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## **Elevator Safety Advisory Committee**

## **MEETING**

August 16, 2022



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| 1  | DEPARTMENT OF LABOR AND INDUSTRIES  |
|--|---|
| 2  | STATE OF WASHINGTON   |
| 3  |   |
| 4  |   |
| 5  | ELEVATOR SAFETY ADVISORY COMMITTEE MEETING  |
| 6  |   |
| 7  | TRANSCRIPT OF   |
| 8  | PROCEEDINGS   |
| 9  | VIA MICROSOFT TEAMS VIDEOCONFERENCE   |
| 10   | Pages 1 to 126  |
| 11   |   |
| 12   | August 16, 2022   |
| 13   |   |
|  |   |
| 14   | CERTIFIED   |
| 14<br>15                                     | CERTIFIED<br>TRANSCRIPT   |
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| 15   | TRANSCRIPT  |
| 15<br>16<br>17                               | TRANSCRIPT  |
| 15<br>16<br>17<br>18                         | TRANSCRIPT  Taken Before:   |
| 15<br>16                                     | TRANSCRIPT  Taken Before:  SUE E. GARCIA, CCR # 2781, RMR   |
| 15<br>16<br>17<br>18                         | TRANSCRIPT  Taken Before:  SUE E. GARCIA, CCR # 2781, RMR  Washington Certified Court Reporter  |
| 15<br>16<br>17<br>18<br>19                   | TRANSCRIPT  Taken Before:  SUE E. GARCIA, CCR # 2781, RMR  Washington Certified Court Reporter  for  Capitol Pacific Reporting, Inc.  |
| 15<br>16<br>17<br>18<br>19<br>20             | TAKEN BEFORE:  SUE E. GARCIA, CCR # 2781, RMR  Washington Certified Court Reporter  for  Capitol Pacific Reporting, Inc.  800.407.0148  |
| 15<br>16<br>17<br>18<br>19<br>20<br>21       | TRANSCRIPT  Taken Before:  SUE E. GARCIA, CCR # 2781, RMR  Washington Certified Court Reporter  for  Capitol Pacific Reporting, Inc.  |
| 15<br>16<br>17<br>18<br>19<br>20<br>21<br>22 | TRANSCRIPT  Taken Before:  SUE E. GARCIA, CCR # 2781, RMR  Washington Certified Court Reporter  for  Capitol Pacific Reporting, Inc.  800.407.0148  www.capitolpacificreporting.com |



| 1        | ATTENDANCE  |
|----------|---|
| 2        | Elevator Safety Advisory Committee  |
| 3<br>4   | Scott Cleary ESAC Chair, Mobility Concepts Ricky Henderson ESAC Vice Chair, TKE Gerald Brown ESAC Secretary, Chief Elevator |
| 5        | Inspector for WA State  John Carini Building Owners and Managers  Representative, Sound Transit                             |
| 6        | Carl Cary Building Owners and Managers Alternate Representative, Lerch  |
| 7<br>8   | Jim Norris Elevator Mechanics Licensed to Perform All Types of Conveyance   |
| 9        | Work Alternate Representative Brian Thompson Registered Architects or Professional Engineers                                |
| 10       | Representative, AEGIS Engineering   |
| 11       | Garry Wood Registered General Contractors Representative, Exxel Pacific   |
| 12       | Mandi Kime Licensed Elevator Contractors Alternate Representative,  |
| 13       | Associated General Contractors of WA  |
| 14       | Jan Gould City of Seattle Representative  Jason Howerton City of Seattle, Alternate   |
| 15<br>16 | Representative  Duane Leopard City of Spokane, Alternate  Representative  |
| 17       |   |
| 18       | ADDITIONAL SPEAKERS   |
| 19       | Labor & Industries  |
| 20       | Paoakalani Naipo Melissa Eriksen Alicia Curry Candace Lau   |
| 21       | Tamra Shaefer Shari Reiter-Johnson Matthew Erlich   |
| 22       |   |
| 23       |   |
| 24       | Stakeholders  |
| 25       | Dan Eggers - Otis Elevator<br>Michael Boyle - Schindler   |
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1 BE IT REMEMBERED that on Tuesday, August 16, 2022, at 2 9:03 a.m., before Sue E. Garcia, Washington State Certified Court Reporter, residing at Tacoma, the 3 following proceedings were had, to wit: 4 5 6 ESAC Introduction 7 CHAIR CLEARY: We're a couple minutes late. 8 9 Before we go through announcements, please, 10 everybody on the committee and then stakeholders at 11 11:00, please say your name before you comment so we 12 can get it recorded. 13 Now, Sue, is it okay if I don't say my name every 14 time I talk? Because people don't like to hear it that 15 much, anyway, so I prefer not to. 16 Okay. So with that, let's start off. 17 Introductions 18 19 20 CHAIR CLEARY: We're going to do -- with 21 introductions. And so I'm Scott Cleary. I'm the

introductions. And so I'm Scott Cleary. I'm the chair, and I represent the 270 exemption from licensure residential conveyances, as well as 18.1 commercial and

So with that, Ricky.

residential conveyances.

Page 4



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| 1  | MR. HENDERSON: Yeah, Ricky Henderson,                   |
|----|---|
| 2  | vice-chair and ad-hoc representative, licensed elevator |
| 3  | mechanic in the state, sit on a few of the A17.1 code   |
| 4  | committees.   |
| 5  | CHAIR CLEARY: Perfect.                                  |
| 6  | Gerald Brown?   |
| 7  | MR. BROWN: Hi, I'm Gerald Brown. I'm the                |
| 8  | chief elevator inspector for the State of Washington.   |
| 9  | I serve on the RAC, regulatory advisory committee, for  |
| 10 | voting on proposals and things like that.               |
| 11 | CHAIR CLEARY: Very good. Thank you.                     |
| 12 | Garry Wood?   |
| 13 | MR. WOOD: Yes, good morning. Garry Wood,                |
| 14 | Exxel Pacific representing general contractors.         |
| 15 | CHAIR CLEARY: Thank you.                                |
| 16 | Brian Thompson?   |
| 17 | MR. THOMPSON: Brian with Aegis Engineering              |
| 18 | representing architects and engineers.                  |
| 19 | CHAIR CLEARY: Thank you.                                |
| 20 | Jan Gould?  |
| 21 | MS. GOULD: Jan Gould, strategic code advisor            |
| 22 | for the City of Seattle conveyance program. And I'm     |
| 23 | also on a couple of ASME A17.1 committees.              |
| 24 | CHAIR CLEARY: Thank you.                                |
| 25 | Patrick, are you here? Strafer?                         |



| 1  | (No audible response.)                                  |
|----|---|
| 2  | CHAIR CLEARY: Okay. Mandi Kime?                         |
| 3  | MS. KIME: Mandi Kime, director of safety                |
| 4  | services for Associated General Contractors of          |
| 5  | Washington, and I represent licensed elevator           |
| 6  | contractors as an alternate representative.             |
| 7  | CHAIR CLEARY: Thank you.                                |
| 8  | Duane Leopard?  |
| 9  | MR. LEOPARD: Hi, Duane Leopard, City of                 |
| 10 | Spokane representative. I also am on a couple of the    |
| 11 | A17.1 committees, and I'm the representative alternate. |
| 12 | CHAIR CLEARY: Fantastic.                                |
| 13 | Jim Norris?   |
| 14 | MR. NORRIS: Jim Norris, I'm the alternate               |
| 15 | representative for Class 1 elevator mechanics.          |
| 16 | CHAIR CLEARY: Thank you, sir.                           |
| 17 | John Carini?  |
| 18 | MR. CARINI: Good morning. John Carini,                  |
| 19 | Sound Transit, representing building owners and         |
| 20 | property managers.                                      |
| 21 | CHAIR CLEARY: Thank you, sir.                           |
| 22 | Carl Cary.  |
| 23 | MR. CARY: Good morning, everyone. Carl                  |
| 24 | Cary, senior consultant for Lerch Bates, and I am the   |
| 25 | alternate representative for building owners and        |
|    | Page 6  |



| 1  | managers.   |
|----|---|
| 2  | CHAIR CLEARY: Thank you.                                |
| 3  | Ed Frysinger, are you on?                               |
| 4  | (No audible response.)                                  |
| 5  | CHAIR CLEARY: Okay. Duke Davis?                         |
| 6  | (No audible response.)                                  |
| 7  | CHAIR CLEARY: Jason Howerton?                           |
| 8  | MR. HOWERTON: Jason Howerton, conveyance                |
| 9  | program manager, City of Seattle, alternate             |
| 10 | representative.   |
| 11 | CHAIR CLEARY: Thank you very much.                      |
| 12 | I'd also like to state that I I sit on the              |
| 13 | board of code and standards for ASME, which has         |
| 14 | managerial responsibility for 13 codes. And I am also   |
| 15 | a member of the A90 Belt Manlift ASME code committee.   |
| 16 |   |
| 17 | Comments Regarding & Vote on May 2022's Meeting Minutes |
| 18 |   |
| 19 | CHAIR CLEARY: So with that, I'd like to go              |
| 20 | ahead and talk about                                    |
| 21 | And is there any questions or comments that we          |
| 22 | need to talk about on the May's meeting minutes?        |
| 23 | Any feedback or comments?                               |
| 24 | (No audible response.)                                  |
| 25 | CHAIR CLEARY: So with that, do we have                  |
|    | Page 7  |



| 1  | any anybody that wants to have anything else to do?   |
|----|---|
| 2  | If not, we need to vote on it. So do I hear           |
| 3  | anybody   |
| 4  | Since we're not really doing Robert's Rules, if       |
| 5  | there's no objections, we're going to agree and adopt |
| 6  | the minutes as published.                             |
| 7  | MR. HENDERSON: I'll second that.                      |
| 8  | CHAIR CLEARY: Okay. All right. All in                 |
| 9  | favor?  |
| 10 | (Chorus of ayes.)                                     |
| 11 | CHAIR CLEARY: Okay. With that, it's been              |
| 12 | approved, and we can move on to the chief's report.   |
| 13 |   |
| 14 | Chief's Report  |
| 15 |   |
| 16 | Scorecard & Accident Report Review                    |
| 17 |   |
| 18 | CHAIR CLEARY: So, Gerald, you want to talk            |
| 19 | about scorecard and accident report review, please?   |
| 20 | (Clarifying interruption by the                       |
| 21 | reporter.)  |
| 22 |   |
| 23 | CHAIR CLEARY: Okay. Gerald.                           |
| 24 | MS. ERIKSEN: Gerald, you're muted.                    |
| 25 | MR. BROWN: How about now? Can you hear me             |
|    | Page 8  |



1 now? 2 CHAIR CLEARY: Yes, sir. MR. BROWN: Can you see my screen with the 3 really colorful chart? 4 5 CHAIR CLEARY: Yes, sir. 6 MR. BROWN: Okay. Great. This is the -- the 7 scorecard for inspections. The total number of 8 scheduled annuals, statewide annuals completed under 9 scheduling, statewide other inspections completed, 10 statewide percentage of annuals on time, statewide 11 targeted percentage of annuals on time. 12 So this shows that we are getting better in 13 narrowing the gap and getting more inspections done. 14 We -- which is really good because we've had five 15 inspectors retire in the last fiscal year. We've gained eight inspectors over the last fiscal 16 year through the 1st of July to inspect out in the 17 field. Our staff, it takes a little while to bring 18 19 somebody on and get them up to speed. There are lots 20 of things to learn and lots of opportunities for 21 training. 22 Let's go down to accidents. I think from the 23 chart, you can see that -- you can tell when people 24 started traveling again and riding escalators and

things like that. So it's very graphically



25

demonstrated here. Over the last the fiscal year, we've investigated over seven elevator accidents. We're still reviewing six others. It takes a while to get accident investigations completed.

We've investigated 21 escalator accidents and are reviewing an additional 17. The bulk of those accidents occur between April and June, with travel on its rise -- on the rise, it's important that people practice safety on escalators and elevators, especially escalators.

It's one of those things we have always felt like we wish we could uninvent because people are -- they get that new pull-behind luggage or larger, combination pull-behind luggage. We just did an accident review yesterday where the guy was pulling this thing, was like 5 feet tall behind him. And you put it behind him on the escalator step, and, of course, as they open up, it caught the edge of his bag. And not wanting to drop it, he didn't let go of it, and it pulled him back, and there was an ambulance ride.

And so this is some of the hazards. That's why we encourage people to use elevators instead of escalators when they're pulling pull-behind luggage.

And so if you have an opportunity to train -- especially your family members, you're out with your



1 kids, your grandkids, and you happen to ride an 2 elevator or ride an escalator, it's very important that you follow the safety etiquette, to teach them how to 3 do that, especially for those times that -- that you're 4 not with the kids or the grandkids, so they know, "Hey, 5 6 I got shown to hold that handrail and to keep my feet away from the side." 7 And this really does make a difference, and these 8 9 numbers go down when people practice safety. 10 especially with lots of travel taking place, the airports are packed, there's been incidences involving 11 transit and escalators there. There's lots of those 12 13 there, too. 14 So we would encourage people to think safety 15 starting at home and the people that you come in 16 contact with. And so that's what I have for that. Let me see if 17 18 I --19 CHAIR CLEARY: Gerald. 20 MR. BROWN: Yes. 21 CHAIR CLEARY: Now, do you keep track? 22 Another happy customer. 23 MR. BROWN: Yes. 24 CHAIR CLEARY: Do you keep track of what 25 categories -- you talk about total inspections being



done. Do you break them down into categories, i.e., 18.1, 17.1, the grain?

And so we know that inspections are getting -- more are getting done. That's really a good thing.

Are we -- is that across the board, or is that in certain categories more than others?

MR. BROWN: We're meeting our inspection -like, new turn-on, modernization, alteration
inspections, we're meeting our goals there. We haven't
had anybody go for months waiting on an inspection. So
we are taking care of that. The -- most of the
inspection numbers that you just saw were just annual
inspections.

But we do have different breakdowns that we use for our inspectors on a daily basis. We have an inspection tracker where they deal specifically with their supervisors. And we do daily -- we have a county reporting that we do on what our goals are, what our -- what our, you know -- to try to get everything done that we have under statute to get inspected.

We still have openings if you know people that are interesting in becoming elevator inspectors and have those qualifications. Please watch our job site. We have jobs that are being -- that are posted and new to be posted.



