and public transit is putting a strain on an industry that does not have the capacity to meet current demand. Transit agencies are also still determining how their funding will be impacted by a new federal administration.

Director Schielke reported on visiting six senior living communities in Batavia for cybersecurity presentations and receiving praise for the Ride in Kane dial-a-ride service. Senior citizens, who reported never riding a bus before after growing up in the suburbs and always having a car, are very grateful for the service now that they have access to it. This shows how Pace impacts the region.

Director Smith thanked outgoing General Counsel Nancy Zimmer for outstanding leadership, counsel, and support. She welcomed Acting General Counsel Andrew Mueller.

Director Wells was sorry to miss the Markham event but reported receiving positive reviews about the event, Pace's South Campus facility, and Pace initiatives from fellow south suburban mayors. He said having the Governor in Markham for the second time in six months bodes well for the southland. He wished outgoing General Counsel Nancy Zimmer well upon her retirement.

Executive Director's Report

Melinda Metzger thanked outgoing General Counsel Nancy Zimmer for her commitment to the agency and praised her ability to work well with everyone. Melinda introduced Acting General Counsel Andrew Mueller, who received his law degree from Indiana University, was previously employed at the McHenry County State's Attorney's Office, and has worked at Pace since 2016.

Melinda reported that Pace recognized Transit Equity Day, which is Rosa Parks' birthday, highlighting the critical role that public transportation plays in ensuring equitable access to opportunity for all. She also reported that Pace celebrated Black History Month.

Melinda reported that 2024 system ridership finished 20% over 2023; system performance shows that Pace's service enhancements are benefiting riders and the region.

Melinda reported that Pace carried 1.8 million rides in January 2025, 12.1% more than the same month last year. Further breakdowns show that bus on shoulder service is up 7.7%, Pulse Milwaukee service is up 6.6%, Pulse Dempster service is up 15.6%, and ADA paratransit service is up 47%, with 22,000 riders per average weekday. She further noted that ADA ridership increases could not have been made without the addition of the TAP and RAP programs.

Melinda reported that the RTA highlighted how regional transit ridership continues to rebound with three consecutive years of double-digit growth for all three service boards. The RTA promoted the Dempster Street corridor where 2024 ridership exceeded 2019 pre-COVID levels. Melinda also reported that Pace hired 60 new operators to support new Pulse Dempster service. This serves as a good reminder that Pace's approach to earning back riders is working.

Melinda reported on state and local officials visiting Pace's acceptance facility in Markham to celebrate Pace's receipt of a \$27 million award from the Illinois EPA as part of a Volkswagen settlement agreement. Pace will use that funding to purchase 27 electric buses to reduce emissions and improve air quality for the communities that Pace serves. Melinda echoed Director Wells' earlier comments that it was an honor to host Governor Pritzker at a Pace facility for the third time in three years. Pace remains grateful for the support of state and local partners who help make Pace's vision for sustainability a reality. When our partners invest in Pace, they are investing in mobility, economic opportunity, and a cleaner future. She thanked Director Carr and Chairman Kwasneski for attending the event and Pace staff for coordinating the event.

Melinda reported that Pace hosted members of the Illinois Senate Transportation Committee at the Heritage Division garage in Plainfield. Pace provided a tour of the facility to show what goes on in daily operations, including servicing vehicles at night for the next morning and learning how Pace dispatch uses IBS technology to support operators out in the field. She said it was a beneficial event with good discussion. Senators asked a lot of questions, and Pace is following up with more information. She thanked Director Canning and Director Noak for attending.

Melinda reported on moving forward on two studies that support Pace's strategic vision plan, *Driving Innovation*:

- In collaboration with the RTA, Pace will host the first far South Halsted public meeting on March 4 from 4-6 p.m. at Prairie State College for future Pulse service along the South Halsted corridor, a 7.5 mile stretch of South Halsted between Harvey and Chicago Heights, which includes East Hazel Crest, Glenwood, Homewood, and South Holland.
- IDOT has a shoulder improvement project planned between the CTA Forest Park Transit Center and Mannheim Road in Hillside, so Pace recently launched a feasibility study for potential markets to operate express bus service within a five-mile radius of the I-290/I-

88 corridor between the CTA Forest Park Transit Center and the Oak Brook and Downers Grove area. She said this is a good opportunity to partner with IDOT to enhance infrastructure to support express bus on shoulder service. Pace is organizing a steering committee.

Chairman Kwasneski supports the I-290/I-88 study, saying there is a lot of support to improve that corridor, there are a lot of jobs in the Oak Brook area, and there is a lot of opportunity along I-88. He commented that I-290 is a bottleneck trying to get into the city.

