

## **KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING MINUTES OF July 2, 2024**

### **Board of Commissioners Present:**

Driskell, Robert, Teamsters Local No. 589, *non-voting member*  
Erickson, Becky, Mayor, City of Poulsbo  
Garrido, Charlotte, Kitsap County Commissioner  
Mockler, Anna, Councilmember, City of Bremerton - *Absent*  
Putansuu, Robert, Mayor, City of Port Orchard – **Vice Chair**  
Rolfes, Christine, Kitsap County Commissioner  
Moriwaki, Clarence, Councilmember, City of Bainbridge Island - *Absent*  
Stern, Ed, Councilmember, City of Poulsbo  
Walters, Katie, Kitsap County Commissioner  
Wheeler, Greg, Mayor, City of Bremerton, **Chair**

### **Staff Present:**

Sanjay Bhatt, Marketing & Public Information Director; Jackie Bidon, Interim Clerk of the Board/Public Records Officer; John Clauson, Executive Director; Cyndi Griffey, Worker/Driver Manager; Kathryn Jordan, Routed Manager, Steffani Lillie, Service and Capital Development Director; Paul Shinnars, Finance Director; Jeff Vinecourt, ACCESS Manager

**Also Present:** David Weibel, Legal Counsel

**1. CALL TO ORDER:** Chairperson Wheeler called the meeting of the Kitsap Transit Board of Commissioners to order at 8:30 AM.

### **2. AGENDA REVIEW**

Upon review by the Board, the agenda remained unchanged.

### **3. CHAIRPERSON'S COMMENTS**

Mayor Wheeler stated that there is a full agenda today and asked the Board to stay focused on the agenda items at hand.

### **4. COMMUNITY ADVISORY COMMITTEE REPORT**

Executive Director Clauson shared that the Community Advisory Committee (CAC) had their meeting reviewing the Board meeting agenda with no comments to report. The CAC discussed the proposed fare changes, resulting in positive comments with what Kitsap Transit is proposing to do.

### **5. CONSENT / ACTION ITEMS**

- a. Warrants for May 2024
- b. Minutes of June 4, 2024
- c. Resolution No. 24-39, Reappointment of CAC Member
- d. Resolution No. 24-40, Award PRTPO Coordinator Contract

- e. Resolution No. 24-41 Award Contract KPFF Sole Source for Safety Management System (SMS)
- f. Resolution No. 24-42, Award Contract for Purchase of an Air Brake Module Training System
- g. Resolution No. 24-43, Award Contract of Gillig Bus Repainting
- h. Resolution No. 24-44, 3<sup>rd</sup> Quarter Procurements

**Mayor Erickson moved and Councilmember Stern seconded the motion to approve the Consent Agenda.**

**Discussion:** None.

**Motion passed unanimously.**

## **6. FULL DISCUSSION / ACTION ITEMS**

- a. Public Hearing - Presentation: Transit Development Plan 2024–2029  
[2024-2029 Transit Development Plan Draft](#)

At 8:34 AM, Chairperson Wheeler opened the Public Hearing on Kitsap Transit's Transit Development Plan (TDP) 2024-2029.

Service and Capital Development Director Steffani Lillie stated that her team has prepared the Transit Development Plan 2024-2029, an update of their five-year plan. The plan is updated yearly, includes the next five years, is a state requirement, and helps Kitsap Transit as a guide in moving forward. She shared that the TDP includes the organizational goals, all the facilities, all the transit services, all completed projects in 2023, revenues, expenditures, vision maps, appendices, and Kitsap Transit's targets for the next five years.

Director Lillie highlighted some of Kitsap Transit's 2023 successes that include purchase and delivery of six 40-foot buses, order of ten electric buses, three electric Rideshare vehicles purchased and delivered, 60 percent completion of the Silverdale Transit Center, and the purchase of the West Bremerton Transportation Center. She shared Kitsap Transit's targets for 2024 through 2029 that include Sunday service implemented on Bainbridge Island, completion of Ruby Creek Park and Ride, complete the planning stage for the heavy-duty maintenance facilities, Seattle Terminal, park and rides, and commission the real time tracking service.

Director Lillie stated that the TDP includes data on 2023 ridership and projected ridership, and 2023 and projected operating data, revenues and expenditures through the coming five years. She shared that the plan includes the Climate Commitment Act funds. Depending on the outcome of the vote in November will determine if Kitsap Transit will need to revise the Transit Development Plan.