1 So, yeah. I hope that answers your question. 2 We -- we are -- we are meeting our -- the business need as far as our stakeholders calling in for inspections 3 and getting to those. So -- to keep business moving. 4 CHAIR CLEARY: Well, yeah. 5 I understand 6 that. 7 But for your annuals, which is set by statute --MR. BROWN: Right. 8 9 CHAIR CLEARY: -- that's a goal that says --10 doesn't it say "all must be" on annuals? And so I know 11 you've been working really hard. 12 That's correct. It's our daily MR. BROWN: 13 task to get out and get as many annuals done as we can, 14 along with the other inspection requirements. 15 every job that we show up on to do a new turn-on 16 inspection is one less annual that got done. And so when things get busy, they're busy. We're getting a 17 18 day's full of work out of each inspector, and they're 19 anxiously engaged in the inspection process. So I don't have the breakdown for you for the 20 21 types of conveyances. We just track, you know, the 22 number of scheduled inspections. We track the 23 number -- I mean, we track all the non-annual 24 inspections, the reinspections, things like that. We

track all of that information. But by types of



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| 1  | conveyance, that would have to be something we had have |
|----|---|
| 2  | to go through and filter a special report for.          |
| 3  | CHAIR CLEARY: Well, that's good. I know you             |
| 4  | guys got there's a lot of new work out there, and I     |
| 5  | know inspectors are doing a good job of trying to meet  |
| 6  | that need. And, like you said, you got to finite        |
| 7  | amounts of resources.                                   |
| 8  | So it would just be nice to see that in some sort       |
| 9  | of a matrix so we can kind of keep track if we have     |
| 10 | target areas that we need to look at. That might be     |
| 11 | helpful for input from the ESAC.                        |
| 12 | So, like I said, there's a lot going on. So, like       |
| 13 | I said, the increase is really helpful. You guys been   |
| 14 | doing, you know, a good job trying to get things taken  |
| 15 | care of.  |
| 16 | All right. Melissa, you want to put up the              |
| 17 | agenda, please.   |
| 18 | Okay. Chief Brown, divisional and program               |
| 19 | changes.  |
| 20 |   |
| 21 | Divisional and Program Changes                          |
| 22 |   |
| 23 | MR. BROWN: Yeah. We fairly recent have made             |
| 24 | some changes in our program. We have reinstituted       |
| 25 | having an operations manager, and we have Candace Lau   |



that is now our operations manager that is helping us work on our inspectors and supervisors and tech-specialist program to streamline it. She's -- she's doing a great job.

We're currently working on streamlining some processes for onboarding, field training, things like this to increase that. It's to help us to be more successful on bringing people on board so they know exactly what to do, how to do it, how to relate to the -- our system, and get out there and get the jobs done.

And so Candace is helping us go through and get those renews done.

And then also able to backfill her position as a tech specialist with Dave Stockham, who's stepped in to give us a hand on that. One of our field inspectors is now a tech specialist.

We had -- one of our supervisors in the Vancouver area, Don Pine, is -- has gone back in the field as an Inspector 2, is doing a great job, and we appreciate his -- appreciate his good work.

That position as a field supervisor will be changed to an additional tech specialist because we have a business need for having three tech specialists and two supervisors instead of having three supervisors



and two tech specialists. 1 2 So this is our goal, is to get -- get those positions filled quickly. 3 Right now we're running three tech specialists. 4 We have Dave Stockham, Scott Rudder, and Jim Runyon, 5 6 who's doing us a great job helping also on training and 7 onboarding projects that we've got going. So we appreciate his good work. Earlier --8 9 Go ahead. 10 CHAIR CLEARY: Go ahead, sir. 11 I was just going to ask if Candace could -- for people that don't know Candace, to introduce herself, 12 13 and kind of talk about what's going on. 14 But, go ahead, Gerald. 15 MR. BROWN: Oh, please, Candace, that would 16 be great if you could go ahead and introduce yourself and -- so everybody has a face to the name. Thank you. 17 18 Yeah. Candace? CHAIR CLEARY: 19 Hi. Thank you for that impromptu MS. LAU: 20 speech here. Candace Lau. I've been with the 21 department for -- since '94. I left -- since 1994. Ι 22 left for a couple of years but came back. 23 In that time, I've been mostly a field inspector. Been in the field for, I think, 22 years before I left. 24 And then when I came back, I came back as a technical 25



specialist. So I was doing that for about five years.

And, then, now I'm the operations manager.

But it's been a little bit rocky, the transition has been because, trying to get all the -- all the things that the new technical specialists needed, it just took a lot longer. This is state government. But it took a little bit longer than we expected. So really, the last -- last week and this week is, like, the first couple of weeks where I've been able to really concentrate on the operational side.

So what this means for the department is that I'm no longer answering real technical-type questions. I'm involved in the behind-the-scenes kind of things but not really answering the technical questions anymore.

So there's a lot of things I'm still working on, you know, vetting and things like that that I'm still trying to finish up before really taking this position full on.

But moving forward, like Gerald was saying, there will be -- we're revamping, re- -- a little bit on the process of how to onboard new hires. So I've been kind of listening in on certain parts of their training, trying to get through it to see what's missing, maybe, there's some things missing, how the transition works and things like that so that we can better train our



1 staff. I've been here a long time, and I've been 2 through, you know, the lack of training myself. But that was many, many years ago. So I understand a lot 3 of the challenges that the inspectors have and where 4 they may be in their -- in their thought process as 5 6 they are moving along. So it's been very good for me. I enjoy it a lot. 7 I hope that it will be beneficial for the department, 8 9 as well as the inspectors and the department. 10 So any questions? CHAIR CLEARY: Well, thanks, Candace. 11 Ι didn't mean to put you on the spot, but it's an 12 13 important transition. 14 MS. LAU: Thank you, though. 15 CHAIR CLEARY: And it's going to be really 16 helpful. And I know that one of your biggest challenges is vetting. And so we'll kind of, you 17 know -- like you said, you'll find a way, and we'll 18 19 work things out. But I think it's going to be quite 20 helpful. 21 MS. LAU: Thank you. 22 CHAIR CLEARY: Thanks for -- thanks for that. 23 Thank you. MR. BROWN: Gerald, any other divisional 24 CHAIR CLEARY: 25 changes you want to discuss?



1 MR. BROWN: We once again would like to 2 reemphasize that at the first of the year we will start permitting it and doing acceptance inspections on 3 construction personnel hoist and material hoist. 4 We recently went through and had public input on a 5 6 code update for material lifts. We went from the 2013 7 code to the 2020 edition of A10.5, which was totally They did a great job on it, and we had our 8 revamped. 9 stakeholders attend and were able to weigh in on it. 10 So that change is going to be part of our new code 11 update, and the -- when we do our 2019 update, that 12 will also be part of that. 13 Melissa? 14 MS. ERIKSEN: Hi, it's Melissa. 15 Gerald, is there anything additionally you would 16 like to share? 17 MR. BROWN: I think I'm just about there. 18 Thank you. 19 20 Needed Points of Discussion 21 22 CMS Project Update 23 24 CHAIR CLEARY: Okay. Let's go ahead and move 25 on with the CMS project update with Tamra, please.



MS. SHAEFER: Yes, thank you. Turn on my camera here. Okay.

So good morning, everyone. Thank you for letting me come here and give you an update on what's going on with the CMS project. So last time I was able to meet with everyone, we were in the procurement phase, which we still are, but much further along in the process.

And so before I shared with you exactly where we are in the project. I wanted to share with you some of the personnel people -- personnel team members that have changed.

And so before I came on, we talked -- we had a new -- we had a new -- we had an IT project manager, Mohan Madherla, which is -- who you guys met last time. Unfortunately, he had some personal emergencies that took him away from contracting with L&I.

And so we actually got an in-house project manager, Nicole Tyler -- or Taylor. I'm sorry. She just got married, and so I'm getting familiar with her new last name. She's worked on many complex IT projects for L&I, to include One Washington. So we are very lucky to have her onboard as our project manager. And she's been with the agency for a very long time. So this is someone that's going to stay with us through the end of the project.



Another change -- big change that we had is that we lost Annette Taylor, who moved to OII, which is the Office of Internal Investigations. But, however, in her infinite wisdom, she added Shari Reiter-Johnson as a co-executive sponsor for this project. And so Shari will continue to be the executive sponsor for CMS.

We also have a lot of support for this project, to include our AD of the division, Steve Reinmuth.

And then we also have Joel's support in the division of IT support. This is their No. 1 project for the agency.

So we do have -- even with these personnel changes, we do have a lot of support that continues for CMS.

So where we are at in this project, we're still in the procurement phase. However, I'm very excited to share with you that L&I has signed the contract last Friday.

So we are -- contract negotiations with our vendor is -- has concluded. And so the vendor that we are using for CMS is Aithent. And there will be a communication after the ESAC meeting that Matthew has been working on that will go out to everyone. But we just wanted to make sure that we shared this information within the ESAC group first.



So as you probably are familiar with the procurement process, I'll kind of go over the stages that we went through. So we issued the RFP. At that point we screened the bids, we reviewed and evaluated the written bids. And then from there, we interviewed the top scoring bidders.

We conducted a -- it's called a sandbox, so it's like a hands-on testing environment where we had some of the inspectors and the supervisor and some -- some staff that help with CMS to go in there and do a hands-on demo with the vendor, the two top vendors.

And at the end of that, we reviewed the demo and showed it to the executive sponsors. And at that point, they had agreed on a vendor, which is Aithent, and we went into negotiation, contract negotiations with them.

So the procurement process took a little bit longer than we had anticipated, and the reason is because we were in that clarifying bid stage longer just so we made sure that we went with the right vendor that would deliver all of the requirements that we had in the RFP. And so that was a lot of conversations, meetings, further demos just to make sure that we had the right vendor. And so we're pretty excited to have this milestone, even though it did take us a little bit



longer than anticipated.

So what are our next steps? We have a few next steps that are happening in the immediate future, which is we are finalizing the statement of work for this vendor. And then once that's finalized, which is going to be the end of August, we will then be onboarding them.

So it's been -- it's been a journey, but I'm just -- you know, I think right now we're in a very good spot. But unfortunately, because the procurement took a little bit longer, that did put us behind on our schedule. And it put us behind around six to nine months.

So based on that delay, Joel and Steve made a decision to adjust the fee increase to match the new timeline. And so I believe it was shared and there was a rulemaking. And I think Alicia will talk about it, and so I don't want to say words that have no meaning to me. So she'll be able to share that a little bit more.

But what that means is, as opposed to a one-time, 17 percent, it will be split over -- over a couple of years. And so Joel is still working on finalizing that decision. And once at a decision is made, it will be shared. So it won't be above the 17 percent that was



talked about, but it will be more in line with what our new CMS schedule looks like.

So, you know, while we were going through the procurement phase, it's very -- it's very confidential. And we're not allowed to talk about it based on, you know, contracts and signed nondisclosures. And so we didn't communicate too much through that procurement process, but we are now going to be communicating on a regular basis on what the project is doing, how the vendor is doing, what we're working on.

And so been working with Matthew Erlich, which is -- I believe he's in this meeting -- and, then, also, Shelli Lackey, who's our change management -- I think she's the -- she's the project manager -- or the program manager over that area in the agency. So we're going to continue to work with them, and we're going to have regular communication that goes out on how the project is doing, any sort of updates.

And then we're also going to reintroduce some of the change-management strategies to include the awareness survey. I know that we've got a list of the right people and the right names that we should be giving the survey out to. And so that's something that we're going to -- we're going to start picking up again.



1 So that was a lot that I just said. Are there any 2 questions? CHAIR CLEARY: How involved or -- is your IT 3 4 department, the state's IT department, going to be with this subcontractor? 5 6 MS. SHAEFER: Very involved. So we have --7 so Shari Reiter-Johnson, as its executive sponsor, she -- she actually is part of the IT group that works 8 9 on all of our safety program systems. And then we have 10 Nicole Taylor, who's the PM, and she actually is the 11 project manager who is -- works in IT. Then we also 12 have business analysts that are from the IT program. 13 And, then, this is also, you know, the No. 1 priority 14 for our IT division in the agency. So we have a lot of 15 support and a lot of IT support for this project. 16 CHAIR CLEARY: What method have you guys put in place for conflict resolution between what is 17 18 proposed or developed by your contractor versus what 19 needs to be done internally through IT? 20 MS. SHAEFER: So that's a really good 21 That is a -- that is a Nicole Taylor question. 22 question. And so what I can do is jot that down and 23 then get it back to everyone, if that's okay, Scott. 24 CHAIR CLEARY: Sure. That would be great. 25 It's just that's been -- always been one of the



hurdles, is getting that to integrate with outside vendors and making it work smoothly. So I know that's been addressed early on. It will just be interesting and help us as a committee to understand how that -- how that process is.

MS. SHAEFER: Okay. And Shari has her hand up, and she's the executive sponsor, so she probably knows.

CHAIR CLEARY: Perfect. All right. Thank you.

MS. REITER-JOHNSON: Good morning. Nice to be here with all of you. I was kind of a fly on the wall at the last meeting, but nice to officially say hi to everyone and get into this actually hard work of this project.

CHAIR CLEARY: Thank you.

MS. REITER-JOHNSON: But we actually have several controls set in place to deal with change management, with risk management. We have OCIO oversight. So WaTech has an oversight group that makes sure that we're following all of the proper project-management protocols. And all of those processes are already written down and flowed out and will be adhered to throughout the project, and they'll be making sure that we're doing that.



We also have an external QA company that oversees and participates in all of our work. So they will also be making sure that we don't run into obstacles or help -- help point us in the right direction if we do start to, you know, run sideways.

So we do have a lot of oversight and controls and processes in place, so I feel pretty confident that we'll be able to work through any of those questions. But that systems integration is the No. 1 thing we're going to be looking at over these next, you know, three to six months because those are the pinch points, definitely.

CHAIR CLEARY: Okay. That's very helpful.

And it's great to see and meet you.

And I think it's, you know, really helpful for the committee and for all the stakeholders to understand because this has been a long, dusty road on the CMS. And we're all looking forward to the new system and making sure that what we get out of it is very useful for everybody. And so we're encouraged. So thank you.

MS. REITER-JOHNSON: Of course.

CHAIR CLEARY: Any other questions from the committee members?

Well, thank you.

MS. SHAEFER: Thank you.



CHAIR CLEARY: So -- yep.

So on the legislative update, Alicia, this is really -- really important, you know. And this goes back to we don't want to keep moving too far to the right. So really looking forward for the update.

Legislative Update

MS. CURRY: Good morning, everybody. Alicia Curry. I am a management analyst in the Field Services and Public Safety Division. I support the public-safety programs, which includes elevator, with their rule-making process, as well as I help to coordinate legislation for the division. And I'd like to give an update to everybody today on the elevator 17-percent fee increase.

As Tamra had mentioned, there is a delay in the CMS project because the procurement process took us a little longer than we originally anticipated. We have the 17-percent-fee-increase rulemaking in progress. We're in the final stages of that rulemaking, and we were scheduled to file those final rules in July.

And the rulemaking for that, the fee increase has been delayed temporarily. We are revisiting -- we're taking a look and revisiting the 17 percent and working



with our budget office to determine the best rate and timing of the fee increase that will align with the project schedule. And as Tamra mentioned, we're looking at adjusting the timeline for implementation of that 17-percent fee increase so the increase would be split over two years.

I do not have the specific breakdowns of the increase yet. That will be coming soon. But just to kind of give an example of what we mean by that, it could be like 8.5 percent, you know, now for the first year, and possibly 8.5 percent for the second year, or maybe 8 percent for the first year and 9 percent for the second year. And those are just examples.

But we should have the specific breakdowns of the increase soon, and so we will be sending that -- a message out to stakeholders once we know what that increase is.

So for now the current fees will remain in place. They were scheduled to take effect on August 19th, but that date no longer has any meaning. So the current fees will just -- will stay in place for now.

