

**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
September 17, 2025**

The Board of Directors of Pace, the Suburban Bus Division of the Regional Transportation Authority (“Pace”), met in open session on Wednesday, September 17, 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 9:35 a.m.

Roll Call

Directors physically present: Canning, Guerin, Marcucci, McLeod, Schielke, Soto, and Chairman Kwasneski.

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

Directors absent: Arfa, Carr, and Hastings.

Director Carr joined the meeting in person at 9:37 a.m.

SBD #25-64 – Resolution approving the open session meeting minutes of August 20, 2025.

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

Public Comment

Christopher Ramos, a community organizer for Access Living, commented that the disability community does not feel heard despite coming out in great numbers to public hearings and the

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*

RTA board meeting to say that the TAP and RAP program changes will impact them in a harmful way. He laments on how Access Living held town halls with Pace to relate how riders were having challenging paratransit experiences and to start a dialog on how traditional paratransit could be improved, but Pace's response was that these experiences were isolated incidents and that the overall system has generally worked. Mr. Ramos asked for a meaningful dialog between Pace Board officials and Access Living to discuss why so many riders are concerned about the service they are receiving through traditional ADA paratransit and why riders are showing up in force to protest the RAP and TAP program changes. He finds it concerning that no one reached out to the CEO of Access Living, Karen Tamely.

Chairman Kwasneski said that Karen Tamley was on the Pace Board for many years, and Executive Director Metzger speaks with her on a regular basis. Pace is willing to talk through this issue and work alongside Access Living. The challenge is that the RTA has stated that it will not fund RAP and TAP, and the RTA is the only funding source for ADA programs. Next year, the RTA wants Pace to fund RAP and TAP for the entire region, including the City of Chicago. Pace is concerned because suburban dollars for suburban service would be impacted. The RTA has a finite amount of money, which the RTA needs to redistribute, or the RTA must find new funding for the programs. One thought was to get additional funding for ADA paratransit, RAP, and TAP from the State of Illinois. Pace supports flexible transportation for the disability community. TAP has been part of the ADA program offerings for years, but the suburbs did not have a TAP option because there are not many taxis in the suburban area. When RAP was started as a pilot program, the RTA decided to continue funding both programs and received an influx of riders. During Ad Hoc Committee meetings, Pace encouraged the RTA to rethink the 30-ride limit on RAP and TAP, particularly for people who will use the programs to get to work and will use twice the proposed ride limit. He agreed that Pace must communicate with Access Living because this issue is impacting many people.

Executive Director Melinda Metzger reported that she has plans to speak with Karen Tamley after the meeting.

Carley Bran commented that she would not be able to go to work and school without public transportation and cannot imagine being limited to 30 rides per month, which does not take into account getting from one place to another. TAP and RAP are important programs for the disability community but also help reduce congestion and further green initiatives. The freedom to move around and get where you need to go to see friends and family, have community, go to the doctor, go to the grocery store – all these things are important. She encouraged Pace to meet with Access Living and implored Pace not to make program changes to TAP and RAP.

Iliana Haven, a housing community organizer with Access Living, commented that reducing TAP and RAP rides will deeply impact her and severely limit her freedom and independence. As a mobility scooter user, navigating regular CTA transportation is difficult, and Pace ADA paratransit vehicles are rough and take a huge toll on the body, so she opts to use TAP. TAP has been a lifeline to attend doctor appointments, travel to and from work, and pay bills at the bank. People with disabilities often do mental gymnastics figuring out if they have enough physical

energy to travel, and the TAP and RAP program changes are adding to that mental toll. Pace traditional ADA paratransit rides are notoriously late and take hours to get to destinations, making it hard to hold a job. Many people with disabilities have lost jobs that help pay for their survival. About 60,000 eligible paratransit riders across the region will have to deal with higher fares, longer wait times, and inconsistent services. I understand that this is a budget issue, but we need to prioritize disabled residents. Please hear us when we say TAP and RAP are not luxury services; they are necessities and human rights, and we need to find a solution together.