Director Lillie stated that the TDP also includes appendices that have a full accounting of Kitsap Transit's asset and inventory tracking of the buses, equipment, fleet inventory, transit asset

management plan, replacement plan for equipment, facilities, transit safety targets, and regionally significant projects categorized at Puget Sound Regional Council (PSRC).

**Public Comment:**

No public comment.

**Discussion:**

Commissioner Rolfes stated that she would like to have clarification on the map that still shows the park and ride at Bond Road and 104. She also stated that one of the goals was North Base Maintenance Yard and asked where it is located.

Director Lillie stated that the park and ride is still a planning project and remains in the TDP. She shared that the North Base Maintenance Yard is in Poulsbo and Kitsap Transit recently received a RAISE Grant to complete the construction of that long-term project.

Commissioner Rolfes asked if the North Base Maintenance yard is in the same spot as North Base.

Director Lillie stated that it is in the existing location. They are in the design portion of the project and is in phase three of the long-range project where Kitsap Transit built the wash, parking, and fueling facilities. She added that the full maintenance center and drivers' operation center has been on hold while they tried to garner the funding for the full design and construction.

Mayor Erickson asked if there is an outline or plan if the Climate Commitment Act funding dollars go away.

Executive Director Clauson stated yes, on a high preliminary basis. Kitsap Transit included that caveat in the planning document; in the event the initiative is successful, they can adjust if necessary.

Mayor Erickson stated that there was mention of the RAISE Grant for the North Kitsap Maintenance Facility and expressed her appreciation for all the hard work that has gone into that project. She shared that it would be helpful to have a press release about the improvements.

Executive Director Clauson shared that Congressman Kilmer, Senator Murray, and Senator Cantwell have already done press releases on the improvements. He stated that Kitsap Transit has a press release prepared and plans to issue it after today's meeting.

Councilmember Stern stated that eventually having double decker bus service on the Highway 305 corridor will limit vehicles at the ferry terminal. He asked what bearing that might have with the double decker buses.

Director Lillie stated that the RAISE Grant includes over \$10 million for construction of the project and \$7million for five double decker vehicles.

Commissioner Rolfes asked if this year's plan is last year's plan but updated. She stated that, at the beginning of the plan, the Board's goals are listed. She asked if there is a process for developing the plan.

Director Lillie shared that the plan is a rolling plan, year over year. Kitsap Transit goes through a public outreach with the plan, reporting on everything that has happened in the previous year and what is planned for the year going forward. She stated that the goals listed in the plan are the goals that have been listed in the long-range plan and adopted by the Board.

Commissioner Rolfes stated that she does not see anything listed about the rate increases for the passenger-only ferry.

Director Lillie stated that the rate increases for the passenger-only ferry are built into the operating revenues.

Commissioner Rolfes stated that access to justice is not in any narrative and believes it should be. She shared that the Board talked about access to justice but doesn't see that listed as a bullet or a goal. She asked where the right place is to put that into the planning document.

Director Lillie shared that Kitsap Transit, in the past and moving forward, considers access to justice when making service changes. She stated that, in the last Board meeting, equitable adjustments for major service changes were discussed and staff agreed to do this going forward.

Commissioner Rolfes stated that she meant specific to the courts and how hard it is to get to a court appointment from North Kitsap. She shared that the plan doesn't have the Board looking at that over the next five years and keeps getting derailed on that.

Executive Director Clauson shared that Kitsap Transit doesn't want to pre-assume the Board's position. Next year's goals would include something of that nature and be included in any future updates to the Transit Development Plan. He stated that, in this document, they weren't making any assumptions on Board actions.

No further discussion.

At 8:40 AM Mayor Wheeler closed the Public Hearing on the 2024-2029 Transit Development Plan.

b. Resolution No. 24-45, Adoption of 2024-2029 Transit Development Plan

Commissioner Rolfes proposed amending the Transit Development Plan by removing the words, "*and construction*", located in the eighth bullet, on page 17, under mobility related to Bond Road.