Any questions on the fee increase?

CHAIR CLEARY: Well, I think that that's good news that it's been recognized that it's not going to be implemented on the schedule. And I think it's good



on the State to go ahead and not pay -- charge for 1 something that's not going to be delivered in the same 2 time frame. So that was -- that's -- that's good news. 3 4 So you can move -- please give us the legislative 5 update. 6 MS. CURRY: So the legislative update, we are 7 going through our internal process right now for agency 8 requests, legislation, proposals. And the elevator 9 program does not -- they haven't submitted anything for 10 changes to the statute, so there's nothing to report 11 for elevator as far as proposals for any agency requests, legislation for the 2023 session. 12 13 CHAIR CLEARY: So --14 MS. CURRY: And then --15 CHAIR CLEARY: So -- go ahead. Sorry. 16 MS. CURRY: Oh, no. I was just going to go 17 on also for the coded-option update, but go ahead. 18 CHAIR CLEARY: That was my question. 19 Perfect. Yeah. MS. CURRY: Oh, okay. So as we talked about 20 21 earlier, the coded-option rulemaking is still moving 22 forward. We are making process. We're going through 23 the -- we are making progress. We're going through the 24 I have not established a new timeline for process. 25 that rulemaking yet. I just want to wait until we get

a little bit further in the process because I don't want to share a timeline with everybody that, you know -- that we're not able to meet.

But we are going through the process as quickly as we can. As I mentioned at our last update, we will be sharing the draft rules with everybody. They will be posted online. We're hoping to have that done soon.

And once we do have those draft rules posted online, we will be sending out a message to everybody, you know, through GovDelivery letting everybody know that they are available online. And when I say "online," that will be on the elevator program's rule-development page. So I encourage everybody to just continue to, you know, check that page regularly for any updates. I will be putting the new timeline on there once it becomes available.

And also, you know, just to check for the draft rules, as well, but we will be sending out a message for that.

CHAIR CLEARY: So I don't want to tie you down to any type of schedule. But are we still looking for first quarter, first of the year for adoption?

MS. CURRY: That is definitely our goal, Scott, is to try to get, you know, as close to the first of the year as possible. And we'll know more



about what the timeline looks here, you know, soon.

CHAIR CLEARY: Do you -- do you see any hurdles that -- unanticipated hurdles that we haven't discussed? Or is it just getting everything in order and getting it edited and getting it in a form that can go out to public comment on?

MS. CURRY: You know, I don't see any hurdles. You know, really, there's a lot of rule changes, but from what I am seeing, the majority of rule changes really are, kind of, housekeeping.

They're changing the number formats; so that's a lot of the rule changes. I don't really see any hurdles at this point. I am anticipating things to go smoothly.

So . . .

CHAIR CLEARY: Well, I know, the TAC, that -you know, they spent a lot of time on the TACs and that
stuff. And there's a lot of hard work, and everybody
participated. And I think that went pretty smooth,
even in the virtual format. So we look forward to
getting that -- getting that published.

MS. CURRY: Yeah. And this is really, kind of, the most time-consuming parts of the rulemaking between, you know, the -- the CR101 and the CR102 and getting the language right and having it reviewed. And going through that process is really the most



time-consuming. But we're there, and we are making progress on it.

CHAIR CLEARY: And maybe this is a question for Gerald or Paoa:

Is there anything that came out of TAC that's going to be radically changed in that -- in that format? What was -- came out of the ESAC TAC that was recommended for adoption through the State, is there anything there that we've seen that's going to be changed or massaged at all?

MR. BROWN: At this point, it's too early to really say. The things that we've seen, everything is pretty much going through as proposed. We're just working on rationales and then trying to identify, you know, major changes, housekeeping, just interpretive things, statements. It's -- nothing's been thrown out. Nothing's been drastically altered at this point. But we still have a -- we still have a way to go.

CHAIR CLEARY: Okay.

MR. BROWN: Like I said, this has -- you know, going to through legal, it's -- they kind of bat this thing back and forth to make sure that we're -- you know, there's fairness and there's equity and we're not getting too far off the rails. So that's part of our legal review, too.



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               CHAIR CLEARY:
                              Okay. Well, that -- that's
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     helpful.
          Any questions from the committee members to
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     Alicia?
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                 Thank you, Alicia. Is there anything else
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     in summary, or is that it?
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                                  That's pretty much it.
               MS. CURRY:
                           Nope.
               CHAIR CLEARY:
                              All right.
                                           I appreciate it.
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     You've been -- you know, you've been part of this
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     committee for years. And going through different
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     process, I know there's a lot of minutia and a lot of
     things that you work through that we don't get to see.
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     So it's always nice to hear from you. And it's --
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     keeping us up-to-date is -- really appreciative.
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     thank you.
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               MS. CURRY:
                           Thank you, Scott.
                              Okay. We're a little bit
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               CHAIR CLEARY:
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     ahead of schedule, which is always good because we kind
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     of end-load this with a lot of questions from the
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     stakeholders. So that's good.
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ESAC Subcommittee Status Updates

Licensing Category, Education, & Curriculum

CHAIR CLEARY: So we're going to move on to subcommittee status and updates. And the first one on there is the licensing, education, and curriculum category, for which I chaired.

And I'm going to kind of lean a little bit on Melissa and Paoa, who've done a really good job of getting things. There's a lot to this, a lot of different layers. Not only are we working on curriculum requirements in all the different categories, of which there are eight, we're also working at trying to come up with appropriate questions for each category for testing, which has really turned out to be a lot more -- more difficult than we anticipated.

And, then, we're also working on requirements for continuing education that is relevant to the categories 'cause it makes no sense to have an 06, 02, or 03 or 04 category testing on escalator questions 'cause that's not what they're ever going to be working on. That's an 01 classification.

So with that, we've met. We actually got to meet



in person about a month or so ago, which -- up in Southcenter, which was quite helpful.

And with that, Melissa, can you give us a basic overview of what you and Paoa have been doing on this?

And I can help with any of the other questions.

MS. ERIKSEN: Sure.

So a lot like what you said, this -- for those that don't know, this subcommittee has been done in phases; the first looking at the licensing categories, second looking at the education requirements, going through the courses and the subjects within those courses and seeing, you know, how do they apply.

What's fantastic is that it is represented by all categories' licenses. So there's been a lot of great discussion and insight given throughout the subcommittee.

What we are working on now, like Scott said, is making sure that all of the changes and updates that were made to the education portion are now coinciding with the testing portion, making sure that the tests are updated, the testing questions are getting updated.

And what does that look like moving forward? So we need to make sure that the hours are correct and that everything is appropriately distributed. Also making sure that the license -- or the -- the education



policy is updated. We will turn this around with, kind of, making this an ongoing subcommittee so that we don't wait another ten years to update this.

CHAIR CLEARY: And one of the things that we've thought would be relevant to do is -- when we had the subcommittee back in 2012, to come out with the basic format that's in policy right now, is that, you know, we need to make sure that it reflects on today's market and how things are done, and that -- one of the things that we've introduced is having endorsements that may cross over into different categories and what are the parameters for those.

Good example of that is in the 04 category for CPHs, and, also, they do that licensing being able to do rack and pinion 5.7 work on ship-to-shore cranes.

So we're looking at a lot of different ways of doing it. So it's been a heavy lift. And I really appreciate, like Melissa said, everybody's participation 'cause we've got representatives from every category, and that is extremely helpful.

And, you know, we're following NEIEP's format in this, like we did back in '12. And Jim's been very helpful in making sure that we stay on the rails with this and make it applicable.

We've addressed the 08, which is the category for



which -- almost everybody that works in the 08 category came from an 01. But being able to -- they have to have an 08 license category, not an 01. So we've been able to discuss with the State, and the State's come back saying that can just be put in archive so you don't lose the ability to have your 01 if you leave the 08 category. And the 08 category has to do with universities and them being able to do their own maintenance and some of the repairs.

So it's really important that, just because you get put into an 08, that you don't lose the ability and have the ability to get your 01 license category back.

So there's a lot of -- a lot of moving parts.

There's a lot of layers to this onion that we spent a lot of time on, and more that I anticipated, too. So really appreciate the State allowing us to look at a lot of the things that we've all, kind of, kibitzed about over the years and, kind of, address them and make sure that it's relevant and it makes sense, the tests makes sense, the continuing education makes sense, and everybody has the right categories.

Because in the beginning we thought, well, you know, we're the only state, to my knowledge, that's got ten categories. You know, 09 is temporary, and 10 is emergency. But we have eight working categories. And



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there's a lot of things. So can we condense those? 2 And so I think we came to the conclusion and -everybody on this subcommittee, that we're too far down the track and that can't be done. So how do we 4 manipulate and massage it so it really works? And the 5 endorsements was an idea, I think, that is going to But like anything else, it sounds good work. 8 originally. Then we have to then work out, how do we 9 integrate it. So -- so, this is one of the subcommittees that

really need to meet 'cause it's an all-day working meeting. And there's a lot of work that gets done. But there's -- it's -- really be impossible to do virtually. So I appreciate everybody's commitment in showing up on these. And we got a meeting coming up, I think, soon.

And we're still struggling with putting -- getting the test questions done. And so I understand that challenge, and we'll have to have that be a discussion.

So, Paoa, you've done -- with Melissa really supported this subcommittee, and it's really been extremely helpful. You have any comments on this?

MR. NAIPO: I don't have any additional things. You and Melissa both have covered everything that we've gone over. So I appreciate it.



And just to -- maybe just a little bit more, I mean, we really do feel, as the elevator program and through talking with the stakeholders, that this really should be on ongoing subcommittee of some sort.

Especially during rule adoptions, code adoptions, we want to make sure that the questions that we ask are vetted correctly so that, when we adopt this code and we create a new -- or we have an updated test for those mechanics, so they're not taking a test on a unadopted code that was -- you know, that we're two or three versions past already.

And so we want to make sure, again, that we're always making -- feeling that the people who take the test, it's a valid test to the work that they're doing now, not a history test. So --

(Unreportable crosstalk.)

CHAIR CLEARY: That's a valid point. We don't want it to be a history test, we want it to be applicable to what's happening right now and the codes that have been codified. So that's really good.

Ricky, do you have any feedback on that? 'Cause I know you've participated and been quite helpful.

MR. HENDERSON: Yeah. Just reinforcing what you just said there, you know, getting the questions so



that they are current -- applicable to current applications that the guys are dealing with in the field rather than a history lesson. You hit my concerns right there.

CHAIR CLEARY: Well, and one of the things that we've really been in the subcommittee really looking at is making sure that some of the outlier categories, like 03, 04, understand that we -- we understand that you just can't go out in the normal world and get training specific to that type of equipment.

So helping them understand that they can develop -- you know, based on what comes out of this curriculum, which they have input on, they can develop their own programs, which -- the State, then, will allow them to train either anybody in the industry or their own company. And I think that's going to be extremely helpful, too, to make sure that they understand that it's not always going outside; they can internalize it and have some control over how they train.

I know that some of the larger crane companies, like Morrow and that stuff, have got some really, really good programs and training that they already have. They just have to format it so it meets what



comes out of the subcommittee and what is adopted by the State in policy.

So that's been quite helpful, and we really appreciated everybody's input and help.

And like Melissa said, I think we're going to have this run because, as the WAC and everything else changes, we need to have the ability to make sure that the training is relevant. And one of the things we're really leaning on is having code training. Right? Everything we do is applicable and -- to some code somewhere. And so having a heavy emphasis on WAC, on ASME, on NEC is going to be a really important aspect of what we get out of the subcommittee.

So every -- I really appreciate everybody's help 'cause it's -- this has been a heavy lift. So it's coming. I don't know if we're going to -- you know, we're anticipating having a readout on our recommendations in November. We're working really hard. But we -- we're going to try to meet that. I don't know if that's realistic, but we're going to try.

Any questions from the committee members?

Fire Rated Door Assembly

CHAIR CLEARY: Okay. We're going to move on



to fire door assembly. Everybody on the -- what I want to do after we get a readout from Brian is -- everybody that's a committee member has gotten a final recommendation from Brian, which is extremely well-written and very informative, and we really want to be able to -- I'm going to call a vote of the members on -- and so we can go ahead and close this out and then advise -- based on the committee's vote, do we either accept what's come out of this subcommittee and go ahead then and advise it to the State to adopt, or do we not.

So with that, Brian, will you give us an overview, please?

MR. THOMPSON: Yeah. Thank you.

Brian Thompson, chair of the fire door subcommittee. And this is, briefly, regarding gasketing materials for the fire doors that serve as hoistway opening protection. The committee was chaired by myself, and other participants were Jan Gould and Glenn Wells.

We each contacted various stakeholders and ultimately learned that, while UL lists fire doors and frames and gasketing materials, they leave quite a bit of decision-making up to the local authority.

So we put together a summary of our findings. And



in order to promote consistency and safety, our -- our findings are that we would recommend that L&I develop a written documentation that can be relied upon for designers, installers, and inspectors to ensure consistency and safety.

One of the things in particular, the gasketing materials, there's quite a number of products in the category. Not all of them appear to be listed for elevator door usage. So that's one element that we would want to make sure is -- is part of the written directive.

Another component is the fire duration. Also, the method of attachment. Specifically, some use only adhesive, and others would be mechanically fastened like with screws of some kind. And so we would recommend that the attachment method be limited to something that does not rely solely upon adhesive.

And then, also, clarifying that, consistent with the UL listing, that those gasket products could be installed either at the factory by the fire-door or frame manufacturer or at the job site in accordance with the installation instructions packaged with the material. So . . .

With that, our subcommittee has basically completed the work that we set out to do. And the



1 documentation that we've summarized we recommend being 2 forwarded by ESAC to L&I to initiate development of a written document. 3 CHAIR CLEARY: Well, like I expressed 4 earlier, you've done a really good job with the 5 6 subcommittee and what you've advised. What came out of 7 it has been really clear and precise. So, really appreciative. 8 So with that, I'd like to call a vote on the 9 10 recommendations coming out of the subcommittee. Do I 11 have a second? 12 MR. WOOD: Second. 13 CHAIR CLEARY: Okay. All in favor of adopting this and agreeing to pass it up to and advise 14 15 it to the State, say "aye." 16 (Chorus of ayes.) Anybody that --17 CHAIR CLEARY: 18 UNIDENTIFIED SPEAKER: Name our second. 19 CHAIR CLEARY: Yes. Who seconded? 20 MR. WOOD: Garry Wood. 21 CHAIR CLEARY: Garry Wood? 22 And Lyall Wohlschlager is proxy as yay. 23 So with that, anybody that is not in favor of 24 this, say "no." 25 (No audible response.) Page 45



1 CHAIR CLEARY: Okay. We're going to, as a --2 as the ESAC committee, we're going to go ahead and adopt this and agree to pass it onto the State. 3 Brian, great job. Really appreciate it. 4 looking forward to you chairing some more 5 6 subcommittees. 7 MR. THOMPSON: Thank you. Yeah. 8 CHAIR CLEARY: You're welcome. 9 10 Conveyances in Rental Units 11 Okay. With that, Jim -- Jim 12 CHAIR CLEARY: 13 Norris is taking on another heavy lift when it comes to 14 conveyances in rentals. And I'll let him go through 15 that. 16 There was another child injured severely in Florida about a month ago, three weeks ago, on top of 17 18 the other ones. And there was another press release 19 that I'll talk a little bit about in the 3 and 4 20 update. 21 So with that, Jim, please give us status and 22 what's going on with your subcommittee. 23 MR. NORRIS: Jim Norris, and my co-chair 24 Garry Wood and several members on it, we have a pretty 25 good -- very good write-up, of course, done by Brian



Thompson and -- my most recent --

Well, I guess I should say what's the purpose of our committee. The RCW is -- has a specific carve-out for home conveyances. And there's an exemption from licensing for maintenance work on private-residence conveyances performed by an owner or at the direction of an owner provided the owner resides in the residence at which the conveyance is located and the conveyance is not accessible to the general public.