Melinda reported on Pace's proactive efforts to train and retain the next generation of professional bus operators. This is an ongoing focus for Pace as we need more drivers to put more service on the street. She reported that since the last meeting, Pace interviewed 274 candidates at weekly Hire-on-the-Spot events at headquarters and South Campus and offered jobs to 96 candidates. She thanked the HR, marketing, communications, and community relations departments for running hiring events and promoting opportunities. Pace currently has 152 operators in training; we could not have trained so many new operators at once without the new training space at South Campus.

Director Canning observed that year-over-year ridership data shows staggering growth in ADA paratransit, which is 7% above pre-pandemic 2019 levels. He is not sure if the Illinois Senate Transportation Committee understood Pace's role in ADA paratransit, how much we are doing with TAP and RAP, and how much the field is expanding. Melinda acknowledged misconceptions. She said that some senators thought that fixed route ridership was much smaller than that of ADA paratransit, which only accounts for 10% of Pace's total systemwide ridership. Pace will provide more information to the committee and highlight ADA paratransit as an area of growth.

Chairman Kwasneski wanted to highlight that Pace expanded transportation options and that is the reason why ADA ridership is increasing so rapidly. He said the TAP and RAP programs are so popular because they are flexible and require no reservations the day before like traditional carrier service, giving ADA riders the freedom to travel whenever they want, even at the last minute.

Chairman Kwasneski concluded by saying that, on a national and local level, nobody has done more for public transit than Dorval Carter, Jr., who served as CTA President and Chairman of APTA and advocated for public transit across the country. Due to his efforts, the RTA region received so much federal funding, and the service boards have never worked better together.

Items removed from the Consent Agenda

None.

Approval of Consent Agenda

SBD #25-11 – Resolution honoring Nancy Carroll-Zimmer, Pace General Counsel and Chief

Administrative Officer, upon her retirement from Pace after 24 years of dedicated service.

SBD #25-12 – Resolution honoring Dorval Carter, Jr., President of the CTA, and his decades-long career in public transit.

SBD #25-13 – Ordinance authorizing the award of a contract to Element Fleet Corporation for fleet accident management and subrogation services for Pace's Vanpool and non-revenue fleet in an amount not to exceed \$1,986,413.88.

Director Guerin moved, and Director Noak seconded, a motion to approve the Consent Agenda. The motion passed with the following roll call vote: Directors Arfa, Canning, Carr, Guerin, Hastings, Marcucci, McLeod, Noak, Schielke, Smith, Soto, Wells, and Chairman Kwasneski. All directors voted aye.

Action Items

SBD #25-14 – Ordinance authorizing Board Member travel and business expenses for January 2025 pursuant to Public Act 099-0604 Local Government Travel Expense Control Act – Richard Kwasneski.

Director Noak moved, and Director Guerin seconded, a motion to approve the Ordinance. The motion passed with the following roll call vote: Directors Arfa, Canning, Carr, Guerin, Hastings, Marcucci, McLeod, Noak, Schielke, Smith, Soto, Wells, and Chairman Kwasneski. Chairman Kwasneski abstained. All other directors voted aye.

SBD #25-15 – Ordinance authorizing the award of a contract to Gannett Fleming Architects, Inc. for architectural and engineering services for the Pace Bolingbrook Old Chicago Park-n-Ride indoor waiting area and bus loop expansion in an amount not to exceed \$406,854.58.

Josh Berger, Department Manager of Capital Infrastructure, presented.

Director Noak moved, and Director Canning seconded, a motion to approve the Ordinance. The motion passed with the following roll call vote: Directors Arfa, Canning, Carr, Guerin, Hastings, Marcucci, McLeod, Noak, Schielke, Smith, Soto, Wells, and Chairman Kwasneski. All directors voted aye.

SBD #25-16 – Ordinance authorizing the award of a contract to Gillig, LLC for the purchase of up to 33 hybrid electric buses in an amount not to exceed \$39,270,792.00.

Lindsey Umek, Chief Operating Officer, presented.

Director McLeod moved, and Director Canning seconded, a motion to approve the Ordinance. The motion passed with the following roll call vote: Directors Arfa, Canning, Carr, Guerin, Hastings, Marcucci, McLeod, Noak, Schielke, Smith, Soto, Wells, and Chairman Kwasneski. All directors voted aye.

SBD #25-17 – Ordinance amending the 2025 Operating and Capital Program Budget (Amendment #1).

Kris Skogsbakken, Department Manager of Capital Grants, presented.