Chairman Kwasneski thanked Mr. Ramos, Ms. Bran, and Ms. Haven for coming to the meeting.

Director Hastings joined the meeting in person at 9:55 a.m.

Chairman's Report

Chairman Kwasneski reported on Pace's 2026 budget. The RTA, Pace's funding source, has fully funded suburban bus service through 2026. Pace was able to secure and keep suburban funding and be frugal in the process. There are currently no service cuts, but Pace is prepared to modify service pending final decisions from CTA and Metra. For example, Pace will not continue to serve connections and transfer points that are no longer utilized by CTA or Metra. Pace constantly has conversations with the RTA regarding ADA paratransit funding. The RTA decides how much money the ADA paratransit program receives and has indicated there is insufficient money to support TAP and RAP. The RTA has also indicated that TAP and RAP are not required ADA programs, despite having funded both programs in the past. Pace will continue conversations.

Chairman Kwasneski reported great attendance from Pace Board members and legislators at the ribbon cutting for the ADA paratransit transfer facility at the Northwest Transportation Center in Schaumburg. He thanked the legislators and the State of Illinois for supporting and funding the project. Legislators were happy to see Pace get the project done quickly.

Chairman Kwasneski congratulated Director McLeod on 45 years of service to the Village of Hoffman Estates, saying he has been a great addition to the Pace Board.

Chairman Kwasneski congratulated Jeff Nelson, CEO of MetroLINK in the Quad cities and former president of APTA, who is retiring. Chairman Kwasneski praised Jeff Nelson's knowledge and contributions.

Chairman Kwasneski offered his condolences regarding the death of former Illinois Governor Jim Edgar, saying that he valued the importance of public transportation as Governor.

Directors' Reports

Director Canning congratulated Director McLeod on 45 years of public service and the many contributions he made to the fabric of Hoffman Estates; it would not be the community it is without his leadership. Director Canning thanked the people who planned and built the new ADA paratransit transfer center at the Northwest Transportation Center. It was great to see a ten-year project come to fruition. Former Pace Director Al Larson would have been proud to see it.

Director Carr thanked the Pace staff who worked on the 2026 budget briefings last week; staff knew the answer to every question, and it was a delight to attend the briefings. He reported on attending the ribbon cutting for the ADA transfer facility, complimented the design of the campus, and said it will serve the people who use it well.

Director Marcucci congratulated Director McLeod for 45 years of public service. It is a record rarely matched, and his community has benefited from his efforts.

Director Noak congratulated Director McLeod for 45 years of public service.

Director Schielke reported on conversations with state representatives and members of the state senate and indicated that many legislators are not certain that the state can get all the money they need for the transit bill as well as other initiatives. He believes transit funding will be an important issue in the coming elections for everyone running for state office.

Director Smith congratulated Director McLeod on the incredible accomplishment of 45 years.

Director Soto congratulated Director McLeod and thanked him for his comments at the ADA transfer facility ribbon cutting. She is proud of the project as a proponent of transportation hubs, which is the future of mass transit. She thanked the state legislators who were there and the Illinois legislature for providing Pace with the funding to bring the project to fruition. She hopes that the details of this project are shared with the Illinois legislators so that they understand the needs of public transit and what can be accomplished with proper funding.

Executive Director's Report

In honor of Hispanic Heritage Month, Melinda said that Pace is proud to recognize the contributions of our Hispanic employees, riders, and community partners, which play a vital role in shaping the fabric of our region. Their voices and experiences enrich our organization and help us better serve the diverse suburban communities that depend on public transportation.

Melinda congratulated Director McLeod on 45 years of public service, which was celebrated at an event attended by herself and Director Arfa, who presented Director McLeod with a commemorative bus stop sign.

Melinda reported on celebrating the opening of the new ADA paratransit transfer facility in Schaumburg, which was well attended by local officials and community partners. The opening highlighted that if Pace gets funding, we can do some amazing things. The new facility is the first of its kind in the region, providing a safe, comfortable, and efficient transfer point for ADA and fixed route passengers transferring between vehicles. The new transfer facility has real-time information signs, a bathroom, an indoor waiting area, and a nice outdoor waiting area. Melinda thanked the staff who spent two years working on this project. Pace is working on a second transfer facility in Calumet City and will hold a groundbreaking next month.