So currently, that leaves a huge loophole for anybody that wants to turn their home that has a conveyance into a rental because now they're not living there. If you are running any type of the Airbnb or VRBO or whatnot, then that conveyance does not meet the carve-out from the RCW -- RCW to not have any maintenance performed by a licensed elevator mechanic.

In addition, we feel that, when a house goes up for sale, it's now become open to the general public through open houses and whatnot.

And when a house sells, everything else in the house gets inspected, but the conveyance, which has now been maintained by the owner without any oversight, is being assumed by the new -- the person buying the house as to being in proper working order. And, in fact, it may not have even been inspected when it was installed



because that's not part of the inspection of a house.

And so our desire was to change the WAC to further define what is a private residence that a homeowner lives in and a -- and a home going for sale.

And there -- what Garry and I most recently reviewed was -- we're trying to make sure we don't step on what's in the RCW because there's -- are definitions in the RCW and the WAC, and we don't want to have conflicting information there. The RCW does keep it pretty basic. And so by expanding in the WAC, we don't feel we're -- we're doing that.

So where I'm at with the -- this committee is I'm at the point where I'm trying to put together a document for the final recommendation to the committee that highlights the changes that we're making and how they impact or how they don't impact the RCW and can be done in the WAC.

And so our goal would be that homes that go up for sale need to be inspected within one year of the sales. So it's not exactly right at the time -- if the homeowner gets it inspected before or the house is getting flipped or whatnot, it's if it's been inspected within one year of the sale.

And additionally, we're trying to put language in that gives Gerald some teeth as to his ability to



inspect conveyances that are in rental units.

So that's where I'm at.

CHAIR CLEARY: And why is this important?

Why is this important? Because children, the ones that have been killed and hurt have, mainly, if not all, have been done in vacation rentals. And the problem with that is that there's not a nationwide requirement or even a basic standard that has any consistency from all 50 states.

And what I mean by that is some states don't even regulate residential conveyances. Some are in codes that are extremely -- pretty old. And, you know, to our knowledge -- and I've been -- as part of AEMA, I was part of the negotiation with the consumer protection agency on this here, and even -- there's been -- we've been the 3-and-5 rule forever in this state, and that's a good thing because all the stats would show no child's been hurt or injured on a properly installed 3-and-5. And I'll get a little bit more into this when I talk about 3-and-5 coming up.

So the bottom line is that if we -- I think,

Jim -- and you can help me -- and Garry. But we've

discussed that when you rent it out to the world and

you put it on there, you kind of lose your residential

exemption. And if you have to get a business license,



then there should be some other procedures put in place, i.e., you know, having it maintained and inspected on a yearly basis.

There's, you know, operations procedures written somewhere, and whoever rents it is trained on how to use it because most of these rentals all have, as -- part of their sales pitch is, "Ah, we're in a beautiful area, beautiful views, and we have an elevator." And so with that should come other obligations.

And, Jim, like we've talked about, we've been trying to get, as a committee and as an industry for a while, point-of-sale inspections. You have rodent inspection. You have a gutter inspection. But no conveyances are a part of that. And never quite understood why. You know, I'm not totally in favor of pushing it off for a year. But -- because we get a lot of calls from new owners saying, "Well, my elevator's down," and, you know, basically, they're on the hook because they're the owners now.

So it's an interesting problem. And I'm really encouraged by the subcommittee working these tough issues 'cause it's not going to be an easy answer. So I think, Jim, and you and Garry and the subcommittee's done a really good job. But I've got a sense of urgency on this. So it's one of those things that I



look forward to coming to fruition on.

So -- and the other thing, too, is that, you know, owners in this state have all the obligations for -- to be compliant. And if they don't know what their obligations are after -- when they buy a place, it obligates them to things they have no knowledge on. So having a point-of-sale inspection would really help them understand. And having some sort of disclosure and them understanding, you know, what their obligations are, I think it's good. It's the thing we should do.

Ricky.

MR. HENDERSON: Yeah. This is Ricky Henderson.

Just wanted to put my voice in here and say that I'm totally in agreement with Scott and share the importance and safety issues that are related with this. This is a very important item that needs to definitely move forward.

CHAIR CLEARY: Well, and it -Go ahead, Garry.

MR. WOOD: Hey, Scott. One thing I wanted to clarify with what Jim had said -- and I think the way that you took it, it isn't the intent to push it off a year. It's an intent to have the inspection done



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within a year prior to the sale or prior to the rental, not after the fact.

CHAIR CLEARY: Okay.

MR. WOOD: So I just wanted to clarify that that's the intention, to make sure it's done before somebody takes possession of it or rents it or what have you.

CHAIR CLEARY: Oh, that -- that makes a lot of sense 'cause here's the thing: All of us ride commercial elevators, and we take for granted they're being maintained and everything's been looked at and they're compliant. But there's a lot -- and it's becoming even more commonplace to have elevators in And our loved ones run -- you know, our aunts, homes. uncles, children, our Uncle Louie, who may drink a little too much and not really quite understand how things operate -- and, you know, we need to protect them and the children, you know, because every one of these accidents that happen with children, usually, I think, under the age of eight or nine, and get into these rentals, and they play around. We got to make sure and ensure they're safe.

And so I think that's an obligation that you're starting to see nationwide.

And I think, you know, well, we need to be ahead



1 of this, and we don't need to be following it. We need 2 to be ahead of it and be leaders in how we do this. And, Gerald -- we've had conversations with Gerald. 3 And, Gerald, I think you'll agree that, you know, we 4 want to be ahead of this and we don't want to be pulled 5 6 into it. We want to be up front. So I really think this is really, really important, that it will affect 7 all of us if we don't get ahead of this and get it 8 9 done, right. 10 Any -- any other feedback or --11 Jim, let me -- when are you thinking that you'll be ready to have something for the ESAC, the committee 12 13 in whole, to review and be able to vote on? Do you 14 have any idea what your schedule is? 15 MR. NORRIS: I think that by the -- where am 16 I at here on the month? I think in another month I'll be completely -- our committee will have a final 17 18 product here. 19 CHAIR CLEARY: So we'll be able to vote on it 20 in November, then? 21 Yes, definitely. MR. NORRIS: 22 CHAIR CLEARY: Perfect. Then we'll expect 23 the State to have it implemented by the end of the 24 year?



I'm seeing yes?

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| 1  | (No audible response.)                                 |
|----|--|
| 2  | CHAIR CLEARY: Gerald?                                  |
| 3  | MR. BROWN: We have a problem being that                |
| 4  | heavy handed with things. We got in trouble for that   |
| 5  | before.  |
| 6  | CHAIR CLEARY: I'm just asking. I'm just a              |
| 7  | messenger. That's all I am. Just asking the            |
| 8  | questions.   |
| 9  | So that would be good. I think that's it's             |
| 10 | really important. I know we're going to talk about     |
| 11 | vetting subcommittee next, which is really important,  |
| 12 | with John and Carl. But this is one that has a         |
| 13 | nationwide has nationwide visibility.                  |
| 14 | And, Matthew, you're on here, correct?                 |
| 15 | Matthew?   |
| 16 | MR. ERLICH: Yes, I am.                                 |
| 17 | CHAIR CLEARY: All right. Good to hear you.             |
| 18 | I know you been sending out emails on some of the      |
| 19 | press releases going on. I'd like to hear a little bit |
| 20 | from you on you know, you've been doing a really       |
| 21 | good job of doing that, and I think it's extremely     |
| 22 | important that we get ahead of this.                   |
| 23 | What do you feel about that?                           |
| 24 | MR. ERLICH: Well, so there has been coverage           |
| 25 | of the recalls by several companies. In particular,    |



Florida has had some articles, and I've sent that to you and other people on -- in the elevator program.

I think, clearly, there's a space for us to be able to announce some level of safety. But, you know, I think, Gerald's caution is worthwhile. We certainly need to be able to team up with other organizations, not only manufacturers but Realtors. And if all of us are making the announcement, that's much more powerful than L&I just saying, "Okay. This is what we're going to do from now on."

And you can imagine what that's like. It would just be the State saying something versus having not only the regulator but the organizations that are regulated coming together to be able to announce safety for children and others. And that would be a very powerful statement and we could arrange all sorts of coverage for that sort of thing.

So I -- undoubtedly, it will continue to ripple across the nation as states take formal stances. But there haven't been many. And Florida's only among the first of examples. So we are -- we would be on a leading edge anyways.

CHAIR CLEARY: So is this getting visibility all the way up to the governor? All the way up fifth floor and higher?



MR. ERLICH: You know, Scott, I -- I work in a cubicle, or I used to work in a cubicle, anyways.

But I'm not sure what the governor is seeing. That's a little above my pay grade. My job is to support the program, and so I'm making the program aware of these things, and you, as well. So that -- that would be someone else, sort of, making that approach with respect --

CHAIR CLEARY: I'm not trying to put you on the spot. But I understand that the feds have sent letters out to all the governors, you know, putting them on notice that, "If you don't have a program, you need to look at your program." And we want everybody to meet the 3/4-and-4.

I'm just curious. I don't know how to get visibility on that. So maybe Gerald or somebody can help me.

MR. ERLICH: Right. If the governor has received a letter, you know, the governor can, of course, decide how to respond. Those types of conversations, Scott, are way above my pay grade.

But clearly, if I was invited to participate in spreading the word, you know I'd be the first at that meeting.

CHAIR CLEARY: Sure. Sure. No. You've been
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| 1  | very helpful, and I appreciate being in the loop on     |
|----|---|
| 2  | that. So  |
| 3  | MR. ERLICH: Thank you.                                  |
| 4  | CHAIR CLEARY: Any other questions on this               |
| 5  | for Jim or for Garry on this?                           |
| 6  |   |
| 7  | Product Vetting   |
| 8  |   |
| 9  | CHAIR CLEARY: Okay. Next we're going to                 |
| 10 | move on to vetting, and that is with John Carini and    |
| 11 | Carl.   |
| 12 | MR. CARINI: Thank you very much, Scott.                 |
| 13 | John Carini. I'm chairing this new equipment            |
| 14 | subcommittee along with Carl Cary.                      |
| 15 | Currently, the purpose of this subcommittee was it      |
| 16 | find a to identify a new and clearly defined,           |
| 17 | streamlined process for manufacturers to submit new     |
| 18 | products to be vetted by the State.                     |
| 19 | What we've done to date is we have identified a         |
| 20 | formal process for all new A18.1 equipment to be        |
| 21 | submitted to the State. A form a new form has been      |
| 22 | completed that clearly identifies the required          |
| 23 | information by the State along also with that form      |
| 24 | it identified clear expectations on timelines, allowing |

the State time to approve or disapprove or inspect that

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new piece of equipment. Both the process and the form have been approved by the subcommittee.

We're currently in the draft recommendation process for the A18.1 products. We hope to have that completed here in the next couple of weeks, and we look to have that submitted to the ESAC for review in September.

Carl, anything to add on that?

MR. CARY: No. Great job.

CHAIR CLEARY: One of the things that, you know, Dillon's done a really nice job of getting -- helping that subcommittee with that checklist, so creds to him.

I know that the 17 -- 18.1 is a little lighter of a lift. I know the 17.1 is going to be quite extensive, but something needs to be done because I -- I'm not a big advocate of being able to do vetting in the field. I think it makes it really hard for the inspectors to have everything, you know, to get them to do it in the field.

And I know there's -- talked to Candace and Scott, and I haven't had a chance to talk to Jim or anybody else that's been doing some of the pre-vetting on the paperwork and all the NRTLs and all the other requirements that are needed to prove that it's a



compliant piece of equipment. But that transition between making sure that all the paperwork is done versus what gets done in the field, I know there's -- it makes it tough.

So getting this process in place where there's a checklist so whoever is going to request new equipment knows what's required of them up front and does everything -- 'cause you guys aren't the engineers.

You're not the designers. These companies spend a lot of time and money to have, you know, their engineers design it to be compliant, have it tested to be compliant. They're the ones that need to get the information out and make sure it is. And then you just check those boxes, "Then we'll make sure that it performs correctly in the field," your inspectors do.

So this has -- this has been kind of a problem for a while, and I think this will really help, what comes out of the subcommittee. I think it's going to be really, really helpful. So I know you and Carl and the subcommittee's been doing a really good job. And if we can --

You know, what is -- when do you think this could be, you know -- I think we can submit or -- would you recommend that we submit the 18.1 and vote on that independently and then the next phase will be the 17.1



1 and some of the other ancillary equipment? Is that how 2 you guys are approaching it? Or help me understand that. 3 That's the goal. 4 MR. CARINI: Based on our conversations with the previous ESAC, is we are going 5 6 to -- we've paused the 17.1 work. We're focusing on the recommendation for the 18.1 one. 7 Look to submit that to the ESAC for review, and then hopefully vote on 8 9 that and then move forward with the A17. 10 CHAIR CLEARY: When do you think you'll be 11 ready to recommend the 18.1 process? 12 Again, the draft is being worked MR. CARINI: 13 on as we speak. Hopefully have that done, completed in 14 a couple weeks, get it in to the subcommittee for 15 review and approval. And then once that is completed, we hope to have it submitted formally to the ESAC in 16 17 September. 18 CHAIR CLEARY: All right. So that means that 19 we can take action on it, then, in November, correct? 20 MR. CARINI: Absolutely. That's our goal. 21 Okay. Outstanding. CHAIR CLEARY: Really 22 appreciate it. This is something that's going to 23 really help streamline. And I know the inspectors got 24 a lot on their plate. And this hopefully will take --

all they have to do is just do the acceptance, and all

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1 the other up-front work will already be done. So, 2 fantastic. Any questions for anybody for the -- on the 3 committee for the -- for the subcommittee, vetting 4 subcommittee? 5 Candace, you got any input on that or requests 6 7 from them? MS. LAU: Not right now. 8 I just noticed that all the invites are -- all the 9 10 meetings are canceled. That's what I kind of noticed 11 on the -- on the calendar. And I wasn't sure what that 12 was about. That's all. I just had a question on that 13 maybe. 14 CHAIR CLEARY: Good question. Carl? 15 I can answer that for you. MR. CARINI: we can -- we wanted to have the draft finalized between 16 myself and Carl and then submit that in the next 17 18 meeting. So we're waiting on -- to have that 19 formalized, when we feel comfortable to bring it to the subcommittee, and then we'll set up another meeting to 20 21 review. 22 CHAIR CLEARY: Okay. Fantastic. 23 Any other questions or any other input from Okay. 24 the committee? 25 1111



## Continued Business and Audience Questions

## Handrail Conversation

CHAIR CLEARY: Okay. Now we're going to move on and talk about handrails and, kind of, that working group. And Ricky's going to lead -- lead that.