Director McLeod moved, and Director Canning seconded, a motion to approve the Ordinance. The motion passed with the following roll call vote: Directors Arfa, Canning, Carr, Guerin, Hastings, Marcucci, McLeod, Noak, Schielke, Smith, Soto, Wells, and Chairman Kwasneski. All directors voted aye.

Director Smith left the meeting at 10:50 a.m.

Issues/Discussion/Reports

Daniel Costantino, Principal Consultant for Jarrett Walker + Associates, LLC (JWA), presented on the survey responses received during public outreach for ReVision, Pace's network revitalization and systemwide restructuring initiative, from November 2024 through January 2025.

Daniel reviewed some of the challenges facing Pace to provide context to the ReVision study. Pace has a vast service area of over 3,500 square miles with over 6 million people living in it. To serve this large area, Pace has been left with limited resources, which affects the amount of service Pace is able to offer. The majority of the suburbs are not covered by bus service, and 60% of the suburban population is more than half a mile from bus service. Most bus service is infrequent, coming once an hour or less. Little service over a large area creates transit service that ends up serving relatively few people. The limited amount of service that Pace provides is under threat by the fiscal cliff. The RTA's historic tax funding sources have not been growing at a rate that is commensurate with the cost of providing service. As a result, all the service boards in the RTA region are expected to run into significant deficits in 2026. The ReVision study is exploring what service Pace could offer with significantly higher levels of investment that are comparable to peer agencies in other regions.

Daniel outlined all the outreach efforts that took place, which were largely led by Pace staff. Pace obtained 3,840 online survey responses, which were among the highest level of responses that Pace has ever received and almost double the number of responses from the last Pace customer survey in 2022. Pace received responses from all over the region and from different demographics. Pace received higher levels of responses in some parts of the region than others, so responses were weighted by geographic distribution in final survey results.

Daniel highlighted key findings from the final survey results:

- Statistical tie on preferring the ridership concept (40%) and the coverage (36%) concept, which might suggest that Pace invest exactly half in ridership and half in coverage.
- Clear response on top three priorities for service improvement. When asked to choose up to three of seven priorities that Pace should spend money on first, 50% of all respondents chose:
 - Higher frequency during the daytime on weekdays (aligned with the ridership)
 - New routes where we do not presently have service (aligned with coverage)
 - More weekend service
- The survey found lower, although still significant, levels of interest in more service after 7 p.m., new On Demand service, more rush hour service, and more long distance express service.
- All priorities are requests Pace frequently receives
- Top three service priorities were the same in four of six counties. The only exceptions were Lake and McHenry Counties where On Demand is a higher priority than weekday frequency.
- The 50-50 split on ridership versus coverage seen at the regional level, when examined county by county, is a lean preference toward ridership in the inner suburbs (Cook County) and a lean preference toward coverage in the outer suburbs (including all the collar counties). The degree of preference for coverage increased further out from Chicago.
- Location, specifically how close or far from Chicago, influenced people's decisions more than demographics.
- Demographic trends:
 - Respondents that were low income, respondents with a disability that impaired their mobility, and respondents aged 65 and over favored the coverage concept.
 - Respondents aged 18 to 45 favored the ridership concept.
 - Respondents aged 18 to 45 and low income respondents were more likely than other groups to favor investment in evening service, which may reflect non-9 to 5 jobs or people having more things to do in the evening.

Director Noak pointed out that about 85% of people surveyed are active riders, suggesting that the survey is not proportionate to the number of taxpayers who pay into the RTA system. Daniel explained that "transit rider" is a broad category and includes anyone who rode transit in the last year. "Transit rider" includes people who ride frequently and people who ride occasionally. JWA examined the differences between frequent riders, casual riders, and people who do not ride. People who do not ride at all leaned toward coverage. People who ride occasionally strongly favored ridership.

Daniel reported on ReVision next steps. We are one year into the two-year study. JWA has developed network concepts (plus 10, ridership, and coverage) and has survey results on those concepts. JWA will use the survey feedback and direction from the Pace board to develop a draft plan over the next year. JWA will present to the Pace Planning & Infrastructure Committee on March 3. At the March 19 board meeting, JWA will seek a recommendation from the Pace board on how to draw the draft concept maps and how much to invest in ridership and coverage.

Chairman Kwasneski commented that it is no surprise to him that Cook County preferred the ridership model and that the collar counties preferred the coverage model. He is glad that the survey results were 50-50 for ridership versus coverage because he believes both are very important goals. He suggested highlighting On Demand zones in a brighter color on the network maps to better illustrate how far Pace's service area extends. He shared that legislators and county officials have complimented Pace for undertaking the ReVision project to better orient service. He wants to make sure that their input is continued throughout the process and that Pace really identifies the needs in each particular area. He said that in the end, Pace will still provide a variety of different services like On Demand, dial-a-rides, TAP, RAP, and VanGo to meet the needs of the entire region and the needs of individual counties and municipalities. It is just a matter of finding the balance between fixed route and everything else.