Melinda reported that on August 27, Pace was invited to participate in a House Working Group Committee meeting led by Representative Delgado. The Committee discussed Pace's financial outlook, the fiscal cliff, the timing of potential service reductions, and the paratransit budget pressures we are facing. The meeting was an opportunity to answer legislators' questions but also provided a vital forum to share Pace's perspective and to strengthen our relationship with key decision-makers. Pace strongly urged the legislators to fund paratransit fully so that we can continue to operate the service we have today. Pace is the operator of service, and funding comes from the state and the RTA. Pace can only operate with what is funded. In order to fully pay for and continue to operate TAP and RAP, Pace requires about \$400 million.

Melinda reported that Director Noak did an excellent job as a panelist yesterday. He discussed the proposed legislation as it is currently written to fund transit and changes to how the service boards operate, the impact the new legislation would have on service, and Pace's continued innovation and enhancements to our system. Other panelists were RTA Chairman Dillard, Hanover Park Village President Craig who sits on the Metra board, and former Barrington Village President Darch. Director Noak's participation is a great example of how the Pace Board contributes to the community. Melinda appreciated the support from the Pace Board in making sure that Pace is heard by legislators.

Melinda reported that a milestone was reached on North Division electrification with the installation of pantographs, which will be used to charge Pace's electric buses. That milestone marks an important step in preparing facilities to transition to a zero-emission fleet and demonstrates visible progress toward long-term sustainability goals. If the project progresses as planned, the facility will be ready for use by the end of the year – now all Pace needs are the electric buses. Pace has spoken to Proterra (now Phoenix). They have four buses on the production line. Pace is waiting for the date when the buses will be delivered.

Melinda reported that the RTA recently conducted a customer satisfaction survey covering all three service boards. Riders' overall satisfaction with Pace service was 84%, which is consistent with previous years. Pace currently has several customer satisfaction surveys in the works for ADA paratransit, fixed route, and vanpool. Input from our riders will help Pace improve service and advocate for more sustainable suburban funding.

Melinda reported that Pace recently conducted bus familiarization training with the Elk Grove Village Fire Department. Pace provided a diesel bus and an electric vehicle for the training, so first responders are prepared in the event of an emergency. The training program has received industry recognition. Pace provides training all over the region when requested by local police or fire departments.

Melinda reported on August ridership. The Pace system provided more than 2.1 million rides, which represents a 4.8% increase over 2024, the second highest monthly ridership in 2025. Several service improvement pilots made permanent over the past few months have experienced significant ridership growth.

Melinda reported that Pace continues to proactively recruit and train professional bus operators. Since the last meeting, Pace interviewed 176 prospective candidates and extended 56 offers over eight hire-on-the-spot events held both at Pace headquarters and at Markham South Campus. Currently, Pace is 5% under the number of drivers needed for fixed route service and 12% under the number of drivers needed for ADA paratransit.

Melinda reported that suburban service is favorable to budget through July, and ADA paratransit service is \$17 million unfavorable to budget through present.

Melinda provided background on the 2025 operating budget amendment. Conversations surrounding the regional ADA paratransit program being overbudget continue due to increased demand for service. At the RTA's August board meeting, the RTA board found the regional ADA paratransit performance to be noncompliant with budget. As a result, the RTA has requested a revised ADA paratransit budget be submitted within 30 days. The anticipated shortfall for the 2025 regional ADA paratransit program is \$45.1 million, which includes the implementation of RTA's ADA Action Plan that becomes effective October 1 and raises TAP and RAP fares from \$2.00 to \$3.25 and caps TAP and RAP rides from eight per day to 30 per month. To address the budget shortfall, the RTA approved an ordinance authorizing an amendment to regional ADA paratransit funding that adds \$42.3 million from three sources to cover the projected deficit: ADA paratransit reserve fund, discretionary sales tax 1 funding, and innovative coordination and enhancement funding (ICE). The RTA's ordinance leaves \$2.98 million to be funded by Pace. Pace is proposing to fund that amount through its suburban community mobility fund and apply the funding to the suburban RAP program.

