



Date: January 26, 2026
Time: 10 a.m. – 12 p.m.
RTA Board Room
175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

RTA Citizens Advisory Board Meeting Minutes 1-26-2026

1) Call to Order

- a. Ryan Ruehle, RTACAB Chair, called to order the RTA Citizens Advisory Board (CAB) Meeting on 1/26/2026 at 10:01 a.m.

2) Roll Call

- a. Voting CAB Members Present In-Person:
 - i. Ryan Ruehle, Chair, Suburban Cook County
 - ii. Ana Valenzuela Ruiz, McHenry County
 - iii. Heidi Files, Kane County
 - iv. Rob Hart, Metra CAB Chair
 - v. Adam Kerman, Pace CAB
- b. Non-voting CAB Members Present In-Person:
 - i. Terry Kappel, McHenry County Rider
 - ii. Libia Bianibi, City of Chicago Rider
- c. Other Individuals Present In-Person:
 - i. Kendra Johnson, RTA
 - ii. Michael VanDekreke, RTA
 - iii. Kyle Whitehead, RTA
 - iv. Sarah Fettig, RTA
 - v. Doug Anderson, RTA
- d. Voting CAB Members Present Virtually:
 - i. John Loper, DuPage County
 - ii. Colin Phillips, Will County
 - iii. Loren Gutierrez, The Network

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

-
- iv. Joe Surdam, Lake County
 - v. Romina Castillo, CDOT
 - e. Non-Voting CAB Members Present Virtually:
 - i. Rachel Arfa, MOPD
 - ii. Kristin Paus, Lake County Rider
 - iii. Doug Fowler, Will County Rider
 - iv. Xavier Potts, City of Chicago Rider
 - v. Parker Thompson, Kane County Rider
 - vi. Ayesha Akhtar, Suburban Cook County Rider
 - f. Other Individuals Present Virtually:
 - i. Jeffrey Sriver, CDOT
 - ii. Tyler James, CTA
 - iii. Tina F. Smith, RTA
 - iv. Steve Andrew, Pace
 - v. Garland Armstrong

3) Approval of the October 27, 2025, Minutes

- a. No quorum.
- b. Adam Kerman asked if the final meeting minutes (April 27, 2026) can be shared and approved by email due to the committee sunset. Michael VanDekreke stated the Open Meetings Act prohibits a full committee from approving minutes outside of a public meeting. RTA's Legal team is looking at how to approve the minutes after RTACAB sunsets.

4) Public Comments

- a. Garland Armstrong gave kudos to CTA about starting construction on State & Lake and adding route 93 in Evanston. He wants to make sure that ramps are working on the buses and trains. He mentioned wanting the warming shelters to be prepared. He wants to make sure there are no cuts to routes, especially for people with disabilities. He is looking forward to NITA overseeing services.

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

5) Update on Domestic Violence and Sexual Assault RTA Public Transportation Assistance Program

- a. Loren Gutierrez, Managing Attorney, Safety & Family Practice Group, Legal Aid Society of Metropolitan Family Services representing The Network: Advocating Against Domestic Violence provided an update on the implementation of the Domestic Violence and Sexual Assault RTA Public Transportation Assistance Program. She shared that in the new Act there is a provision to continue the survivor fare program.