So help us with that understand what's going on, the process, what the question was, what the concern is, and what we're going to do going forward. Ricky?

You're muted.

MR. HENDERSON: Thank you. Sorry about that.

CHAIR CLEARY: But you're upside right,

though, so that's good.

MR. HENDERSON: Was -- so the reason why I was bringing it up was I was getting quite a few questions from mechanics out in the field asking for clarification on what could, could not be as far as a handrail, which initiated me to do some research into it.

And the -- in reviewing, basically, thought that there could be some clearer language for the WAC -- for the WAC rule for it. There were a few corrections that were written that handrails were replaced that, when we got down into it, we got down into some intensive rules



language rather than the letter of the rule.

So just in a thing of just wanting to make a clear rule so that everybody, both in contractors, inspectors, everybody -- is on the same page, was thinking that we -- of putting a workgroup together that encompasses all spectrums of it, including, most of all, safety, addressing any safety concerns, making sure that anything that's safety concerns are addressed with the WAC rules, but, at the same time, clarifying so that there's any -- any questions that I'm currently getting get addressed.

But -- but that's what initiated the -- this, where I was wanting to propose to have -- get a workgroup together to put forth a proposal for a language change for the WAC.

CHAIR CLEARY: So you're going to -- you're going to lead that working group, then?

MR. HENDERSON: I am offering to put myself out for that.

And, also, I'm not -- looking for support here on what the correct process is for creating a working group, whether that's something -- is it just all volunteers, or can we reach out to ask people or -- I'll throw that one back to Scott, Gerald, Melissa, Paoa on what's the -- just the correct process for



that, to getting that group together.

And if this is something that we can get, I guess a first step of that would be to get it approved that we could go forward with a workgroup.

CHAIR CLEARY: Melissa?

MS. ERIKSEN: So, when we are talking about putting subcommittees -- and a workgroup really is not going to be much different. You've announced your intent. You've -- you've stated what the problem is. You've stated that there's need to talk it through.

So what would be great is if people would put in the chat if they are interested. That way I could make sure that I have all of the information compiled and get it to you, Ricky, if you are the one wanting to lead this or, if we're going to dump this on Brian, I mean, give him the responsibility to help you with it. So if -- if people do have an interest in this, please announce that in the chat so that we can get that a done.

If, once those names get compiled, you are seeing a blatant hole where you need somebody, then it is absolutely acceptable to reach out to somebody who is able to fill that hole.

CHAIR CLEARY: And I would reiterate that,
Ricky. I think bringing somebody in from outside, you



1 know, grab, you know, anybody that -- as manufacturing 2 knows, any of the other committees -- 117 or anything else that will help us understand the direction 'cause 3 it's got -- it's really gray. And so getting it --4 understanding what cross section it is, how they're 5 6 attached back, everything else that's -- you know, 7 we've been challenged with over time, it would be really nice to get all the experts together and get it 8 9 worked out so we can get something for the State. 10 And I would anticipate this would come out as a 11 policy, Gerald, that would then be integrated into the next version of the WAC. Is that correct? 12 13 You're muted, sir. 14 MR. BROWN: It's a thing --15 MR. HENDERSON: And you're --16 CHAIR CLEARY: You're still muted. 17 MR. BROWN: All right. How about now? 18 Okay. Good. 19 Yeah. It would have to come out in a policy 20 before we could get it into the WAC. But, yeah. 21 would -- we would have to include all that in policy. 22 So . . . 23 CHAIR CLEARY: And this is a little bit off 24 track, and pol- -- I apologize for it.

But it's never been clearly answered to me under



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any of the administrative policies or anything that the State has. Is -- does policies -- do they sunset, or are they intended to bridge the chasm between -- in between adoption of the new WAC codes? Or can they live in perpetuity? 'Cause some of them just disappear.

MR. BROWN: Yeah. The policies -- there's a -- there's a policy. There's interpretive statements or technical clarifications that usually become fodder for WAC rules. And typically, they -- they end up eventually in the WAC, and then you get rid of the TCs.

But we haven't really been following that very close. None of the OTCs were brought up in the last TAC meeting that we had for the WAC, and perhaps that should be a point of order to discuss that in our next round of code adoptions, is that we address all the existing TCs to see if it's time for them to be sunsetted or if it's time for them to become WAC rule.

They serve a purpose, but the interpretations are allowed by the WAC and the RCW to clarify and to make statements of --

Like I said, policy and interpretive statements are binding. And so we try to make sure that they do have purpose. And like I said, the end result is to bring them into the WAC. So . . .



CHAIR CLEARY: Well, and for clarification, at least for me, that the only reasons TCs exist is to clarify something that's already been codified by the State, correct?

MR. BROWN: TCs are to make clarifications if there's some part of the code that is unclear or the State needs to -- to make a decision on how this is applicable or how these -- these parts of the code will be applied. The states have that right to do that under the AHJ, and those are the guarantees found in 296-96-500. So . . .

CHAIR CLEARY: So the difference between -- a policy is something that's new that hasn't been addressed, and a TC just kind of clarifies something that the State's already codified, correct?

MR. BROWN: The whole term "policy," the policies are like our education policies. You know, you go to our website, and there's a site there that talks about policies. Like, our policy is for our demarcation, information, and agreement. That's covered -- it's listed under "Policies." There's internal policies on how we -- the mechanics of doing inspections and things like that. We have -- currently, we have, like, a standardized inspection form that the inspectors use on their annuals. Those



are set up in requirements and policies within.

But when it reaches out to clarify code or to make statements that are of interest in and that the stakeholders -- you know, like on this handrail thing, you know, when we finally get that clarified, this will go in as an interpretive statement or a technical clarification so everybody's on the same page on handrails. You know, we're doing that. We're not doing that.

At the next code review, I'm sure that whole section under handrails that's in there will be -- it will look much different. But in the meantime, until that looks different, that -- those clarifications will come out as a technical clarification or interpretive statement of this is how the -- this is what the policy for the State is and our interpretation of handrails.

CHAIR CLEARY: So a quick question on the internal adoption of what the ESAC recommends, i.e., some of these subcommittees. If that's handled under a policy, you can handle that quite judiciously and quickly; is that correct?

MR. BROWN: Correct. Correct.

I'm not here to undo everybody's hard work. I am here to make sure it's applied equally throughout all of our stakeholders, and we kind of taken a -- like,



a -- you know, a 30,000-foot view of how this affects us legally, how this -- you know, how this affects the State, what impact is this going to have on business owners, things like that, because a lot of these things do have huge impact on how business is done, what it costs to do business in our state. And our goal is to keep the doors open and make sure things happen.

But it's also our goal to make sure that, like vetting new equipment, we don't bring something in that they're not following in good -- you know, good conscience for the safety aspects of it. When they present information to us, we have to have that come out in -- but we've had some product that we've had to pull back or not allow to be installed because of a misrepresentation that was made of, like, it -- for example, like finding lemons, you know, you're not supposed to drive off in them or they're not really finals. And where the manufacturer interpreted that of, "Well, that's a global standard. We don't have to comply to A18.1 or A17.1. We're not just not bound by that, so this is what you get."

And that does apply in our State 'cause we do have adopted codes. And so we had to issue an interpretive statement that that particular product was not going to be allowed. And since then, they have made efforts and



sent out corrections for that, and we withdrew that TC that -- that did not allow that product. And so . . .

CHAIR CLEARY: So, Gerald, so since your AAG hasn't participated in these, is there a -- how -- what is the mechanism -- so for her to vet everything that comes out of here that might input or not allow you to do some of the stuff that we've discussed in these meetings or subcommittees, does she go through the minutes, or do you brief her on what's going on to get advice back from her on direction and what you can quickly adopt and write policy on? Or what -- is there an internal process?

MR. BROWN: I just send the -- I send the product to them for review before it gets implemented. That's pretty much the way it works. It's like all of our legislative work that we're doing on our -- legislative updates for WAC. All of that, we go through and do all the work, and then it goes through for their review.

So I follow a similar program of we do all the background work, work with our committees, get all this information put together, something that's going to have to sit in the TC until we can make a WAC rules update or legislative change, and then run that product by our AAG for review before it's released.



CHAIR CLEARY: Okay. Does -- why don't we take a five- to seven-minute break. We're a little bit ahead of schedule. We'll talk about 3-and-4 and, kind of, move on from there.

So Melissa, if you could put up the screen with a countdown for seven minutes, be appreciated.

Thanks, everybody.

(Brief pause in proceedings.)

CHAIR CLEARY: All right. Everyone, let's get back into this. We're a little bit early, which -- I think we're running ahead of schedule, which is good because I'd really like to have audience participation after this next segment. I think that's very valuable, to have everybody there.

## $3/4 \times 4$ Update

CHAIR CLEARY: So I won't spend too much time on the 3/4 x 4 update. The important thing to know is that it's getting nationwide visibility because, like we talked about --

And, Matthew, I really appreciate you getting these press releases out.

There's another child severely -- a spinal injury



on a rental in Florida, and it just kind reiterates the sense urgency of -- of getting this taken care of.

A little bit of background information. Up to, well, 2016, the requirement for swing doors on residential elevator's 3-and-5. And what that means, is from the back of the door when it's closed to the edge of the pit or the sill could be no more than 3 inches, and from the back of the door to the gate on the cab could be no more than 5.

Well, there's been, you know, a lot of talk and a lot of conversations 'cause, like I said, there's only like 14 states that really regulate residential elevators on the installation side. And Washington's always been ahead of everything. And as much as I've kibitzed in the past about being over-regulated, it's really paid dividends here because we've always had --been required to put in 3/4-and-4, so that's a good thing.

But in 2016, the ASME committee, 17.1 committee, saw fit, with a lot of discussion, to change that requirement to the 3/4-and-4. And what that means is the back of the door to the edge of the pit can't be more than 3/4 of an inch, and no more than 4 inches from the back of that door to the cab gate.

And that's based on scientific data that shows the



cranium of a child would that fit in there 'cause what was happening was, playing around or doing whatever, they'd be able to shut the door behind them and stand in that sill. And then if somebody put a call in, the elevator would take off with tragic, tragic consequences.

So that's been in place now. So, you know, the State, when we adopted the 2016 back in '18 on October 1, required everybody to do the 3/4-and-4. And on existing elevators, you can use space guard, but you can't on new installations. And as it was alluded to earlier, there was a group of -- Otis At Home implemented it first, then TKA and then Savaria, Garaventa, Bella, as well as Inclinator, came up -- came to an agreement with the federal government that they would require all their dealers to meet this no matter if the state was regulated or not. So that's kind of what's been going on.

And the ones -- there's a recall on all the elevators in this state that were handled by those manufacturers to send information out to the homeowners and give them free-of-charge space guards on all the existing and to make sure that all manufacturers were -- or installers/dealers were doing 3/4-and-4.

And that's pretty important that there's



consistency, and, you know, reach -- this has all been discussed with Gerald and the State, and he's been very good and the inspectors have been very good on understanding what that requirement is and going forward.

So it's something that's really important. And we got to make sure that, you know, we're having consistency and we're reaching out to all homeowners. And this is another great reason why, that point-of-sale inspections on residential is really important, because the ones that have fallen through the cracks, that didn't get original inspections, the new homeowner doesn't know anything about this.

So getting an inspection up front, well, one, will make sure that the doors -- even when 3-and-5 was required, don't have a larger, 'cause if you have 4-and-9/16 -- I mean, if you have a 2-by-6 ball, you're not going to meet the 3-and-5. But if they've never had inspections, no one's ever going to know about it.

So that's why it's really important with Jim's subcommittee to make sure that, you know, we come up with something that the State can agree to in a policy and kind of go forward with that. So . . .

So with that, is there any questions on that at all?



Melissa, if you could take the agenda down, I'd be appreciative.

So is there any questions on that from any of the residential stakeholders? We can talk about in the next thing. Anybody from the committee?

I know, Jim, you've been involved in this.

And, Garry, now you can talk a little bit to this if you'd like because, you know, you came out of the residential side and now you're in the commercial side. But you understand the sense of urgency on getting something done on this.

MR. WOOD: It is. It's an incredible sense of urgency. There's no question about it. I mean, I've seen people get injured from it, as you have, Scott. And certainly, based on the records across the country, how dangerous it can be, people playing games. You know, some -- some people -- we won't mention names -- played in dumbwaiters when they were younger. Right, Melissa?

But we obviously need to be really careful to make sure that -- that these units are safe. And our state has done a really good job regulating that. But as you mentioned, if the elevators got installed without being permitted and inspected, then they're subject to these problems.



So appreciate all the efforts 'cause we do need to get this through as quickly as we can.

CHAIR CLEARY: And how I know, you know, that's my main business, is residential. So, you know, why is it important? 'Cause we get probably up to 15 or 20 calls from new owners or people that have just taken ownership of a residence, the elevator's down, we check, never been an inspection. So it puts them in a really tough spot 'cause we can't work on it, or it's noncompliant and they can't use it.

So having that safeguard not only is for children. No one wants anything to happen whatsoever. And it's also for the new owners, because they've got all the skin in the game and even maybe existing owners that just didn't realize what the requirement is.

So to me, it's extremely important that we get quick movement on this. And I'd rather take a beating for doing too much than sitting in a deposition somewhere why we didn't do much at all.

So I applaud everybody's --

You know, Gerald, you know, you've been able -you know, you sat down and listened to us go through
this, and you've been more than willing to -- to act on
this. So I have a sense of urgency. And, you know,
Jim and Garry have been doing a good job.



I just want to see this come to fruition, because there's going to be a tidal wave. There's already been pressure on all the manufacturers to submit to the feds everything they've sold in the United States, who the dealers are, what the states are, and what the address is.

And, you know, we sent out probably 700 or more

And, you know, we sent out probably 700 or more letters to -- to existing customers, you know, explaining everything to them, telling them what the process is. If they don't meet it, and even if they've got the 3-and-5, we want to put them on space guards to make sure that they meet the 3/4-and-4.

So it's really an important thing. And it -- you know, most people don't think about it. But when it happens locally or happens to somebody they care about, it gives them all a sense of urgency. So we want to stay ahead of it. And I know I keep saying that, but I think it's extremely important to have that sense of urgency.

So with that, I will move on.

So what do we have next, Melissa?

Utilizing the 8am Stakeholder Time

MS. ERIKSEN: Next is utilizing the 8:00 a.m.



stakeholder time.

CHAIR CLEARY: Correct. And what we're going to reach out to everybody is -- is that time before anything was on record is a good time to be able to ask the questions, get topics. So what we're reaching out for is: Do we want to have training? Do we want to have vendors come in or somebody give us a presentation on something? Do we like the format that we have now?

We want to better utilize that time, and I think, because it's not on public record, it's not being recorded, we may have a little bit more open conversation, which I think is also beneficial.