Melinda reported that at today's meeting, Pace will present proposed 2026 budgets for suburban service and for ADA paratransit, which are both balanced to the funding levels approved by the RTA board at its August 21, 2025 meeting. As directed by the RTA, the ADA paratransit budget includes status quo service levels and a 10% fare increase. It is important to note that the funding marks provided by the RTA do not fully fund the ADA paratransit program for 2026 and will not allow TAP and RAP programs to run past the first quarter of 2026. Melinda thanked the budget staff for working hard on a complex budget that balances fiscal responsibility with Pace's commitment to its riders.

Melinda explained that Pace very strongly wants to provide the best service it can for all its customers. Pace held six public hearings regarding TAP and RAP program changes mandated by the RTA and had meetings with Access Living and will continue to do so. Unfortunately, Pace is at a point where the RTA is mandating that Pace bring the ADA paratransit budget under control.

Director Soto left the meeting at 10:20 a.m. She returned to the meeting at 10:23 a.m.

Items removed from the Consent Agenda

None.

Approval of Consent Agenda

SBD #25-65 – Resolution honoring Jeffrey A. Nelson upon his retirement as CEO of MetroLINK, serving the Illinois Quad Cities with 42 years of dedicated service.

SBD #25-66 – Ordinance authorizing the award of a contract to GIRO INC./LE GROUPE EN INFORMATIQUE ET RECHERCHE OPÉRATIONNELLE for upgrade of HASTUS software and 36 months of maintenance and support in an amount not to exceed \$1,047,066.00.

SBD #25-67 – Ordinance authorizing the award of a contract to Winter Services LLC and a contract to Arctic Snow & Ice Control, Inc. for snow and ice removal and pavement salting services at various Pace divisions in an amount not to exceed \$619,470.00 and \$173,140.00, respectively.

SBD #25-68 – Ordinance authorizing the award of a contract to 72 Hour LLC d/b/a National Auto Fleet Group for the purchase of 30 minivans in an amount not to exceed \$1,456,200.00.

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

Action Items

SBD #25-69 – Ordinance authorizing Pace’s Executive Director to permanently adopt the Lansing area On Demand pilot service with modifications to the service hours, effective on or after September 18, 2025.

Erik Llewellyn, Chief Planning Officer, presented.

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

SBD #25-70 – Ordinance approving an intergovernmental agreement between Pace and the County of Cook for up to \$176,000 of *Invest in Cook* funding to support installation of an eastbound business and transit access lane along Cermak Road in Berwyn and North Riverside where Pace Route 322 currently operates and the future Pulse Cermak Line is planned.

John Carlisle, Rapid Transit Program Supervisor, presented.

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

All directors voted aye.

SBD #25-71 – Ordinance amending the 2025 Operating and Capital Program Budget (Amendment #3).

Maggie Schilling, Chief Financial Officer, presented.

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

Issues/Discussion/Reports

2026 Proposed Budget

Melinda reported that the 2026 budget season is different than previous years as Pace navigates funding challenges for the region. Melinda highlighted accomplishments in 2025 that laid the groundwork for Pace's financial position in 2026. Service innovation and enhancements remain at the forefront of Pace's efforts. Pace expanded service on routes 331, 315, 383, 301, 322, 350, 364, 563, 564, and bus on shoulder routes and expanded weekday service on route 381 to lay the groundwork for forthcoming Pulse 95th Street service. Funding for service enhancements was included in the 2025 budget to address demand for nights and weekends post-pandemic. Pace is continuing to enhance first mile, last mile demand response services, partnering with Will County to expand Access Will, and is in the final stages of planning an additional VanGo site in the Joliet area and an expansion of the Arlington Heights – Rolling Meadows On Demand service. Progress continues on infrastructure improvements with completion of North Division Phase One, the ADA Transfer Facility at the Northwest Transportation Center, and substantial completion of South Campus. Pace is planning several passenger facility enhancements, including the ADA Transfer Facility in Calumet City and Park-n-Ride facilities. Pace's Project Zero initiative continues to move forward with the installation of electric vehicle chargers at several divisions. Pace was awarded a contract for the purchase of 27 electric buses thanks to an Illinois EPA grant. So much progress has been made, and Pace remains hopeful that there will be a funding solution from Springfield.