6) Service Board CAB Reports

- a. Rob Hart, Metra CAB Chair
- i. Rob Hart stated the last Metra CAB meeting was Thursday, November 6th. They received an update from Metra staff about the NITA act and financial reports. There was a discussion about Metra's bridge financing program due to the new act taking away Metra's ability to issue bonds directly. The act does not allow for them to fund state of good repair and the 200+ bridges Metra has to maintain. Metra will be able to go through 2026 depleting the COVID funding (extended an additional 6 months). The ridership is about 62% pre-pandemic levels.
- Doug Fowler asked about the timeline for Rock Island pilot program that was supposed to start in January 2027. Rob Hart will find out more information.
- b. Adam Kerman, Pace CAB Chair
- i. Adam Kerman stated Pace is starting a new initiative on the I90/I290 corridor. They are looking at services with two branches starting in 2029. A total of 11 new stations would be built with several of the stations being off the expressway. Pace has enough funding to get through 2026 on the suburban side of service, but not for the ADA Paratransit. Pace is seeing some shift back to traditional ADA Paratransit when the 30 ride cap was implemented on RAP/TAP, which is a reason for RTA to raise the TAP/RAP cap to slow that growth. Pace informed the board that the IDOT consultant to help plan the transition to NITA will start around June 1, 2026. He shared that we need to get started on the reorganization now.

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

- Steven Andrews, Pace, shared more information about the study: [I-290 / I-88 Express Bus Study | Pace Suburban Bus](#).
- Michael VanDekreke followed up on some of the topics Adam shared. He reported that ADA Paratransit service will always be fully funded, however, TAP and RAP is not mandated so those services have to be budgeted for. In March, staff will be going to the RTA board to request an increase of RAP and TAP monthly cap. In terms of the status of the IDOT consultant, the RTA has been informed that the RPF development is underway.

c. Katanya Raby, CTA CAB Chair, was not present.

7) NITA Act Briefing

- a. Kendra Johnson, Associate, Government Affairs, shared an overview of the Northern Illinois Transit Authority (NITA) Act, including key provisions that will affect the RTACAB.
- b. The RTA region can expect an estimated \$1.2 billion in new operations funding from a combination of sales taxes on motor fuel and an increase in the regionwide RTA Sales Tax. 5% of the 6.25% Sales Tax on Motor Fuel will be dedicated to transit operations throughout the state with an 85/15 split, generating an estimated \$731 million for the RTA Region starting on July 1, 2026.
- c. A 0.25% increase in the regionwide RTA Sales Tax, called Sales Tax III, will generate an estimated \$478 million for the system. The RTA Board is required to approve this increase within 60 days of the bill's effective date. It is important to note that this sales tax will not be matched by the state from the Public Transportation Fund. Sales Taxes I and II will continue to receive their PTF matches, and the counties will continue to retain $\frac{1}{4}$ of the 1 percent collected in the collars.
- d. The terms of current RTA board members expire on September 1, 2026. Members can be reappointed under the new structure. NITA board members must be appointed within 120 days of the effective date. The NITA Board adds 4 directors to the regional entity's board, bringing it to 20 members.
 - Five members appointed by the governor, with advice and consent of the Illinois Senate

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650

Chicago, IL 60604

- Five members appointed by the Mayor of the City of Chicago with advice and consent of the City Council
 - Five members appointed by the Cook County Board president, with advice and consent of the Cook County Board of Commissioners
 - Five members, one each, from each Collar County board with advice and consent of their respective boards
 - NITA board chair selected simple majority from amongst the directors.
 - Finally, 17 members of the NITA will also serve on the boards of CTA, Metra and Pace.
- e. NITA will handle many of the same responsibilities that the RTA has today, with added authority in terms of fares, service and capital planning. The Act includes recovery ratio relief in 2026 and reduced required ratios in 2027 and beyond. The recovery ratio is the percentage of revenue the agencies collect back in fares.
- f. For new funding distribution, there are transition periods before service standards are fully implemented.
- i. In all cases, ADA paratransit, debt service, and agency expenses are covered first, and the Service Boards receive baseline 2025 funding levels until at least 2032.
 - ii. In 2027-2029, Service Boards will receive 2025 agency operating funding levels then any remaining funding will be distributed according to various NTD metrics.
 - iii. For fiscal years 2030-2032, Service Boards will receive baseline 2025 operating funding, then any remaining funding will be distributed according to new service standards.
 - iv. For fiscal year 2033 and beyond, all funding will be distributed according to service standards.
 - v. Initial set of service standards will be adopted and implemented by Dec. 31, 2027.
- g. Agency responsibilities for transition:
- i. June 1st is the first key date for the transition, when the NITA Act will take effect. The Agency will hold a special board

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

meeting that day to vote on whether to increase the RTA Sales Tax by 0.25% in Cook and the Collar Counties.