But we want to leave that up to you. We want to hear from, you know, everybody, on how they want that time to be used. So I'd be willing to open it up right now to get some feedback on this portion of it. What do people -- what do stakeholders think?

And remember, if you don't participate, we're going to do something you don't like. Kind of, last time to say something about it. So I can't say what my grandfather always said 'cause I'd get in trouble.

Go ahead, Melissa.

MS. ERIKSEN: So to help people -I don't know what that is, but I love it.
UNIDENTIFIED SPEAKER: I can't hear it.



MS. ERIKSEN: That was amazing. So, sorry about that. What was I going to say?

Oh, so the 8:00 a.m. stakeholder time, when you guys are thinking about it, think about, you know, is there something that you'd like to hear more of, learn more about? Is there something that somebody has? Something they want to offer?

It's an hour. We can do a program and still have time for normal chat. And it doesn't have to be every ESAC, but there are only four. So, you know, we really want to make sure that you guys are having the value that you're needing in order to get questions heard, things learned, or even offered. So think about that when you're jumping in.

CHAIR CLEARY: So is there -- is there any feedback at all from anybody on this? Or we just want to keep --

And like Melissa said, it doesn't have to be anything -- other than if you're going to -- you want something done, can we get some visibility, we just need to know about it kind of upstream of the next quarterly meeting so we can get things set up.

I would like to see the State give some presentations on some of the -- some of the programs or things they're working internally that we don't really



always know about or stakeholders don't get visibility to.

You know, Mr. McLaughlin, he made a good comment, too. It's good to see it happen in front of it -- so I think the State -- and the only reason I'm going to say this is -- and I'm not getting paid for it -- is that they do a lot of work that we just don't really know about or get it out. I think sometimes we don't -- the State doesn't get it out to the point where everybody can see what's going on 'cause a lot of things get brought to them. And it's a juggling act at times, and there's a lot of thing to do.

But I know the things that I've brought to the State, to Gerald and his staff, to give visibility. And a lot of times it doesn't get shared or it has the specificity of one project. But it could have an impact on a lot of other stakeholders. And I guess I don't do a good enough job of getting it out to everybody.

So that's kind of what we're looking for. How do we turn this into something that we can use that's useful. And then in the time that comes up at 11:00 or next portion of this when we talk about stakeholder input, that's on the record. I always like getting some critical things on the record 'cause I can always



go back and use it for leverage. So that's what we want everybody to do. You know?

And so we want to do it in a very tasteful manner. It's not a complaint session, but it's stuff that we need to talk about. And we're going to talk a little bit about the demarcation agreement coming up and some other things.

So this is for you guys. This is to make sure that we can make it easier to do business with State L&I elevator. That's been a goal for mine, and some day before I die I'd like to achieve it.

So with that, anything from anybody?
Ricky? What would you like to see?

MR. HENDERSON: I'd like to just see overall just more of a stakeholder involvement. The -- and I don't know if it's just -- everything is just going good and we're not hearing a lot of problems or issues coming back from our stakeholders.

But, you know, part of my job and part of the things to be on the -- this committee is to voice concerns from the stakeholders to the state. And I'm not -- you know, I don't know how everybody else is doing, but I'm not hearing hardly anything right now.

There's a few things that -- just minor items that pop up. Maybe that's just 'cause the State's just



doing an awesome job right now. But I just want to reach out to all the people here. You know, this -- this committee is here for a purpose and -- use and abuse. Use and abuse us. Or if you have issues that need to be brought up with the State, that's what we're here for.

CHAIR CLEARY: And I will reiterate that -is that we're here to be a mouthpiece for everybody to
get concerns to the State and get them worked out.

Now, Ricky and I have discussed -And, Bob, I'll get to you in one second.

You know, Ricky, we've talked about maybe we'll have a section in here that we talk about resolution. You know, we have problem: Resolution. Maybe we have a process put in place where we submit something to the State, and we see how it's worked through, and then we have a resolution. And so I think that's a really, really good thing. And we're looking for support for that.

But we need support from stakeholders because there's got to be something that's daylighted, and there's got to be a process in place, when we have conflict or we have an ambiguity on how things are being done, we know what the process is. And a lot of the -- a lot of things get worked out when the sausage



is made. But if you don't know what's going in there, you don't know how it's weighted, and you don't know how it's been reviewed by the State. So having something like that, I think, would be helpful for me, too. So . . .

Bob?

Mr. McLaughlin, you're up. Okay.

Jim, anybody else on the committee wants to talk towards, you know, what -- what they would like to see for their stakeholders?

Remember, it's just not about my stakeholders or what -- 'cause I'm the chair. It doesn't. It's about everybody. So we need to have input from all the different stakeholders.

## Candace?

MS. LAU: Hi, yeah. So I -- one of the things that I am working with the Department on right now is that our permit process has a lot of -- there's a lot of turnovers in -- in the elevator company offices and things like that. So permit process has been a real challenge as I was sitting in the technical-specialist position, and it's still a challenge. And -- but that's -- you know, it -- it's because we haven't really been transparent with how we need to do things. Right? That's one of the -- one --



that's what I'm hearing from you as an example that we can do better.

And I believe that maybe we can have some open forums, maybe once every quarter, once every couple months, something like that, to open it up for maybe a tutorial on "This is how we want the permits to come in, and this is how the process works," 'cause it's not really written exactly how our system works. Right?

So there's always questions: What do I need to do when I take out a detector edge? Do I need plans when I do a major mod? What is a major mod? You know, all kind of questions like that. So we have all kinds of crazy things going on in the permit-intake process that can be cleared up if we have some type of open dialogue with the industry.

So that's something that, you know, I've been a real proponent on. And so hopefully, if we get something like that going, that we can have that process flow a lot better. So . . .

CHAIR CLEARY: So what I'm hearing from you is that, for the November ESAC, that you'll give a presentation?

MS. LAU: Oh, sure. I'll work right on it.

But anyway, everyone that I've, kind of, mentioned this to really likes that idea. So -- and I think it's



something that is necessary because, like I said, there's a lot of turnovers, you know, within the elevator company, who puts in permits and who's responsible for permits, and things like that. And ou system kept changing, right, because when we had the COVID -- COVID happened, every office was closed down. All the sudden we're like, "We can't do any work because we have the system change." And nobody was told what the new system is, so everything was, like, word of mouth, "Oh, how am I supposed to get this to you?" and things like that.

So we can do a better job on that. And maybe opening it up for -- as an open forum every, you know, couple of months, every quarter, whatever it takes to get the flow -- to get a better flow for everyone.

So that's an example. That's an example of something that I'm hearing you're saying that we need to be more transparent about what we're working on and what we're doing.

CHAIR CLEARY: That's the whole purpose of this, is to get feedback from our stakeholders and then get an understanding of what the concerns are, advise -- all we are is an advisor. Right? And we can advise to the State.

But then I think we have an obligation to



understand what the State is doing to address these concerns and get it back out to the stakeholders.

And I agree with you, I think that would be a really good thing. It's not like things are really being done in the dark of night. But, you know, visibility and sunlight is the best antiseptic for things. So I think that will help things.

Garry?

Thank you, Candace.

Garry?

MR. WOOD: Yes, Scott. You know, obviously, we end up with periods of time, like what we're doing right now, with discussions and different things. And Gerald had posted something in the chat, which is a great example of what that time could be used for, with discussing machine room-less elevators, and really what that looks like from an inspection standpoint, what the inspectors are going to be asking for, because obviously, you get a lot of -- whoever you ask the question, you get a lot of feedback from -- elevator mechanics don't like them at all, the ones I've spoken with, and what their concerns are.

So I think if we were able to post some topics, let's just say that -- we could say that we're going to talk about machine room-less elevators and kind of give



a little bit of education in what that looks like. Or when it comes to anything new that's being adopted, like when we adopted the sump-pump requirement -- the communication for the phone system is coming down the pipe with the new 2019 code, and it's kind of already adopted with the 2018 building code.

So, I mean, we could, you know, post --

We don't seem to get a lot of people connecting to -- just coming in to talk on their own. Either they don't feel comfortable with it, or they kind of want to wait for the next person to bring up that subject or what it may be. If we posted two or three topics for each meeting, each period of time that people could chime in for, that might be helpful, if there's a topic that really grabs ahold of them, I think that would be a great idea myself.

CHAIR CLEARY: You know, and we need to hear from the stakeholders. That's really good. And that's what this is for. We just don't want it to be an animatron where we go down the things, blop things out and not do anything. So this next hour is going to be -- it's really important. I find this to be some of the, you know, most important stuff that we talk about, is we get to engage with all the stakeholders. So -- and that's what we need to do, and all this stuff is

really important.

It's really good to hear from the inspectors from the State, from their supervisors, and the tech specialist. I know we got pretty much a lot of them on right now. And, you know, we just don't realize, kind of, the workload right now that the tech specialists have with permits. And maybe we can have Mr. Rudder, kind of, talk about, you know, what's going on with permits and how everything integrates with that kind of aspect of things.

And I was surprised to understand, you know, the amount of permits that are going in to the State. So, you know, it's -- there's a lot going on, and maybe not everybody kind of realizes what's going on.

So, Scott, what do you -- you got anything on that?

MS. ERIKSEN: Scott's not on.

Conversation from Stakeholders

CHAIR CLEARY: Okay. So with that, let's kind of open it up.

I would like to start off with -- I still -- we're still seeing some ambiguities and things happening with the demarcation agreement. I know we talked about it a



little bit earlier. So I know we've seen it on both sides. It's not as bad as it was when -- I'm talking commercial and residential.

And one of the things that I found out on an inspection about a month ago is electrical now are doing a lot of virtuals, even inspections, even on new brand circuits. So there's a process in place that it'd be nice if we could get that posted or kind of let everybody know, especially on the residential side, that, well, they're not going to see some green stickers anymore when they get these virtual inspections.

And so what does that mean? What has to be there? And what do we need to make sure that Sparky who does the inspection makes sure it's written down on that disconnect or that whatever it is? 'Cause everybody understands that on residential, the demarcation agreement allows the elevator contractor to go from the load side of the disconnect, and everything downstream is theirs.

But we were surprised to see that there was nothing on this disconnect, so we challenged the electrical contractor. And they said, "No. We're doing virtuals now."

So, Gerald, maybe you could talk a little bit



about that and what's the requirement and what -- what do we need to see and what do your inspectors need to see 'cause we're not going to see the green sticker.

That's always been the trigger for years. So can you speak a little bit to that, Gerald?

MR. BROWN: Sure.

This came up, like you said, during a recent inspection on residential equipment. And they're utilizing and flushing out their virtual program even more. Before, it was a short 15-minute electrical inspection, and it never covered new services. And now they've expanded it to be new branch circuit disconnects and things like this.

And so what they're doing is the State electrical program has adopted a system where they put a -they're requiring the electrical contractor to put a
label, like with a label maker, on the cover of the
house panel or the disconnect that's been added for
residential work. They list a -- a VI, virtual
electrical inspection, and permit number and date of
inspection all on a -- just an informational strip.

And they -- we reached out to them, and they gave us the link to the electrical site so you can click on it and verify that, yes, that was a thing. It was covering this service, that service, and this is their



process they're using for all of their virtual inspections. Because, of course, it's virtual, they don't have a guy putting the, you know, the green decal on it. So it is different. It looks different.

We weren't notified ahead of time. We just -upon discovery, we found that this is a thing. And so
I sent a correspondence to our inspectors that if they
had a question or a doubt or a challenge on a virtual
inspection for those disconnects or whatever service
was added for the elevator equipment, that we would be
able to verify those inspections. And we encourage you
as contractors and those in the -- those in the field
to follow that same process. There's a link. And
maybe Melissa can post it on there so you can verify
electrical inspections.

And I tried to share that information with everybody we could that are being faced with this.

We've been having -- as far as electrical inspection goes and the decals and things, they've been showing up in the wrong places. And recently Ricky was able to take it straight to the chief electrical inspector, who was instrumental on having that equipment untagged, and questions arose to why they were tagging conveyance equipment. It gave the impression that they had EL01 electricians doing



conveyance work by having that sticker on there. But the actual inspection number that they cited on it was for the disconnect, not for actually doing conveyance work. So that was being addressed and being remedied.

So it's -- it's a huge program, lots of inspectors, lots of different structures on how and who works for who and what direction they received from who. So it's -- there's a lot of moving parts in electrical. With us, it's -- we're over our inspectors and we communicate with them directly and we get immediate results. And in that process, because it's the State program plus 26 other jurisdictions and one utility that gets to do those electrical inspections. So not everybody's doing the same thing at the same time.

And so this -- this whole thing about demarcation is very important. I would be more than happy to review that again at one of our stakeholder meetings. If that's something they'd like to do, we can bring and do that whole explanation again. If that's something you would like to see, please contact Scott or Ricky to -- with suggestions for topics for our stakeholders meeting, and we'd be happy to address those.

CHAIR CLEARY: Ricky?

MR. HENDERSON: Yeah. I was just going to,



you know, reinforce what -- Gerald's last statements on maybe doing another review of the demarcation, especially of going along with one of the other topics Gerald posted on the chat, and that's our MRL equipment. I think that's -- definitely could bring up some points of clarification on that because currently the disconnect is in the machine room, and that sort of falls under the electrician, electrical -- excuse me -- electrical inspector's purview.

Once we go into a piece of MRL equipment, now we don't have that control space or control room. It's actually in the conveyance. And that's -- I'm sure, could lead towards some confusion from the electrical side. It's still kind of --

Since it's bringing into the elevator controller, my understanding from the demarcation agreement is electricians are going to wire, pull the wire into our elevator controller. Mechanics are going to land the wiring in the elevator controller. With the -- with -- the thing with an MRL, though, that's actually going to be the elevator disconnect.

So it's -- it's a --

CHAIR CLEARY: Is that --

MR. HENDERSON: That's going to lead towards some discussions between inspectors, and getting ahead



of it probably be a good idea.

Sorry, Scott. Didn't mean to step on you.

CHAIR CLEARY: No, no. That's a very valid point, is -- you know, because right now, you know, it -- right now on commercial, you're supposed to land it on the -- on the land -- in the controller. So getting that clarified, I think, is going to be really, really helpful.

But this comes back -- Gerald, you know, we negotiated this demarcation agreement for about almost two years. And I think elevator has been out in front of it. They've -- they've had training. They've explained things. And sure, there's some things that fall through the cracks, but you guys have been out in front of that.

I'm still frustrated that electrical's not getting things broadcast or not -- not nothing -- there's been nothing in their Short Wire, Circuit Wire, their newsletter, about any of this. And not even have they discussed the new program for virtual inspections on branch circuits and feeders.