Maggie Schilling reported that for 2026, the RTA directed a fare increase of 10% on average across all fare products with modifications for Title VI issues. Base fare will increase from \$2.00 to \$2.25. CTA set prices for Pace-CTA shared fare products. All fare products are still well-priced, well below pre-Covid prices, and represent a deal compared to peer agencies nationally.

Maggie Schilling reported that the RTA directed service to hold steady for 2026, 2027, and 2028; therefore, Pace's proposed 2026 suburban bus budget is balanced to the marks set by the RTA with no reduction in service. However, it does require the utilization of \$39.8 million in positive budget variance. Federal Covid relief funding allowed Pace to spend federal money first

and save sales tax revenue, which has resulted in a positive budget variance of \$205.5 million. Pace has already committed \$141.6 million for capital projects leaving \$63.9 million remaining. Pace expects the positive budget variance to be exhausted in early 2027, and Pace will enter 2027 with a shortfall of \$22.4 million which will require budget balancing actions. Pace will see the full impact of the fiscal cliff in 2028 when the shortfall grows to \$46.9 million. The budget projections assume Pace will hold service steady with no service cuts and no additional service and will only increase costs based on inflation.

Maggie Schilling reported that Pace's proposed 2026 ADA paratransit budget assumes a 10% fare increase at RTA's direction for both traditional ADA paratransit and the TAP and RAP programs, from \$3.25 to \$3.50 per trip. Pace's 2026 ADA paratransit budget continues the 30-ride-per-month cap for TAP and RAP and assumes that 5% of TAP and RAP riders impacted by the 30-ride cap would migrate back to traditional ADA paratransit service. After fully funding traditional ADA paratransit service, \$20.5 million is left to fund TAP and RAP in 2026. Unfortunately, that level of funding for TAP and RAP is only expected to last through the first quarter of 2026, but Pace is committed to operating TAP and RAP as long as possible with available funding. The funding requirement for traditional ADA paratransit, TAP, and RAP for a full year is \$329.6 million; the funding mark that Pace received from the RTA for 2026 was \$280.1 million, leaving Pace with a shortfall of \$49.5 million to run an entire year of service. Given the 2027 and 2028 indications from the RTA, Pace's assumption is that TAP and RAP will no longer be funded beyond the first quarter of 2026. Pace anticipates an ADA budget surplus of \$14.7 million in 2027 and \$5.5 million in 2028, which would be transferred into the ADA paratransit reserve fund.

Maggie Schilling presented Pace's proposed 2026-2030 capital program and reviewed next steps and budget deadlines for the RTA.

Chairman Kwasneski asked for the total cost for TAP and RAP for one year, which is \$70 million, and asked if the state could dedicate funding for TAP and RAP within transit reform legislation. Dedicated funding for TAP and RAP would not directly affect the three service boards like funding the entire ADA program off the top of the RTA funding pool and would allow the state to support a program that is very important to the disability community. He clarified that he does not think it is realistic to ask the state to fund the entire ADA paratransit budget, but maybe the state would be willing to fund supplementary programs that work with required ADA paratransit services. During discussions at the Ad Hoc Committee meetings, Pace has reminded the RTA that the RTA is responsible for funding all ADA programs, to which the RTA replied that it has no money despite funding TAP for years. One of Pace's early suggestions was to take Pace's reserve suburban funds and lend it to the RTA to fully fund TAP and RAP, which the RTA is reluctant to do in the event the legislature does not resolve the fiscal cliff. Pace will not use suburban dollars for services for which Pace feels the RTA is responsible but will consider a loan to the RTA through some mechanism in which Pace would be reimbursed.