**Mayor Erickson moved and Mayor Putaansuu seconded the motion to adopt the proposed amendment to the Kitsap Transit 2024-2029 Transit Development Plan. This amendment**

**includes removing the words, “and construction”, located in the eighth bullet, on page 17, under mobility related to Bond Road.**

**Amendment passed unanimously.**

**Mayor Erickson moved and Councilmember Stern seconded the motion to adopt Resolution No. 24-45, adopting the Kitsap Transit 2024-2029 Transit Development Plan.**

**Motion passed unanimously.**

**Discussion:**

None.

c. Public Hearing – Presentation: Passenger-Only Ferry Fares and Parking Rate Changes

At 8:52 AM, Chairperson Wheeler opened the Public Hearing on Passenger-Only Ferry Fares and Parking Rate Changes.

Executive Director Clauson stated that the presentation is in regard to the proposed changes to Kitsap Transit fare policy. The primary focus is on the fast ferry rates, but also taking the opportunity to update other areas of fares and fines for parking violations.

Executive Director Clauson shared that in May 2024, Kitsap Transit went out to the public for comments, performed an impact analysis to recognize any impacts to the low-income/minority, and performed the required Title VI review. Kitsap Transit received 21 public comments; five were negative about the changes, ten were neutral, and six were in favor of the changes. He stated that there were no significant impacts to report from the impact analysis and the Title VI review.

Executive Director Clauson shared the proposed fare increases for 2024 and 2025. He stated that the fare increases do not involve the bus fares; only the fast ferry, parking rates, and parking fines. Executive Director Clauson shared that the proposed fare increase of two dollars would take effect in October 2024, with a proposed fare increase of one dollar in October 2025. The concept of phasing the increases would give the community advance notice of any changes that are being proposed. As a result of the one-way fares, Kitsap Transit is changing the monthly pass to reflect the increase to the daily rates.

Executive Director Clauson stated that the eastbound fares would remain at \$2 dollars and the westbound fares would be increased to \$12 dollars. Reduced fares would remain at 50 percent of the fare cost. Clauson shared that the monthly pass would be adjusted to reflect that increase in fares to \$196. He added that a benefit to the monthly pass is that it can be used on the fast ferry and would be accepted on the bus service at no additional cost.

Executive Director Clauson shared that, with the proposed fare increases in October 2025; there will be a \$1 dollar increase on the westbound fare bringing that fare to \$13. He added that the

monthly pass will be updated to reflect that change.

Executive Director Clauson reviewed the parking fees and fines as follows:

- Annapolis parking fees increase from \$5 to \$7 a day.
- Parking fees are charged to single occupant vehicles, rideshare vehicles are not charged to park.
- General parking violations would increase to \$35.
- Rideshare parking violations would increase to \$75.
- RV camping and overnight parking would increase to \$100.
- Handicapped parking violations would remain as the State provides.
- Overtime parking at the EV charging would be updated to a late fee.

Mayor Putaansuu asked how often rideshare vehicles are parking in that lot.

Executive Director Clauson stated that the majority of vehicles parked are rideshare vehicles.

**Public Comment:**

No public comment.

- d. Resolution No. 23-46, Adoption of Kitsap Transit Fare Policy

**Discussion:**

Mayor Erickson stated that the parking fine in her city is \$30, but the judge will then mark it down to \$15. It is not working for them. She shared that they are looking at significantly increasing the parking fines. Mayor Erickson asked if \$35 is enough of a fine?

Mayor Putaansuu stated that the violators will not be going to court, that Kitsap Transit will be collecting the parking fines.

Executive Director Clauson shared that Kitsap Transit does not write many violation notices and believes the \$35 fine is enough. As it was pointed out, Kitsap Transit does not have the same authority as a city but is able to reduce the fine on occasion. He added that if it becomes a repeat offense then they are not as tolerant.

Mayor Erickson asked if the lots are full and if there are problems with parking. She asked how often people violate the parking and if there are repeat offenders.

Executive Director Clauson stated no. The Annapolis lot is one lot where there is a parking fee, but the majority of vehicles are rideshare and there isn't an opportunity to offend. He shared that the Harborside lot is where more tickets are issued because of the arrangement Kitsap Transit has with the hotel and Anthony's. He added that it is not a high-volume issue but they do enforce parking at the Harborside lot.

Councilmember Stern stated that there is a new member on the Community Advisory Committee and wanted to know what type of feedback was received from them on the proposed package.

Executive Director Clauson shared that the feedback was positive. The members see the advantage in the future and how some of the changes proposed will impact the parking availability. An example is parking at the Harper Park and Ride for free, riding the bus to the ferry for free, and then onto the boat. This alleviates their current situation where they are paying for parking at the terminal.