- ii. The Agency Board will transition in September, with the terms of current members expiring September 1st. New appointments will seated by September 29th. All the Governor's appointments must be confirmed by the Illinois Senate. The NITA Chair will be selected at the first meeting.
 - iii. Once the new board is seated, they can appoint an Executive Director, who also must be confirmed by the Illinois Senate. The NITA Chair and Executive Director would be involved in the hiring process for any new Service Board Executive Directors, as well. If the Senate is out of session, both the Chair and Executive Director can serve as Acting until the Senate acts.
 - iv. By October 1st, NITA must appoint members of the Transition Working Group, which will oversee the transition along with IDOT and the consultant team. The Working Group will comprise 15 representatives from the Agency and the Service Boards along with representatives from organized labor.
- h. IDOT/Consultant:
- i. NITA leaders and staff will be deeply involved in the transition, but the Agency is not the lead implementer. IDOT must contract with a third-party consultant to assist with the transition by September 1st. RTA staff have had several conversations with IDOT since the Act was passed and understand that their intention is to get a consultant onboard before this deadline.
 - September 1: IDOT contracts with a third-party consultant to assist with the transition
 - January-July 2027: Transition consultant recommendations delivered to NITA Board. Components:
 - (a) New process and coordination for a 5-year capital program by January 1
 - (b) Process for a universal fare and necessary coordination by July 1

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

-
- (c) Possible transition from NITA Law Enforcement Task Force to sworn law enforcement program
 - (d) Evaluation of procurement for potential consolidation
 - (e) Evaluation of paratransit programs and recommendations for improved coordination by January 1
- NITA implements transition plan and final report due to ILGA by July 1, 2027.

i. Public Safety:

- i. Cook County Sheriff's Office establishes the NITA Law Enforcement Task Force. NITA establishes Office of Transit Safety and Experience and NITA Executive Director designates full-time Chief Transit Safety Officer. Responsibilities include:
 1. Developing and implementing a regional safety strategy and coordinating across law enforcement agencies
 2. Assemble and manage Coordinated Safety Response Council
 3. December 2026: NITA Law Enforcement Task Force submits report of recommendations to the Coordinated Safety Response Council. The report will include:
 - Determination of which code of conduct violations fall under the purview of sworn law enforcement or transit ambassadors.
 - Recommendations for ongoing law enforcement strategies, tactics, and best practices for the system.
 - Recommendations to be used by NITA in implementing a sworn law enforcement officer crime program
 4. There will be several more safety program implementation milestones over the course of 2027, including a transit ambassador program.
 - (a) John Loper asked about the on-demand services within the Act.

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

j. New Advisory Councils

- i. The NITA Act repeals language establishing the Service Board CABs and replaces the RTACAB with two new advisory bodies: the Riders Advisory Council and the ADA Advisory Council.
- ii. Each council's membership is at the discretion of the NITA Board and will be composed of between 5 and 15 members.
- iii. The law specifies that members should be reflective of the diversity of the metropolitan region, users of the various modes of public transportation, and represent the interests of the residents of the region.
- iv. The councils will have very similar purposes as RTA's current CAB, providing advice and feedback on agency initiatives and having that feedback conveyed to the NITA Board and staff. The ADA Advisory Council will have a specific focus on paratransit and issues especially relevant to people with disabilities.
- v. The new council structure technically goes into effect when the law does, on June 1. But there are no set deadlines for the councils to be stood up or for appointments to be made.