So somehow -- I don't know how. Obviously, we can't externally of the State. There's got to be some mechanism internally. And I kind of wish Steve was here, Reinmuth, so he could kind of take this back to



| 1  | the electrical side and say, "We need some more        |
|----|--|
| 2  | transparency. We need you guys to lead out in front,"  |
| 3  | because this drastically changes how we do business.   |
| 4  | Right? It's always been green stickers, and if you     |
| 5  | don't have a green sticker, boom, the inspection's     |
| 6  | done.  |
| 7  | Now they're what size does the font need to be?        |
| 8  | Can it be handwritten? And who does it? And it's got   |
| 9  | to be the electrician that puts it on there.           |
| 10 | Everybody I've talked to doesn't know what the         |
| 11 | requirements are. They passed their inspection. Boom.  |
| 12 | They're done. And trying to get them back out there    |
| 13 | so are we allowed to do the stickers on the            |
| 14 | disconnects? But it's not our permit.                  |
| 15 | So there's some problems there that we need to         |
| 16 | figure out and get some good guidance out to the       |
| 17 | residential stakeholders and electrical companies that |
| 18 | are actually pulling these permits.                    |
| 19 | Help.  |
| 20 | That was for you, Gerald.                              |
| 21 | MR. BROWN: Oh. I'm sorry. I was I was                  |
| 22 | reviewing the other information. Now, I                |
| 23 | If we're talking about the demarcation                 |
| 24 | agreement is that what you're discussing?              |
| 25 | CHAIR CLEARY: Well, demarcation and then the           |



new virtual inspections on -- on feeder circuits, especially on -- we're going to see that, obviously, way more in residential than you're ever going to see in commercial.

MR. BROWN: Correct.

CHAIR CLEARY: But it really does impact things.

MR. BROWN: It does. And it creates confusion in the field for everybody involved with it, that they -- that they maintain understanding, then, that there is way to verify that the electrical work was indeed inspected virtually. It just takes a phone call. But we are still looking for the electrical contractor to post that information on there, the date of the virtual inspection and the permit number associated with that virtual inspection. So there is a way to verify it.

Yes, the green sticker was great 'cause everybody knew because right on the green sticker they wrote what they inspected. And -- and so that also took away a lot of the mystery.

They're not providing that information with just that single information strip that they put on there. But this is an adoption or a policy that they've come up with that we inherited just by virtue of. It's an



1 electrical service that's been added to a home. 2 So . . . CHAIR CLEARY: But, Gerald, can you request 3 that -- I mean -- has there been any training going out 4 to the contractors that are pulling these permits and 5 6 going through these inspections? 'Cause the two of 7 them I know about, they had no idea what the requirement was, what their obligation was to write on 8 9 the disconnect, period. They never heard -- they said, 10 "No one told me I needed to do this." 11 MR. BROWN: Okay. 12 How do we alleviate that? CHAIR CLEARY: 13 That's a question better answered MR. BROWN: by the electrical department. I can't speak for them. 14 15 I know we're all L&I, but they have their program and 16 the way they enforce their policies and these changes that -- it's up to them to get the information out to 17 18 the electrical contractors and their electricians in 19 the field. 20 CHAIR CLEARY: Okay. 21 MR. BROWN: So I -- I don't know how they 22 approach that. 23 Even though we've had a couple of different 24 trainings on this, there's still questions. that's why reviewing it especially at our pre-ESAC 25



meeting or stakeholder's meeting is great. That's a great place to have that. And so people can bring questions. Especially these new situations we're running into, please bring that to this discussion so we can discuss -- get answers to those questions.

So . . .

CHAIR CLEARY: Okay. Any questions or -on -- for stakeholder, any questions or anything?
Discussions stakeholders want to bring into this?
Because I have one more, but I'll wait my turn and let anybody else -- this is your time to bring things up.
But if things need to be on the agenda, we need to get some clarification.

Jan?

MS. GOULD: Yes. I wanted to speak briefly about that City of Seattle -- for a target date of next July to adopt the latest version of the Seattle building code, which we did in 2021. And we're not making many changes to Chapter 30. There are some corrections to be made. And we are adding a lot of requirements for when permits are applied for based off the WAC rule.

So that's not -- and we're going to stay with the 2019 ASME so we'll be in harmony with the State. We will be adopting the latest version, 2020 of the



1 A18.1, for accessibility lifts. 2 CHAIR CLEARY: That's good. And do you know -- I know you mentioned a little 3 bit earlier, Jan, that there's kind of a drop-dead date 4 to be able to implement the latest version that's going 5 6 to be approved next year for the WAC. Are you going to be able to do that, or is that something that you're 7 not going to be able to do? 8 I would have -- need to have a 9 MS. GOULD: 10 look at that language sometime in September to be able 11 to add that 'cause I need to have the industry meeting, submit all this to our engineering department and the 12 13 group above, and then have the CCAB, the Construction 14 Code Advisory Board -- I'll go in front of them in 15 early November. 16 CHAIR CLEARY: Okay. So, Gerald, and that 17 stuff -- is that -- can you have some offline 18 conversations with the city to see if that can be 19 accommodated? 20 MR. BROWN: Yeah. We're going to do whatever 21 we can to help her get that done. 22 MS. GOULD: Thank you, Gerald. 23 I'll let you MR. BROWN: Yeah. Let me know. 24 know when I have that information. 25 MS. GOULD: Will do.



1 MR. BROWN: Your success is our success. CHAIR CLEARY: Any other -- any other input 2 from stakeholders or any other questions? 3 This is Mike Boyle from 4 MR. BOYLE: Schindler. 5 6 And I don't know if this is the forum to do this 7 But we'd like to revisit the proposed draft in. regulation for the WAC requirements for the mechanical 8 lock-and-block device. Schindler contends that our 9 10 method of providing a means for unintended movement 11 satisfies and goes above and beyond the code 12 requirements for this without a mechanical locking 13 So, you know, let me know if this is the forum device. 14 to discuss it. I've submitted documentation to 15 Mr. Brown already on this note. 16 CHAIR CLEARY: If you could submit stuff to Ricky so we can get some visibility on this -- if goes 17 18 right to Gerald and doesn't go through this committee, 19 it doesn't allow us to open it up for discussion. if you would send it to Ricky, he can get visibility 20 21 for it. And this is the right -- this is the right 22 place to talk about those things. 23 I'm not totally clear on it either. So who --24 The last gentleman from Schindler, can you



25

reidentify yourself, please?

MR. BOYLE: Michael Boyle.

CHAIR CLEARY: Michael Boyle. Thank you, Michael. Anything else?

Well, one other -- one of the last things I'd like to discuss and talk to the State is about the transition to paperless inspection and -- 'cause lately we've been getting kind of mixed from different inspectors that some will need paperwork, some will not. And I find that somewhat problematic on residential things, that we don't have the ability to, right at the time of inspection, have that paperwork, like, the three-part form like we used to.

And I understand we're in the 21st century and we're trying to move away from it. But it -- for residential, it's -- it's problematic for us under contract requirements and obligations and, also, getting stuff to the contractor to make sure he understands that when we're on site, this is what needs to be fixed, putting in thresholds that are too close after the installation and some of the other stuff.

So what is the position of the State? And,

Gerald, you and I have talked about this a little bit.

And I would just like to understand, is that -- is that

the emphasis now is going to having things submitted

electronically after they leave the site, or is there



something we can do, kind of a hybrid for that?

MR. BROWN: We definitely have -- we've had a process in place for quite a while for these inspection report forms, more commonly called three-part forms.

And I can just share one or just speak to it. But we do have -- for years, we've just left the three-part form on site. And the guys would take it back to the office, and they would type it all up. And then it would go out to the appropriate people.

It's -- like I said, it's been a process for quite a while. This is what the form looks like. It covers new alts, annuals, non-annuals, 30-day reinspections. It gives what we consider to be our code in A:01A, meaning it has to be followed up on. It lists the items in the report of the things that need to be corrected. And then -- and then it has, you know, who they've been dealing with, the inspector's name and stuff like that, which is the -- it's very important that they have that information as soon as possible.

That form is -- when it's finalized, is indeed sent to everybody involved. We like to -- when the guys write this stuff down on site, if -- if they want to -- and if they can -- if they're doing it on their tablets, be able to share that copy with whoever's on site so they have it. A lot of guys will take -- a lot



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of mechanics will take pictures of it so they have in their phones or whatever just so they have it, if they don't have a formal three-part form that they can leave a copy of.

But they -- this inspection report, the results of the inspection report does indeed get typed up and submitted. The inspectors are encouraged to have those things typed up and submitted by the end of the day or first thing in the morning and get that information disseminated as soon as possible.

As far as the time frames go, Melissa can verify that this is a thing that comes out through CMS, and it's -- and it's sent out.

Melissa, is that a mailing, or is that -- how is that disseminated? Can you share with us on that?

MS. ERIKSEN: It's -- it's mailed out next day from when it was entered. So figure three days is the rule for when to expect to receive mail, if not sooner, depending on where you live. But, yeah, as soon as the findings have been sent in and/or inputted, it gets sent out the next day.

CHAIR CLEARY: But one of the questions I have is, when there's a gray area or there's -- how does making -- the ensuring the code is properly applied, that's where things kind of come off the wheel



a little bit when -- you know, we figure -- we go back and check codes and make sure, well, that's not applicable for this piece of equipment, there's got to be a process in place that's more judicious about getting that to the company and to the owner.

So that's one the things that has been a little bit problematic on things.

MR. BROWN: The reports list the code first on how this -- these particular items line up on these -- on these corrections. And that's the part that the inspector has the time to do his due diligence when this report is typed out. That's when he has all his code references right in front of him.

Out in the field, he's making quick notes of, hey, this -- you know, there's no -- you know, there's no phone -- there's no phone, or there's no alarm, or the -- you know, the enclosure doesn't meet the requirements, you know, the door is not following the clearance requirements, things like that.

And so they're also able to attach photos to these reports showing some of these write-ups and how these issues -- how they're listed on the reports.

And so we're trying to be more thorough and have accurate reporting when it comes to this stuff. So we -- they have to have time to do their work, and



just, you know, pinning them down, you know, when you see -- when you see violations where, you know, obviously, you know, hoistway doors are set back too far, wiring's not enclosed in the hoistway, lighting issues, other things, you know, what has been done, you know, what's -- what's missing on some of these jobs, how much work is there left to do.

Did the manufacturer not label that -- the alarm bell as part of the stop switch? You know, what -- you know, what was left on site?

I mean, this is a finish inspection, and they can't even get the cover on top of that -- on top of that tower because they added a bunch of foam and things like that. You know, these are the kind of things that we see on these reports. You know, when this -- when this car goes up and down the hoistway, depending on where you're standing, this thing drags all the way up.

You know, this -- this platform -- and this was a final inspection. You know what I'm saying? It doesn't meet the 3/4 rule. It doesn't meet -- there's -- there's just lots of things we find. And this particular contractor called for a final inspection. And so these are the things that get written up.



These are the things that get noted. This is the clarity in the reports that they have to have time to list instead of just shooting from the hip on the job, that you get a complaint report, Hey, "here's my A18.1 code cut. This was what needs to happen on this job. This is what was found," and they have the supplemental pictures to help make that happen. You know, just real quick, oh, whatever you put, that's all we're going to do. You know, this isn't -- you know, this isn't how we do effective inspections.

Yes, it's nice to have the convenience of the paperwork there. It's also nice to have the convenience of, here is -- here is some of the items and the code references, you know, if we have that information at hand on site. But we would rather give you a concise report as required by statute and rule that you have a list, a written list of exactly what -- what is the write-up, what's keeping this job from being done.

I also understand in the residential field it's very fluid. Getting a crew out to this remote location or if there's items -- well, like you saw, that was going to have to be a reinspect, obviously, 'cause there's very -- a whole bunch of stuff that wasn't right.



But on some of these things, a lot of the corrections at the discretion of the inspector, you can call them up or send them a verification of corrections, and you don't have to dispatch a crew to go back and arrange for a follow-up inspection if they're minor items.

You know, this kind of stuff is how we're trying to be fluid and meet your business needs. But the convenience of having a report has always been wonderful. And we are trying to streamline our inspection process so these code corrections automatically come up so we can share them immediately on site, and a lot of times we can do that.

But you want to know code clarity and code accuracy and we're not citing the wrong codes, that we've had time to put this report together and verify. I have to have time for our staff to be able to do that. They do the very best they can with what they have, and it's -- you know, when you're looking in the -- with the business view, which you have to do, we -- we also have to try to make sure that we are providing you accurate reports. And because this has been a problem in the past where, "Hey, this guy says it's this. Show me" -- "show me in the code where it's at," well, he's not going to be able to get that done



while he's still on site and have that. He's going to cite it, and he's going to go off his inspection report that he has.

But when you get that written report and that punch list comes out and those items corrected, who's going to identify the things that perhaps he has to come back for and the things that he doesn't have to come back for.

So we're trying to keep the business need in mind. And I understand the expense of doing business. But I also understand that these guys are out -- they're out inspecting every type of conveyance that's located in Washington State, and being able to spout chapter and verse of every code that they're looking at is probably not a reasonable expectation for perhaps even the most seasoned inspector that is constantly looking at commercial and then goes to residential, or the ones that are focused in on residential that step out into new product and commercial and things like this.

There's still -- they're -- they're just people trying to do a good job and trying not to break the bank in the process. And we appreciate the fact that it does -- it does involve, you know, this process.

It --

I don't have a quick, easy answer of, yes, we're

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going to provide a paper on every job and every inspector. We are -- we are moving this -- a part of this training and refinement that we have, part of the processes that our operations manager is going to help us work with to -- to streamline this.

We appreciate the -- the bringing it forth, and it is -- it's financially painful at times, and we're trying to limit that. We're trying to have more non-in-person reviews of corrections, too, making it less financially painful.

CHAIR CLEARY: That's helpful.

Candace, is this something that you guys write in -- are you coming up, or do you have --

You have an ops manual, correct?

MS. LAU: Yes, that's correct.

CHAIR CLEARY: And these are the things that get reviewed and implemented for training? Especially when we bring new inspectors on, these are the kind of things, I think, that would be helpful, right?

MS. LAU: Yeah. No. That's exactly right. There's a lot of -- no one's really been keeping up with updating that ops manual, so it's going to be a lot of work going through it every time we make a change.

I -- I did review this -- and I -- you know, we've



kind of talked about a bunch of different things here. 1 2 But your -- I thought that your original question was: What are we doing about leaving the paperwork on site? 3 Correct? And then it morphed into talking about all 4 5 these different write-ups. 6 I -- and what Gerald is saying is correct: you have all these different things that you have to 7 look up and really review, it is very difficult to sit 8 9 there and try to figure that out. Sometimes you have 10 to think about it. Sometimes you have to, you know, 11 talk to people. 12 CHAIR CLEARY: Well --13 MS. LAU: But if it was a -- you know, an 14 acceptance -- I thought that's how you proposed it in 15 the beginning. Right? If it's an acceptance --16 CHAIR CLEARY: Yes. 17 MS. LAU: -- and you approved it --18 CHAIR CLEARY: Yes. 19 MS. LAU: -- let's leave some paperwork, 20 right? That's what you're saying? 21 CHAIR CLEARY: You're absolutely clear. 22 If -- when you have the write-ups and that stuff, I get 23 it taking time. But if it's a pass, there should be 24 something -- a sticker or a piece of paper that we hand 25 to our -- hand to our customer saying, "Yep, you're



passed, and it's ready to go. We're going to train you how to use it. Payment is due, and it's ready to go."

