

DEPARTMENT OF LABOR AND INDUSTRIES
STATE OF WASHINGTON

ELEVATOR SAFETY ADVISORY COMMITTEE MEETING

TRANSCRIPT OF
PROCEEDINGS
VIA MICROSOFT TEAMS VIDEOCONFERENCE
Pages 1 to 150

February 16, 2021

Taken Before:

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1 ATTENDANCE
2 Elevator Safety Advisory Committee
3 Scott Cleary -- ESAC Chair, Mobility Concepts
Ricky Henderson -- ESAC Vice Chair, TKE
4 Gerald Brown -- ESAC Secretary, Chief Elevator
Inspector for WA State
5 John Carini -- Sound Transit
Carl Cary -- Lerch Bates
6 Jim Norris -- IUEC Local 19
Ed Frysinger -- Schindler
7 Lyall Wohlschlager -- Mobility Concepts of Idaho
Brian Thompson -- AEGIS Engineering
8 Garry Wood -- Exxel Pacific General
Contractors
9 Jan Gould -- City of Seattle
Matt Kowalski -- City of Seattle
10 Dermott Murphy -- City of Spokane
Duane Leopard -- City of Spokane

11
12

ADDITIONAL SPEAKERS

13
Paoakalani Naipo -- L&I
14 Melissa Eriksen -- L&I
Alicia Curry -- L&I
15 Annette Taylor -- L&I

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1 BE IT REMEMBERED that on Tuesday, February 16, 2021, at
2 9:00 a.m., before Sue E. Garcia, Washington State
3 Certified Court Reporter, residing at Tacoma,
4 authorized to administer oaths and affirmations
5 pursuant to RCW 5.28.010, the following proceedings
6 were had, to wit:

7

8 ESAC Introduction

9

10 Introduction to Updated ESAC Format

11

12 MR. CLEARY: All right. Is everybody ready?

13 All right. So good. So everybody have a little
14 patience, the new kickoff. But like I said, I -- I see
15 that we've got 58 participants, and that's outstanding.
16 Really, really appreciate it.

17 Basically, the -- I want to -- we'll do an
18 introduction.

19 But I want to talk a little bit about -- like what
20 we talked about in the stakeholder's meeting is we're
21 going to change up our format. And this came about
22 based on discussions that we had within the members and
23 some of the frustrations that we've heard from
24 stakeholders in the past, that it just seems like, you
25 know, was a waste of their time to show up since they

1 couldn't talk. And we kind of had our little meeting
2 amongst ourselves. So I'm very, very happy that --
3 with our members that they all agree that we need to be
4 more inclusive.

5 I'm chair. I'm going to really push that 'cause
6 basically we -- you know, we don't want to do it. We
7 all have our own interests. We all have our own bias.
8 Doesn't mean bias is bad, it's just bias. Bias based
9 on what we feel is important.

10 But we need to hear everybody. You know, it's
11 really, really important to make sure that we
12 understand that -- that everybody's point of view is
13 important and how we do business is important.

14 So for that we're going to be able to -- under
15 each one of the topics that we have, we're going
16 to -- I'd really appreciate everybody to wait with
17 their conversations or questions 'til after we've had a
18 formal discussion on the entirety of everything that
19 we're talking about. Then we're going to open it up
20 for feedback and questions. I just don't want to get
21 off track during our presentation or what we're
22 discussing. I think it will be much better for
23 everybody to get done.

24 If we ever get back in person, we'll probably have
25 a sign-up list, which really kind of helps us keep

1 track of things so we can delegate time 'cause, like I
2 said, we like to keep things to minutes. Ricky's going
3 to be more or less the sergeant at arms. And we're not
4 going to be Draconian about it. But we want it so
5 everybody has a little bit of a say.

6 We really want to keep it on topic. We don't want
7 to bifurcate or to have some tangential conversation
8 that can be done at the stakeholders or afterwards
9 because everybody's time's important. But we want to
10 get to the substance of the question, and your point of
11 view's really important.

12 So with that, you know, I -- it's really important
13 that we do things like that. So I appreciate that. If
14 people have questions, like I said, please be patient
15 with us on the first one 'cause we're going to see how
16 things work. And we will -- we will tweak it. We'll
17 work with it over time. And it's going to evolve into
18 like the meetings we had in the past without all the
19 tangential conversations that don't add value.

20 We don't want complaints. We can do that offline.
21 We really don't want it to be a complaining or bringing
22 some things up that really don't help us go forward.
23 We want to be forward.

24 We don't want to kick the can down the road on
25 questions. We're going to ask tough questions to the

1 State and to Annette and to Gerald, which they know
2 we're willing to do and I'm willing to do. But we need
3 to do it in a very professional manner and something
4 that adds value. And we just got to really watch how
5 we do things, and I think that's more productive
6 anyway.

7

8 Introduce Committee & New Members

9

10 MR. CLEARY: So with that, I want to
11 introduce and have introductions with all the members.
12 We have some usual faces, and we've got some new
13 members, which -- I think we got an outstanding
14 freshman class, and I think we've got a really good
15 productive committee. Not saying we haven't in the
16 past. But I think COVID being -- we haven't had a
17 meeting in a year. A lot of tough topics. I think
18 there's a lot of passion that I haven't seen before and
19 a lot more participation.