At 9:06 AM Mayor Wheeler closed the Public Hearing on the Passenger-Only Ferry Fares and Parking Rate Changes.

**Mayor Erickson moved and Commissioner Walters seconded the motion to adopt Resolution No. 24-46, approving the implementation of the Kitsap Transit Fare Policy structure including routine clarification and increases to the Cross-Sound Passenger-Only Ferry fares and increase of daily parking fees and fines.**

**Motion passed unanimously.**

- e. Resolution No. 24-47, Award Contract for Reliance Engine Swing

Executive Director Clauson stated that this resolution is to award a contract to Pacific Fisherman Shipyard and Electric, LLC, in Seattle. This would allow Kitsap Transit to swing the engines on the M/V Reliance for engine rebuild. He shared that Kitsap Transit has gone out to bid with this company being the successful bidder and are asking for permission to award the contract.

**Discussion:** None.

**Mayor Putansuu moved and Councilmember Stern seconded the motion to adopt Resolution No. 24-47, authorizing staff to award contract KT 24-908 M/V Reliance Main Engine Replacement to PFI Shipyard and Electric LLC in the amount of one hundred fifty-nine thousand twenty dollars (\$159,020).**

**Motion passed unanimously.**

- f. Resolution No. 24-48, Award Contract KT 24-888, Payroll and HRIS Software Solution

Finance Director Paul Shinnars shared that Kitsap Transit solicited requests for proposals for a payroll and benefits administration system. He stated that there were six respondents that were reviewed primarily on payroll and benefits administration, but looked at all aspects of Human Resources, functionality, time, attendance and scheduling. Director Shinnars shared that four of the respondents were asked to return and demonstrate their solution. Based on that demonstration, three were asked to submit a final and best offer. Director Shinnars stated that, based upon the scoring staff, is recommending the award to UKG. He shared that the service

contract is five years with one option of an additional two years. The five-year service agreement would be fixed pricing and the additional two years would be a moderate increase of four percent in each of those two years. Director Shinnars stated the cost is a little bit above the budgeted amount at \$162,270. The reasons for this is that the original budgeted amount only included payroll and administration. This amount includes payroll, administration, time, attendance, scheduling, and Washington State PFML. This system will accommodate a workforce of over 500 employees with the complexities of several Collective Bargaining Agreements (CBAs) and their related work rules as well as automatically separate and calculate the Washington Paid Sick Leave.

**Discussion:**

Mayor Erickson stated that payroll is the toughest thing when dealing with multiple collective bargaining agreements and that it is complicated to implement the work rules and payroll in government. Mayor Erickson stated that when modifications are done to the software packages because of business practices, updates can't be done or become complicated.

Finance Director Shinnars shared that a benefit of awarding UKG the contract is that they seem to be responsive in terms of issues and the ability to accommodate Kitsap Transit's needs.

Executive Director Clauson shared that the review and evaluation was quite a task to go through. He stated that Finance Director Shinnars and his team found a software package able to handle the complexities of three different collective bargaining agreements with unique portions specific to certain positions, complex salary schedules, and Federal, State, and agency leave programs. Executive Director Clauson thanked Finance Director Shinnars for his teams efforts and work in finding a system that will work for Kitsap Transit.

Mayor Putaansuu asked if Kitsap Transit would be running the systems parallel.

Finance Director Shinnars shared that they would be running the systems parallel and that was one of the requirements. He stated that they will run parallel for at least two payrolls but are able to do this as long as needed. Director Shinnars stated that the target for implementation is by the end of 2024, but it may be extended into 2025.

**Mayor Putaansuu moved and Commissioner Garrido seconded the motion to adopt Resolution No. 24-48, authorizing staff to award a five-year (5-year) agreement with a two-year (2-year) renewal option to UKG for payroll and benefit software processing and record services.**

**Motion passed unanimously.**

- g. Resolution No. 24-49, Request to Reauthorize SCI Infrastructure Contract

Executive Director Clauson stated that this resolution is in reference to the Silverdale Transit Center and completion of that project. He shared that, through the construction, he has



authorized various change orders close to his limit of 10 percent; he is currently at 9.8 percent. Clauson stated that they do anticipate more change orders by completion of the project. He shared that this resolution is to acknowledge what has been done up to this point and is asking for additional authority to go above the 10 percent necessary to complete the project.