So I agree with you guys that if there's write-ups that need to be verified -- I'm good with that. But if it's passed --

MS. LAU: Correct.

CHAIR CLEARY: -- we should be able to have something --

MS. LAU: So, you know, I -- I've spoken to several -- you know, because part of what I do now is I'm, you know, going to try to figure out what everybody out there is doing. Right? Obviously, I haven't had a chance to talk to everybody. But it seems some people leave it, like you're saying, and some people walk away and, you know, write it up that day when they get in the office, and it gets sent out. Right?

But I understand. And I -- I agree with you that something should be left on site, whether it's a piece of paper or an -- a -- take a picture of it and email it to you or text it to somebody, something needs to be given if it received a pass.

CHAIR CLEARY: Well, I don't know -- I know the State of Oregon gives you a little medal, a little writing, metal thing they put on the conveyance saying



1 it passed. City of Seattle, I don't know if they're 2 still doing it, but they do the same thing. On something like that, I think it's important 3 that you have verification that it's safe to operate, 4 you've met all your obligations per the permit, and 5 6 then move on. And I agree that, if you have write-ups, 7 then I have no problem getting it the next day or within 24 hours, whatever it is, 48 hours or 72. 8 9 It's just, there should be a better process in 10 place for when you -- when's it's passed and you're 11 done, you're good, you've met your obligations. That's what I'm asking for more than just the big write-ups. 12 13 I wasn't clear and concise on my question. So that's 14 kind of what I'm looking for. 15 You're absolutely right. MS. LAU: 16 CHAIR CLEARY: Yeah. So we are -- I am looking into 17 MS. LAU: 18 That's on one of the lists of many things that 19 I'm working on. But . . Is it high on the list? 20 CHAIR CLEARY: 21 MS. LAU: What's that? 22 CHAIR CLEARY: Is it high on the list? 23 MS. LAU: It's on the list. There's a lot of 24 things on that list because the minute I came into this position, everybody's, "Well, what about is this? 25 What



about that?"

So it's on a list. I do put everything down. I'm writing it down on my notes as we speak. And those are things that I try to keep track of. There are things that we can -- you know, this is what we call -- probably call low-hanging fruit, right, to write, you know, something simple like this that can be corrected. We should be able to correct that.

As far as the passing goes, because I do agree, something needs to be left, whether it is a piece of paper or -- because I know that some people leave a piece of paper. Some people print out two pieces of paper and leave one on site. Right? That's a quick fix. Right? But some people -- we don't want to waste paper. Right? I don't leave everything on site, so I'm going to -- or if I printed out two pieces of paper and it became I have to write all this write-up, the other piece of paper gets, you know, tossed. Right?

What is the best way, you know, that's still up for discussion. I do agree that something needs to be left, whether it is taking a picture and emailing it. You know, that would be my quick fix. Right?

So . . .

CHAIR CLEARY: Well, it would be nice to have a sticker or something -- everybody likes stickers --



that's attached. It could be a medal, something that can be -- yeah.

MS. LAU: Yeah. For commercial jobs, we used to even leave those 30-day temporary operating --

CHAIR CLEARY: Correct.

MS. LAU: And when I was out there, I have to admit, I use to leave it on residentials just to leave something permanent, a sticker.

But we've gone away from that. And -- you know, so we don't even do that anymore. Except there are the green stickers left, and so some people may still have them and leave them. But we're not ordering any more, is my understanding.

CHAIR CLEARY: Well, where it's important, at least for residential side, I think we're most like this -- is that payment is due upon final inspection, and if you don't have verification at that time, then that holds up payment for a day, two days, or whatever it is. So -- and passing would be nice to have some sort of verification. And I think that would be, like you said, low-hanging fruit that would make a big difference. And it's not huge, especially on the commercial side, but it is on the 18.1 and the 5.3 side.

MS. LAU: Right.



Well, it is for commercial, as well, because we don't want elevators to be turned over with nothing and --

Go ahead, Gerald.

CHAIR CLEARY: You're muted, Gerald.

MR. BROWN: I just realized that now. I was having a great discussion, too. I was winning.

One of the -- one of the important things was, like, you get on commercial, and stuff that we write up on commercial, as well as residential -- let me say that -- you hand out your one piece of paper, and the mechanic, you know, he knows, "I got to get this done to get this passed."

Well, in the process, we pointed out that you need additional lighting in the pit or overhead, or machine-room control space or whatever, you need to have that fire extinguisher permanently mounted for our inspection; you can't just lay it on the floor 'cause we don't know if it's going to stay there, you know, things like that that are building related.

Well, they don't get that piece of paper, and so it just sits there. And in a past inspection program that I ran, had we had -- at the end, we would handwrite it, we would copy it, hand them -- you know, give it to them on their phone, or we could just email



that results of that inspection report to them.

But it went to the construction superintendent.

It went to the general contractor. It went to the -you know, anybody they identified they wanted it to go
to. And so the construction superintendent, he knew
that, "Hey, I got to send my guys back. We got to run
that hoistway and do a lot of caulking" or whatever.

And so he knew right away before the guy ever got back
off his inspection to hand a piece of paper to him in
the office.

And so does -- the piece of paper, does it go to the contractors? Does it go to the mechanic? And so we're going to run into situations there.

A completion piece of paper, that sounds awesome. I think that's great. But let's -- let's -- let's give Candace a chance to bring this forward and talk with people and get this standardized so when we get it out there, you guys have a chance to review it and weigh in on it. Right? That's what -- it's transparency. We want your opinion on this, but let's get you something to review, and let's get this right, and let's move forward with it.

CHAIR CLEARY: All right. Thank you.

Dan Eggers, you have a question or something you'd like to say? You want to expound upon that, please?



1 MR. EGGERS: Sorry. I had to unmute. Can 2 everybody hear me? 3 CHAIR CLEARY: Sure. Yes. It was a -- it was a 4 MR. EGGERS: Yeah. question to -- I need to bring it forth in front of 5 6 everybody about the emergency power requirements for 7 having test weights on the jobsite to fully load every 8 elevator on a project that's on a standby generator. 9 I just want to get a little clarity on that. I 10 mean, what -- why is that a requirement? And has 11 anybody else found a better way of doing this? 12 CHAIR CLEARY: Gerald? 13 I know that in the book it MR. BROWN: Okay. 14 requires that each car run with a full load. But most 15 generators don't run all the cars at one time, and so it's usually just moving the weights while the car's on 16 generator to make sure it will handle the loads and 17 18 stuff, one car at a time to handle the -- handle 19 capacity. But as far as loading all of the elevators at one 20 21 time, that's probably more of an exception than a rule. 22 Did you have any specific job in mind that you 23 were referring to, any -- not specific job, but 24 particular application? MR. EGGERS: No, I wouldn't say there's a 25



particular project. But we do get, on occasion, inspectors requiring -- saying that we need to fully load every car.

I would throw out probably the Microsoft campus. They have a rather unique situation where they actually have three different power supplies coming into the jobsite. And they're -- they're implying that we may have to fully load every car on the campus to do the generator testing.

Now, I'm not saying that's really going to happen. But in that particular instance, that would -- that would require probably more weights than we have in the entire area of Western Washington. So if there's a way to do the cars individually, I'm all for that.

But when -- when is it required to have all the cars fully loaded? If the generator's going to run all the cars at the same time, do we have to fully load every car for the testing?

MR. BROWN: We typically don't see every car at the same time. Typically, elevator selection, you know, the selector switches they have, they will check the operability of each car, bring that one down, go to the next one, check the operability, bring that one down, and then would designate whatever car you had on the selector.



In that particular case, where you have two different power grids that kind of overlap where they can switch from one power grid to another, so if they had a -- if they're on the east-side/west-side line, whatever, and east side went down, the campus went dark, they can turn on the west side, and everything stays running.

And they also have three different generators, from what I understand, that are trying to power the nine different buildings. And whatever that load looks like and whatever equipment you sold them to either have them all run at the same time or did you go to the selector and how do we address that, if it's -- all of a sudden all the elevators on site are all instantly pulling on that generator for full load -- potential full-load test of people inside, you know, not that that's really going to happen, but, you know, you still have to have that potential.

If you're planning on running every car simultaneously, at the same time, how would you, you know, that you'd be able to do that? Are you going to put, you know, 40 elevators full of people in jeopardy because we never tested it? So if it's designed to run all of them at once, then that's -- that's a subject to talk about. It really depends on the location and



how -- what the approach is. And then we will address the answer at that time to -- how to do this.

And I -- I've done testing -- I did a big university where they just insisted to run every car at the same time, and they went out to Fairbanks Scale and brought in semis full of weights 'cause they wanted it tested with every car. And that was their choice because that's what they -- that's how they wanted their system tested to verify that it would work. But if their needs are such that they're doing a selector, you know, where it's just going through selecting a car at a time and putting that primary car back in service or whatever the next available car is so that way you're not -- you're not limited to that.

MR. EGGERS: Yeah. And I completely agree with you on that. And most of the recall testing is done on software-based setups. So we'll have sequencing come down, bring the cars down to the lobby, and eventually put one or two cars back in service.

And I'm completely okay with that.

It's just -- it just seems like it's kind of hit or miss where we get requests to fully load every single car or just a couple of cars or -- you know, I just wanted to get some kind of written clarification on what the requirements are, when we have to fully



| 1  | load every car and when we only have to load one car at |  |  |
|----|---|--|--|
| 2  | a time for sequencing, 'cause I and I think most        |  |  |
| 3  | people here would agree: In most cases you're actually  |  |  |
| 4  | drawing more current running the cars empty down to the |  |  |
| 5  | lobby from an upper floor than you are if they're fully |  |  |
| 6  | loaded.   |  |  |
| 7  | Now, granted, you're going to regen the system          |  |  |
| 8  | but I'd just like to get a little bit better            |  |  |
| 9  | clarification on that in case the question comes up     |  |  |
| 10 | again.  |  |  |
| 11 | CHAIR CLEARY: Ricky, I'll get to you in a               |  |  |
| 12 | second.   |  |  |
| 13 | Dan, could you please, for the court reporter           |  |  |
| 14 | the reporter state your name and affiliation so we have |  |  |
| 15 | it in the minutes, please?                              |  |  |
| 16 | MR. EGGERS: Yeah. This is Dan Eggers. I'm               |  |  |
| 17 | the operations manager for Otis Elevator in Seattle.    |  |  |
| 18 | CHAIR CLEARY: Fantastic. Thank you.                     |  |  |
| 19 | Go ahead, Ricky.  |  |  |
| 20 | MR. HENDERSON: Hi, Dan. This is Rick                    |  |  |
| 21 | Henderson.  |  |  |
| 22 | Dan, I was just wanting to confirm with you, are        |  |  |
| 23 | we talking acceptance testing or annual testing?        |  |  |
| 24 | MR. EGGERS: This is acceptance. This is new             |  |  |
| 25 | equipment.  |  |  |



1 MR. HENDERSON: New equipment. Okay. 2 MR. EGGERS: Yeah. MR. HENDERSON: Yeah. There are some 3 4 different requirements for new equipment, as there is for annual testing, I believe. 5 6 That's what I was just wanting to do -- do so I 7 could clarify on it. I believe after it's been 8 MR. EGGERS: Yeah. 9 inspected the first time, that it's not required to 10 have the full-load test done after that point. But for 11 the new equipment, obviously, I -- and, again, the 12 question comes up occasionally. So if there was 13 something that we could refer to if the question does 14 come up again, that would be extremely helpful. 15 that's really what I'm trying to get at. 16 CHAIR CLEARY: Great question. Gerald, sorry. I didn't mean to cut you off. 17 18 MR. BROWN: No. I was just trying to clarify on the -- on the requirements for the testing, that 19 that's something that we need to discuss so we have 20 21 consistency. So another -- another check box. Another 22 option. 23 That would be very, very MR. EGGERS: 24 helpful. Thank you. 25 CHAIR CLEARY: Another line in the ops



manual, Candace. 1 2 No. This is --MR. EGGERS: Thank you. 3 This is what's really good. 4 CHAIR CLEARY: These are the conversations that we really need to 5 6 And so these are the kind of things that, you 7 know, Ricky and I talked about, that we have to have a We got a question or a concern that comes in, 8 process. 9 work through the process, and be able to come out and 10 read out an answer to everybody or what -- the decision 11 was made. I think this is what we're looking for. 12 that was a great -- I really appreciate everybody's 13 input. 14 We're about to the end. Anything else anybody 15 would like to bring up real quick? We got nine 16 minutes. If not, we'll bring this to a close. 17 Not seeing any. 18 Oh, go ahead, Gerald. 19 MR. BROWN: I just wanted to go on the record 20 to say Melissa is correct. Everybody else got to say 21 it. And Melissa is correct. 22 Fill in the blank of whatever the question was. 23 MS. ERIKSEN: Hear, hear. 24 CHAIR CLEARY: Yes. Yes. 25 Hopefully, that's on the record. So that would be



good. 1 That might be the only thing that's debated upon 2 and taken exception when we review the minutes, but I won't be the one. 3 All right, everybody, I really appreciate --4 Well, Andrew? 5 6 Andrew? Or Ryan Andrew? 7 Got your hand up. Everybody -- thanks, everybody, for your 8 Okay. 9 participation. 10 Thanks, Sue. I know it's not easy with us to do 11 that, but I really appreciate your effort. 12 And thanks, everybody, for their participation. 13 And make sure you get ahold of your -- you know, your 14 representative here if you've got any questions, you 15 want things -- that's what we're here for. It's the 16 only reason we exist is to get feedback from 17 stakeholders and get answers. And we'll hold the State 18 accountable, but we can't do that unless we get stuff. 19 And I appreciate everybody spending time on the -the subcommittees and the working groups. 20 I know 21 that's all pro bono, and it really does help. 22 And I'll say this on the record, that Gerald and 23 his staff, when it comes from the supervisors, Candace,

and the inspectors, they do listen to what we say, and

they're working towards making it better for everybody.

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So with that, have a great rest of the week, and I
 1
     appreciate everybody. And we'll see you in November.
 2
 3
           Thank you.
              (Proceedings concluded at 12:12 p.m.)
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1 CERTIFICATE I, SUE E. GARCIA, a Certified Court Reporter in and for 2 the State of Washington, residing at Tacoma, authorized to 3 administer oaths and affirmations pursuant to RCW 5.28.010, do hereby certify: 4 That the foregoing proceedings were taken before me on 5 the 16th of August, 2022, and thereafter transcribed by me by means of computer-aided transcription, that the transcript is a full, true, and complete transcript of said 6 proceedings, consisting of pages 1 through 126; 7 That as a CCR in this state, I am bound by the Rules of Conduct as Codified in WAC 308-14-130; that court reporting 8 arrangements and fees in this case are offered to all 9 parties on equal terms; 10 That I am not a relative, employee, attorney, or counsel of any party to this action or relative or employee 11 of any such attorney or counsel, and I am not financially interested in the said action or the outcome thereof; IN WITNESS HEREOF, I have hereunto set my hand this 12 August 29, 2022. du E Game 13 14 SUE E. GARCIA, CCR, RMR 15 WA Lic. No. 2781 16 17 18 19 20 21 22 23 24 25



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