Melinda added that legislators understand the issue of fully funding ADA paratransit, which would relieve the issue with TAP and RAP. Pace has discussed the issue with legislators, and they are hearing from constituents about TAP and RAP cuts. Now it is a matter of pulling the funding together.

Director Canning asked if legislators are aware of TAP and RAP ridership to know how the services impact so many people. He pointed out that in the latest August 2025 ridership report, TAP has increased 384% since 2019, and RAP has increased 546% since last year. So last year, there were 219,000 RAP rides; now there are 1.4 million rides. The growth has been staggering.

Chairman Kwasneski agreed, saying that the program costs a lot more money to operate than it did last year, but each ride represents a person from the disability community who now has more flexibility, which is good. The problem is how to fund the program.

Director Marcucci agreed, saying that RAP being overused is not a problem, as it is a good thing that Pace is providing a service that people need and are utilizing. The RTA and the state have to understand that RAP enhances people's lives and gives them access to the greater community, which is the purpose of the Americans with Disabilities Act.

Director Marcucci asked for more information on the Southwest garage electrification outlined in the 2026 capital budget. Melinda explained that Southwest is due for a midlife rehab, but Pace will use this opportunity to prepare it for electrification. Not every bus in the facility will be electric from the start; electric vehicles will be added to the fleet as they are delivered. There has been a long delay between ordering and receiving electric buses. He explained that he was caught off guard by the cost of electric buses and electrification infrastructure. He asked how Pace plans to pay for electrification over the next 15 years. He is concerned because Pace cannot pay for it alone, and, if the federal government does not contribute, electrification will not happen. Pace needs to communicate that funding is needed to the state and federal legislatures. The public needs to hear about the \$1.5 billion cost of electrification. Melinda said that Pace will see if the federal government will support Pace by providing funding to redo facilities.

To clarify the gravity of the funding situation to the public, Director Soto asked what would happen if the legislature does not rectify the fiscal cliff during October veto session and the issue persists into 2026. Will Pace amend the 2026 budget for service cuts? Melinda explained that Pace has forecasted that we can get through 2026 but will not experience the effects of the fiscal cliff until 2027. Pace has prepared a list of potential service cuts, which are basically all weekend and late-night service. She noted the ADA budget is looming. If the RTA accepts Pace's offer to loan funding from the 2026 suburban service budget to the 2026 ADA budget, that will affect Pace's ability to remain solvent in 2026.

Director Soto shared that based on her recent conversations with riders and citizens in Lake County, she believes the average citizen does not understand how serious the situation is with mass transit in the RTA region. Imagine if you have to plan your household budget for the next few years and have no guarantee whether your household income for the year will be \$40,000 or

\$140,000 annually; it would be hard to do the budget and make decisions. That is what the service boards are facing. She encouraged riders and even vehicle users to talk to their legislators. For vehicle users, think about your coworkers, your employees, your customers, your patients. A lot of them use mass transit, and this will have an awful effect if not rectified.

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 Schielke moved, and Director Guerin seconded the motion. The motion passed with a unanimous vote. All directors voted aye.

The meeting was adjourned at 11:08 a.m.

Reconvene

Acting Chairman Marcucci reconvened the open session of the Pace Board of Directors meeting at 11:23 a.m.

Directors physically present: Canning, Carr, Guerin, Hastings, McLeod, Schielke, Soto, and Acting Chairman Marcucci.

Directors virtually present: Smith and Wells.

Directors absent: Arfa, Noak, and Chairman Kwasneski.

SBD #25-72 – Resolution approving the closed session meeting minutes of June 18, 2025.

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

Adjournment

There being no further business, Acting Chairman Marcucci asked for a motion and second to adjourn the meeting. Director Schielke moved, and Director Soto seconded the motion. The motion passed with a unanimous vote; all Directors voted aye. The meeting adjourned at 11:25 a.m.

The next regular meeting of the Pace Board of Directors will be held on Wednesday, October 15, 2025 at 9:30 a.m. at Pace corporate headquarters, 550 West Algonquin Road, Arlington Heights, Illinois.

Elissa Ledvort
Board Secretary, Board of Directors