k. Regional Dial-A-Ride Program

- i. NITA is required to hire a consultant to work with Service Boards, counties, and townships that operate dial-a-ride (DAR) programs to enhance coordination between DAR and fixed-route service. NITA Board will vote on recommendations and work with county and township governments to implement them.
- ii. After recommendations are implemented, NITA may establish a DAR service program policy and funding set-aside. Local providers who comply with NITA's DAR policies are eligible for funding for up to 80 percent of local operating costs and some capital costs. Funding is tied to metrics including ridership, cost per ride, and rates of car ownership.
- iii. DAR Service Coordinating Council will include county DOT staff, local units of government, social service providers, and other community stakeholders.
 - Heidi Files asked what is mandated by the RTA for this piece of the NITA Act. She asked about 5310 funding and the dial-

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

a-ride consolidation study. Kendra Johnson stated that there will be a consultant for this requirement to study and how the DARs align with the NITA act.

- Adam Kerman asked about applying for funding and who would administer the funding. Kendra Johnson stated that NITA would administer the funding. He is concerned about how the general public is not available to use some of the dial-a-rides. Allowing the general public to use DARs and removing residency requirements should be incorporated into the study.

I. Key Early Priorities:

- i. The goal is to work with the Service Boards to design a proposal for key early priorities over the next several months for the Board's consideration before RTA kicks off the 2027 budget season.
- ii. On the capital side, NITA will need to allocate \$180M of new capital funds to projects through an amendment and begin work to incorporate updated capital project evaluations. NITA will be implement a process for any waivers Service Boards may need to comply with the zero-emission requirements that goes into effect in 2026.
- iii. On public safety, there will be external stakeholders at the table to meet several deadlines in the Act. NITA will need to act quickly to meet deadlines, including a regional incident reporting app that needs to be launched by the end of the year, coordination of bus shields for operators for 2027 installation, and ensure Service Boards are ready to provide transit ambassador training this year to launch the program in 2027.
- iv. On fare policy and programs, NITA is effectively responsible for fare policy beginning June 1 even if they cannot advance a fare increase until 2027. RTA anticipates the need for significant coordination, data analysis, and consultant assistance early on to start looking at program consolidation, regional fares, and other policy development in 2026. Also, staff is working with the Service Boards and Cook County to begin discussions on expanding the Access reduced fare program to Pace and CTA riders that will also help meet the NITA requirements of

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

providing reduced fares to targeted populations across the region.

- v. NITA will have several new responsibilities to foster increased development near transit stations and stops. Additionally, parking mandate changes will go into effect June 1 and require coordination with local communities to help everyone understand and meet the new law. RTA's joint development study is being updated to align that effort better with the Act.
 - vi. On service planning, many stakeholders have voiced interest and support for more coordination between Service Board plans for enhanced frequencies, new routes, or other changes to the network. The RTA is working closely with Service Boards to look at key interagency transfer locations, overlapping services, and other potential network changes that can serve as a precursor in 2026 to the NITA service planning efforts in 2027.
 - vii. NITA must develop a regional language access plans this year, with a deadline for the plan in January 2027. Eventually, customer information like bus and train tracking will be centralized over a three-year timeframe as dictated by the Act. Some of this work is ongoing and predates the bill so the RTA will be working with the Service Boards to estimate costs and timelines to deliver on many changes outlined in the Act.
- m. Wrapping up:
- A blog series was created to help the public understand what is in the NITA bill. RTA's Communications team is also planning a transition hub website to launch later this spring that will make the most current information on these items – whether it be produced by us or by other agencies – readily available. Everything mentioned will be summarized and linked to in RTA's twice monthly Regional Transit Update newsletter and via RTA's social media channels.
 - RTA will continue to rely on RTACAB's feedback to guide the process of developing new and complex responsibilities. Outside of the CAB, RTA will continue to engage the Transit is the Answer Coalition through meetings, webinars, or other informational sessions in the future.