20 So I really want to thank the old committee
21 members and the new ones, and I appreciate their
22 confidence in me to try to lead this. I've been
23 around. It's -- I'm getting to be the old man in the
24 room. That's kind of weird anymore 'cause it never
25 used to be that way. But I think we got a great group.

1 And really happy to have Ricky help. He's already
2 been extremely helpful. And we've got open
3 communications with Annette and Gerald. And Paoa's
4 been a great help. Melissa's always a great help. So
5 I really feel good going forward.

6 So to introduce myself, I'm Scott Cleary. I own
7 Mobility Concepts. Been doing business for 25 years.
8 I represent the 270, exemption-from-licensure
9 stakeholders, as well as residential, commercial
10 accessibility, and special-purpose type, and kind of
11 the weird-stuff-that-no-one-else-wants-to-handle
12 stakeholders.

13 So with that, I really appreciate this
14 opportunity, and I'll do my best to represent everybody
15 and make sure everybody is heard.

16 So with that, go ahead, Ricky. Then we'll go down
17 the line. So . . .

18 MR. HENDERSON: Thanks, Scott.

19 I just wanted to reiterate what Scott said.
20 Really excited about the upcoming year and the
21 committee members and stuff we got. And looking
22 forward to helping out every way that I can over the
23 next term here.

24 I am one of the ad-hoc membership for the -- on
25 the committee. Little bit behind me. I'm a licensed

1 elevator mechanic in the state of Washington, member of
2 the Local IUEC 19 brotherhood. And I participate in
3 several of the A17.1 code committees. The hydro
4 maintenance, repair, and replacement committees I'm
5 involved with.

6 And just again looking forward to being able to
7 work with everybody here and help.

8 MR. CLEARY: And that's --

9 Thanks, Ricky.

10 One thing I forgot to add about myself is, you
11 know, a lot of people might ask, you know, why is a
12 residential guy the chair? Well, I've been
13 participating in the state for a long time. I'm also
14 an engineer. I'm an 01 license holder on a merit shop.
15 I sit on the A90 belted-manlift committee. And I've,
16 you know, and I've just been appointed to the code and
17 standards board for ASME. So I work really hard on
18 understanding and applying and applicating -- applying
19 codes. So I -- any questions on some of this obscure
20 stuff I can probably help with.

21 So with that, thanks, Ricky.

22 Jan?

23 MS. GOULD: Good morning. I'm Jan Gould,
24 strategic advisor for the City of Seattle conveyance
25 program. I've been on the committee for several years.

1 At one time I was recording secretary as the chief of
2 the state, and then as an -- representing elevator
3 contractor while I was working -- construction manager
4 for Sound and Thyssenkrupp.

5 And I'm very glad. It's been a year since we've
6 gotten together. And we have a full committee. And
7 really looking forward to the work we can get
8 accomplished.

9 MR. CLEARY: And I just like --

10 MS. GOULD: Thank you.

11 MR. CLEARY: And I just like to thank you
12 'cause you're gonna -- you add a lot of perspective.
13 You were the chief for the state. You've worked on the
14 service side and construction side. Now you're back as
15 an AHJ. And you do a lot of the regulatory
16 development. So that's really, really helpful.

17 And I really look forward to your presentation on,
18 you know, what the City of Seattle's doing on their
19 Chapter 30.

20 So welcome. Thank you.

21 Garry, Garry Wood?

22 MR. WOOD: Good morning, everyone. My name
23 is Garry Wood. I work for a general contractor called
24 Exxel Pacific. Currently the elevator manager and
25 warranty manager for Exxel.

1 I spent 20-plus years in the elevator industry.
2 I've never installed them. But I did pretty much
3 everything else from selling service, selling new
4 installations, managing the crews to do the
5 installations. I dabbled in Scott's world for a while,
6 as well, as a competitor in the residential market. So
7 I've got kind of an unusual background in that respect.

8 And I'm part of the committee to represent the
9 construction industry.

10 And very much appreciate this team. It's an
11 incredible team, you know, with the new additions.
12 With Gerald onboard, obviously has been huge, Ricky
13 Henderson, Scott himself and the rest of the team, Jim
14 Norris, Patrick, everyone else. It's -- it's exciting
15 to be part of. And I think we -- we'll make some good
16 strides this year.

17 MR. CLEARY: Well, thanks, Garry. And you
18 bring a kind of unique perspective that you've been on
19 the residential/commercial accessibility. Now with the
20 large contracts and the buildings that do, you're going
21 to bring a perspective that is really going to be
22 helpful that I think a lot of us -- I think you've got
23 some things to discuss a little later in the meeting
24 that we haven't really heard before. So I think you
25 bring a really well-rounded and unique perspective, and

1 I appreciate what you bring to the committee.

2 MR. WOOD: Thank you.

3 MR. CLEARY: Brian?

4 Are you --

5 Brian, are you muted?

6 MR. THOMPSON: Yeah, I was muted.

7 This is Brian Thompson. I'm principal
8 fire-protection engineer with AEGIS Engineering. I am
9 representing professional architects and engineers.