Melinda added that the ReVision study is focusing on fixed route and On Demand only, leaving other services alone, though impacting the ADA service area. The study is designed to increase service proportionately throughout the region to prevent resources from being directed solely to one populated area. For example, if Pace receives 50% more funding, each county will see a 50% increase in the service that exists today.

Director Noak commended the thorough survey for providing metrics that other studies avoid. He is not surprised that Pace received a low number of non-transit riders responding to the survey. He wonders what percentage of taxpayers in the region are riders versus non-riders and how that would affect survey results if we had a proportionate sampling of the entire region – not to change the outcome, just curious how that would change. He said there has been a lot of emphasis on the riders of today, but Pace's goal should be to bring more people into the system. He said a bigger sampling size is always better, but 3,800 respondents is good for surveys today.

Director Arfa said that frequency is something she often hears from people when they talk about transit. She found it interesting that preferences from the disability community were close: 37% ridership and 33% coverage. She pointed out that the disability community is likely aware that fixed routes open up more access to transportation for people with disabilities. Federal law requires transit agencies to provide paratransit service within three quarters of a mile of all fixed routes. She praised Pace for implementing the TAP and RAP programs to increase capacity within the ADA service area. Most people with disabilities rely solely on public transportation.

Director Noak praised the innovation of the Pace board and staff for finding ways to serve more people with programs like TAP or RAP.

Director Marcucci said this is one of the best consulting surveys that he has ever seen and praised Daniel for making the results easy to understand. He said the survey tells us that riders want both ridership and coverage, and he believes Pace service already balances ridership and coverage well by utilizing innovative coverage services like VanGo, TAP, RAP, dial-a-ride, and On Demand. Maybe there will not be radical changes as a result of this study. He said the most important data point is the comparison of Pace bus service to that of comparable suburban communities near large transit centric cities. There is 50% more suburban bus service per

resident in Connecticut and twice as much in New Jersey. He brought up the fiscal cliff and how the RTA region needs \$740 million more annually, of which Pace gets a portion to share with the CTA and Metra. The comparison to other states shows that \$740 million is not enough; it just restores funding to pre-COVID levels and does not allow Pace to increase or enhance service. Public transit in the RTA region has been underfunded for years. He thinks that the governance proposals are not going to solve the funding problem. The problem is still going to exist.

Doug Sullivan, External Relations Manager for Pace, presented Pace's 2025 Marketing Plan.

Director Marcucci left the meeting at 11:53 a.m. and returned to the meeting at 11:54 a.m.

Adjournment

Chairman Kwasneski asked for a motion to adjourn into closed session for the purposes of discussing closed session minutes (2-C-21) and pending litigation (2-C-11). Director Noak moved, and Director McLeod seconded, the motion. The motion passed with a unanimous vote. All directors voted aye.

The meeting was adjourned at 11:55 a.m.

Reconvene

Chairman Kwasneski reconvened the open session of the Pace Board of Directors meeting at 12:05 p.m.

Directors physically present: Arfa, Canning, Carr, Guerin, Marcucci, Noak, Wells, and Chairman Kwasneski.

Directors virtually present: Hastings, McLeod, and Schielke.

Directors absent: Smith and Soto.

SBD #25-18 – Resolution approving the closed session meeting minutes of December 11, 2024.

Director Noak moved, and Director Wells seconded, a motion to approve the Resolution. The motion passed with a unanimous vote. All directors voted aye.

SBD #25-19 – Ordinance approving action on Anthony Cutler v. Pace Suburban Bus; 19 WC 021500.

Director Noak moved, and Director Canning seconded, a motion to approve the Ordinance. The motion passed with the following roll call vote: Directors Arfa, Canning, Carr, Guerin, Hastings, Marcucci, McLeod, Noak, Schielke, Smith, Soto, Wells, and Chairman Kwasneski. All directors voted aye.

Adjournment

There being no further business, Chairman Kwasneski asked for a motion and second to adjourn the meeting. Director Noak moved, and Director Guerin seconded, the motion. The motion passed with a unanimous vote; all Directors voted aye. The meeting adjourned at 12:06 p.m.

The next regular meeting of the Pace Board of Directors will be held on Wednesday, March 19, 2025 at 9:30 a.m. at Pace corporate headquarters, 550 West Algonquin Road, Arlington Heights, Illinois.

Elissa Ledvort
Board Secretary, Board of Directors