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

- The Act requires Metra to implement a regional rail pilot making it easier to travel during off-peak periods. This will be rolled out starting January 2027.
- Adam Kerman asked who would be responsible for the next iteration of fare collection technology. Kendra Johnson stated NITA will be responsible for the procurement process. In the NITA Act, NITA can fund the cost of the technology, but the bill allows NITA to designate responsibility to the Service Boards. This will need to be a discussion for the new NITA Board.
- Terry Kappel asked if the NITA Board will be in this building. Kendra stated that would be something the consultant would be looking at.
- Rob Hart has concerns about when the Senate will meet to appoint the NITA Board. He asked about when the new Executive Director would be appointed, the transition working groups, who would be on it, and when they would meet. Kendra shared that NITA and RTA would be a part of the implementation working groups and they would meet monthly or when they are scheduled. He asked about the transition consultant qualifications. Kendra stated this would be laid out in IDOT's RFP who would be procuring the consultant. Rob asked about the Transit Ambassador programs. Kendra stated this would be a regional Transit Ambassador program, but a portion of the ambassadors can consist of Service Board employees. He mentioned concerns about the CTA's security guard program sharing two of his negative experiences. He would like this program to be a learning lesson when developing the Transit Ambassador program.
- Terry Kappel asked if we could provide input to NITA. Ryan Ruehle shared the possibility of RTA summarizing the committee's input and recommendations to provide to both the RTA and NITA boards. Michael VanDekreke also suggested that RTACAB members participate in the upcoming coalition meetings, as those are summarized and shared with the RTA Board.

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

8) 2026 Adopted Budget Update

- a. Doug Anderson, Manager, Budget and Business Analysis, provided an overview of the 2026 adopted budget and anticipated budget actions over the next year. The existing operating funding is \$2.568 billion.
- b. In 2026, RTA will only receive a half-year of the new funding. With the new 0.25% RTA sales tax and the reallocated state sales tax on gasoline, there will be \$199 million and \$366 million respectively in new funding for 2026. By 2027 and 2028, these new sources will contribute over \$1.25 billion annually, bringing our total operating funding to nearly \$4 billion by 2028. Additionally, NITA will receive \$180 million annually in new capital funding from road fund interest. These increases not only address immediate budget shortfalls but also provide a foundation for future investments in transit operations and rider experience.
- c. There will be a \$4.6 billion budget, which is about 5% increase over the 2025 budget and \$7.2 increase over the 2025 estimate. In 2026, RTA will fund ADA Paratransit and TAP/RAP at the 30-cap level.
- d. One of the most significant reforms of SB 2111 is the lowering of the recovery ratio from 50% to 25% for mainline service, and from 10% to 5% for ADA Paratransit. The budgeted recovery ratio must also be reported to the State once the budget is adopted. While the penalty for not meeting the 25% requirement is waived for 2026, it remains in place for future years.
- e. Given the temporary restriction on fare increases and removal of most previous recovery ratio adjustments by the Act, the current operating budget structure is unable to meet the new 25% requirement in the 2027 and 2028 plan years. To address this, there is a temporary revenue credit of about \$200 million in each of those years to elevate the regional ratio to the 25% required for adoption. If that revenue credit was removed, the budgeted recovery ratio in 2027 and 2028 would be approximately at a 20% level. A legislative remedy may be needed to address this problem prior to the 2027 budget year.
 - i. Adam Kerman asked if there could be a fare increase mid-year. Doug Anderson shared that we could have a fare increase in

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650

Chicago, IL 60604

June to meet the recovery ratio and they are looking into ways to meet the recovery ratio.