**Discussion:** None.

**Commissioner Walters moved and Mayor Erickson seconded the motion to adopt Resolution No. 24-49, approving the reauthorization of SCI Infrastructure LLC Contract KT 21-734 for the Executive Director’s authority to approve future change orders up to an additional two hundred ninety-four thousand eight hundred twenty-eight dollars (\$294,828), which increases the SCI Infrastructure LLC’s Silverdale Transit Center Construction contract to fifteen million thirty-six thousand two hundred fifty-three dollars (\$15,036,253).**

**Motion passed unanimously.**

## **7. EXECUTIVE DIRECTOR ITEMS** (Presented after Staff Recognition/Progress Reports)

Executive Director Clauson thanked the Board for their comments and for attending the Silverdale Transit Center opening ceremony. He thanked Marketing Director Bhatt and his staff for always coming through, pulling together a great event. He added that he has received many positive comments about this event.

Executive Director Clauson updated the Board on the following topics:

- Governor Inslee will be touring the Silverdale Transit Center at 11:00 AM today.
- Kitsap Transit received notice that it has been awarded \$17 million from the RAISE Grant to construct the heavy-duty maintenance facility in Poulsbo at North Base and for fleet modernization including double decker buses.
- Kitsap Transit received notice from Puget Sound Regional Council of FTA funding (2025-2026) for Bus and OTR Coach Purchases in the amount of \$13,336,599 and POF System Preventative and Capital Maintenance in the amount of \$4,206,056.
- New electric buses being built at the Gillig factory. Opportunity for Board members to tour the facility October 23 through October 25.

Executive Director thanked the Board members for completing today’s full agenda. He shared that they tried to get all the business into this meeting since there are no August meetings.

Mayor Erickson shared that the double decker buses are not a novelty but a need because of the space problem at the Bainbridge Island Ferry Terminal. She stated that when the big ferries land and the people pour out, it is hard for the buses to navigate in the small space. The double decker buses will allow greater capacity at the terminal during the commute times and creates a smaller footprint.

Executive Director Clauson shared that Kitsap Transit has spent quite a bit of time looking at what would be a high-capacity transit vehicle of their future. He stated that there are the articulated buses that bend in the middle or the double decker buses. The property next to the Bainbridge Terminal during the peak commute is filled with buses. Clauson shared that bringing in an articulated bus would require kicking two buses out to provide the parking space; nothing is gained by that. Bringing in a double decker bus would double the rider capacity and utilize the same parking footprint as one regular bus. He added that, pre-COVID, certain morning sailings had four to six full-sized buses on that route. Double decker buses would reduce that to two buses instead of four, reduces the cost of the operation and reducing the number of vehicles on the roadways.

Commissioner Rolfes asked if there is a system in place to report how many people are taking the Poulsbo to Bainbridge Island run and if the buses are full again?

Executive Director Clauson stated that they do track the ridership based on ORCA taps with the ORCA card. The ridership is not at 100 percent yet but is growing quickly. He shared that the larger businesses in the Seattle/King County area are incorporating the return to work policy, so he anticipates the buses will be full soon. Clauson added that the implementation of the new technology is going well, with installation on some buses so they can start testing in a real working environment.

Councilmember Stern asked about the timeframe on the RAISE Grant implementation, when they might see work on the expansion of the facility and when we would be purchasing double decker buses.

Executive Director Clauson stated that Kitsap Transit is in the final design of the facility itself. It will be a little while before they can do the paperwork and start seeing the funds come in. Kitsap Transit does hope to be going out for the construction bid soon. Clauson shared that the buses will come later due to no place to park them until the facility is ready to go.

Service and Capital Development Director Steffani Lillie shared that the RAISE Grant is for 2025, will open in the 2025 fiscal year, and Kitsap Transit will be able to start looking to utilize the funding. She stated that they are in design now and will need to get through a reevaluation of NEPA with the Federal Transit Administration. They won't be able to go on the street until the reevaluation is done and the design is complete. Director Lillie shared that they may be able to go to bid for construction in late second quarter or early third quarter of 2025, with early 2026 construction timeframe. She added that they would work backwards from completion of the facility, getting the buses ordered so they'd be delivered shortly after completion of the facility.

Councilmember Stern stated that anticipating with the manufacturer is important for a 2027 or 2028 acquisition.