- f. The 2026-2030 Capital Program by Service Board funding split is:
- i. \$6.76 Billion for CTA or 73% of the program, including almost \$4B for the Red Line Extension.
 - ii. \$2.12 Billion for Metra or 23% of the program, including \$400M for new rail cars.
 - iii. \$367 Million for Pace or 4% of the program, including \$142M for electric buses.
 - iv. \$19 Million or two tenths of a percent is held by RTA based on performance-based programming metrics in 2030 to be distributed at a later date.
- g. New Budget Working Group formation:
- A budget working group will be formed with Service Boards to:
 - (a) Amend the 2026 operating funding amounts (again) to allocate a portion of the remaining \$319 million
 - (b) Execute 2026 budget amendment to incorporate amended funding amounts
 - (c) Discuss the 2027 budget timeline and process
 - (d) New 2027 funding formula = 2025 funding baseline + remaining funding allocated based on average share of 4 operational metrics (VRM, VRH, Ridership, Passenger Miles)
 - (i) Rob Hart commented that the recovery ratio needs to be eliminated because the system is never going to meet the fare box revenue. It puts a cap on improving service. Doug Anderson shared that in 2030 it goes down to 20%. He asked about the funding formula and is concerned about it favoring CTA. He would like to know if the operational numbers have been flushed out. Doug shared that he doesn't have those numbers, but police force will be a large cost.

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

(ii) John Loper asked about CPI and indexing for inflation.

(e) Adam Kerman asked about debt service and short-term borrowing. Doug Anderson stated that there are concerns about when we will receive funding but believes we will get by without short-term borrowing. Adam would like to know if there will be a policy to reimburse the rainy-day funds. Adam asked about the budget calendar. Doug is not sure if that will be a NITA or Service Board policy, but it is a good point. NITA will have to adopt the 2027 budget by 11/30/2026 and the RTA and/or NITA may need to move the budget calendar up.

9) Fare Programs Online Portal 2.0 Briefing

- a. Michael VanDekreke, Director of Mobility Services, provided updates on recent enhancements made to RTA's online fare portal.
- b. Before 2022, to apply for the Reduced Fare or Ride Free Programs, the only option for an applicant was to complete a paper application. This could be done through the mail or in-person at one of our regional customer service centers.
- c. In 2022, the RTA developed the first version of the online application portal for a couple of reasons. Most importantly, they wanted a more convenient way for customers to access RTA's fare programs. But having this online option also benefits the RTA. It has significantly reduced expenses in printing applications and envelopes, as well as the postage to mail them. And there is less risk of applications getting lost in the mail.
- d. The portal can be accessed at fares.rtachicago.org, or GetAccess.org.
- e. From 2022 through 2024, RTA monitored usage of the site using Google Analytics to see where in the online process people were dropping off the site so that we could better understand if there were areas of the site that were difficult for customers to use. From this, and from feedback from customers, they began work in 2025 to make improvements to address identified pain points.

Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

f. The changes RTA made were aimed at helping customers better understand the online application process and increasing the accessibility of the site. RTA launched version 2.0 in December 2025.

i. Enhancements made to the portal:

- Ability to select preferred language
- Ability to select webpage font size
- New options:
 - (a) Switch between fare programs
 - (b) Update photo or contact information
 - (c) Check application status
 - (d) Receive email updates
 - (e) Upload missing documents
- Instructional videos (English and Spanish)
- Email notification option
 - (a) Heidi Files shared they made an update to their Dial-a-ride consolidating their sponsors and streamlining the process. They use the portal to assist customers with signing up for RTA cards as this is a new eligibility requirement for their program. They shared that Julio Leal, Mobility Outreach Coordinator, has been a great resource.

10) Other Business

- a. Next meeting, McHenry County requested to present on some significant updates with their county transit program, which could also be a good chance for others to share updates with their county programs. Contact Kendra Johnson or Michael VanDekreke if you would like to be included in that presentation.
- b. Adam Kerman shared that he has enjoyed working with Michael VanDekreke and Kendra Johnson and the Government Affairs team has been great.

11) Adjourn



Date: January 26, 2026

Time: 10 a.m. – 12 p.m.

RTA Board Room

175 W. Jackson Blvd,
Suite 1650
Chicago, IL 60604

-
- a. Adam Kerman made a motion to adjourn; Rob Hart seconded the motion. The meeting was adjourned at 12:03 PM.
 - b. Next meeting is Monday, April 27, 2026, at 10 a.m. to 12 p.m.