Executive Director Clauson shared that Kitsap Transit would work with the manufacturer in the same way they work with Gillig. Gillig currently has an 18-month lead between order and delivery,

so they would factor that into their decision as to when to make the acquisition. Clauson stated that the conversion to zero emission buses has put pressure on all the bus manufacturers to build as quickly as they can. He shared that manufacturers are dealing with battery availability and other issues so they'll work with them on coordinating the purchase of the buses and completion of the project.

## **8. STAFF RECOGNITION / PROGRESS REPORTS**

### **a. Recognizing Drivers of the Month for May 2024 (9:25am)**

ACCESS Manager Jeff Vinecourt announced the May 2024 ACCESS Driver of the Month, Elaine Clifford. She has been a Kitsap Transit ACCESS driver since March 2003 and this is her 6<sup>th</sup> Driver of the Month award. Elaine earned her 17-year Safe Driving Award in December 2023. Her most memorable moments at Kitsap Transit are the time she took a route along the water to the enjoyment of her passenger and taking the routes that display the most holiday lights for her dance take-home passengers. Elaine's words of wisdom to fellow drivers: "Slow down when you are behind and treat passengers like you'd treat your mom or grandma".

Worker/Driver Manager Cyndi Griffey announced the May 2024 Worker/Driver of the Month, Mat DeMyers. He began driving in September 2022 and this is his first Driver of the Month Award. Mat is a Stormwater Program Manager/Environmental Engineer at PSNS. His most memorable moment was his first day driving when he had an event with a deer. Mat's words of wisdom to his fellow drivers is to "Be friendly".

Routed Manager Kathryn Jordan announced the May 2024 Routed Driver of the Month, Virginia Mercado. She has been a Routed driver since April 2019 and this is her first Driver of the Month award. Virginia has been awarded 16 Way to Go Awards, 1 Co-Pilot Distinguished Driver Award, has been on the Honor Roll 17 times, and earned her 3-year Safe Driving Award in July 2023. Her most memorable moment at Kitsap Transit was passing her CDL. Virginia's words of wisdom to her fellow drivers is, "LLLC and be safe."

- b. June 2024 Report from KT Lobbyist
- c. Draft Financial Reports through May 2024
- d. Capital Work in Progress May 2024
- e. Fuel Costs Report through the end of June 2024

Remaining Progress Reports stand as presented.

Mayor Erickson shared that in the June 2024 Lobbyist's report there was reference to the retail delivery fee and would like to discuss this with Mr. Doty at the next meeting he attends. She stated that the retail delivery fee collected should go to the Transportation Improvement Board (TIB) and be allocated to the neighborhood streets.

Executive Director Clauson stated that he can have Mr. Doty attend a future meeting. He shared

that, if Initiative 2117 is successful, the legislature is going to be looking wherever they can to try to fill various shortfalls. He added that this could be a game changer as they move forward with transportation funding in general.

Mayor Wheeler shared that the whole idea of the door-to-door service and looking at the efficiencies that have been gained especially with consumer shoppers. He stated that, rather than having 20 households put cars on the road to shop, we gain efficiency of one vehicle transporting goods. He added that this topic needs more study and to be approached with open minds.

Commissioner Rolfes shared that, not only with this Board, but all the regional and county Boards they all serve on that have public hearings, there is never a robust participation of the public. She stated that she appreciates the outreach Kitsap Transit does in the community prior to having a plan and the work that was done with rerouting options. The riders were contacted, responded directly, there was feedback, and Kitsap Transit responded appropriately. She shared that they cannot count on the old-fashioned public hearing construct anymore to get meaningful input.

**9. PUBLIC COMMENTS**

No public comments.

**10. FOR THE GOOD OF THE ORDER:**


Mayor Putaansuu shared that long before John Clauson was the Executive Director at Kitsap Transit, he served Port Orchard as a City Council member for 41 years. At 2:00 PM on July 17 in front of the Port Orchard Library, they are going to unveil a monument to honor John’s 41 years of service. He hopes to see everyone there and maybe have a kind word or two to say about John.

**11. ADJOURN:** At 9:51 AM, Chairperson Wheeler adjourned the regular meeting.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 3<sup>rd</sup> day of September, 2024.

Signed by:  
  
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Greg Wheeler, Chairperson

Attest:

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Jackie Bidon, Clerk of the Board