10 MR. CLEARY: Outstanding. And like I said,
11 you've been -- you've come up with some unique
12 questions that haven't been brought up before, and
13 that's very helpful 'cause you give another very unique
14 perspective that's going to be very, very helpful.

15 MR. THOMPSON: Thank you.

16 MR. CLEARY: Duane?

17 MR. LEOPARD: Good morning, everyone.

18 MR. CLEARY: Good morning.

19 MR. LEOPARD: I'm Duane Leopard, the City of
20 Spokane elevator inspector.

21 Where do I start? I've been in the business, in
22 the trade for 27 years. Last ten years has basically
23 been one of the inspectors for the City of Spokane.
24 I'm also on the regulatory authority committee for the
25 A17.1 council. So if you looked to the front of the

1 book under RAC, you'll see my name.

2 Gosh, I've been attending these meetings probably
3 about the last eight years off and on. But it wasn't
4 until recently, about a year and a half, that City of
5 Spokane gained a seat on the committee itself. And I'm
6 glad we can just have a voice and be heard this time
7 and a vote as to what goes on with the committee.

8 I think, like everyone's been saying, it's going
9 to be a great year, and it's going to be a great
10 committee.

11 MR. CLEARY: Well, thanks. And like I said,
12 we fought really hard. I think it's really important
13 to have all the independent AHJs, yourself and the City
14 of Seattle, 'cause you've got a perspective that a lot
15 of times really hasn't been heard. So I think it's
16 really important, and I really appreciate having you on
17 the committee.

18 So we're going to go to Carl.

19 MR. CARY: Hey, good morning. My name is
20 Carl Cary. I am a vertical-transportation consultant
21 with Lerch Bates. I'm on the committee representing --
22 I'm the alternate representing building owners and
23 managers.

24 I've got a long background in the elevator
25 industry. Worked in the elevator industry for about 15

1 years or so working for a number of various major
2 manufactures in the new installations, the service, and
3 in the modernization side of the business.

4 Really excited to be on the committee and work
5 hard and dig in and be a good representative for
6 building owners and managers. Thank you.

7 MR. CLEARY: Great. I appreciate it. And
8 you've got -- you've got different committee
9 experience, which is going to be really, really
10 helpful.

11 John?

12 MR. CARINI: Good morning. My name is John
13 Carini. I am the deputy director of vertical
14 conveyances for Sound Transit. My team is responsible
15 for the management of the operations and maintenance of
16 all of our elevators and escalators. We also inform
17 design specifications for our future expansions to
18 ensure that we're using the most heavy-duty, up-to-date
19 specifications to meet our heavy abuse in the transit
20 environment.

21 I'm very excited to be appointed to represent the
22 building owners and managers on this committee.

23 MR. CLEARY: Yeah. I really appreciate Sound
24 Transit plays a big role in our local area. So it's
25 really -- glad to have you. And I think you're going

1 to add a very good perspective on things. So I
2 appreciate you.

3 Ed?

4 MR. FRYSSINGER: Good morning, everybody. Ed
5 Frysinger, vice president for Schindler elevator
6 Pacific northwest. Been in the elevator business
7 post-college career, so 22 years in the business from
8 sales to managing operations to territory management.
9 Previous technical-advisory-committee member in my
10 past.

11 Feel honored to be a part of this committee to
12 help serve our Washington constituents. So thank you.

13 MR. CLEARY: Ed, it's great to have you.
14 Your face is usually always in the audience. It's nice
15 to have you up with us. So appreciate it.

16 Jim?

17 MR. NORRIS: Good morning. Jim Norris. I'm
18 a licensed elevator mechanic. And I'm on the ESAC
19 representing licensed elevator mechanics. Underneath
20 might ESAC hat I wear my Local 19 hat as a business
21 agent.

22 For those of you out there that aren't aware, in
23 Spokane our business agent out there, Eldon Nickens, is
24 retiring at the 1st of March. So we'll be getting a
25 new guy out there. Eldon has been on the code

1 committee in the past, and so we'll be looking to get
2 him involved in the ESAC to spread the word to the east
3 side, as well.

4 MR. CLEARY: I really appreciate your
5 willingness to work on both sides of the aisle. I know
6 Patrick is quite busy. But you're more than an ample
7 fill-in, and I'm really glad to have you. And you've
8 been great. You work on a lot of different
9 subcommittees and things. So it's -- you've really
10 been helpful. Really, really appreciate that.

11 Matt?

12 MR. KOWALSKI: Hello, everybody. I hope
13 you're talking to Matt Kowalski.

14 MR. CLEARY: I am, sir. Sorry about that.

15 MR. KOWALSKI: Conveyance program manager
16 over at the City of Seattle. Happy to be here. Happy
17 to listen and learn and find out how we can help
18 influence all this stuff in a positive way.

19 I'm working here with Jan Gould, and I'm sure
20 she'll have her chance to stand out in front of
21 everybody.

22 But yeah. Happy to be here.

23 MR. CLEARY: Well, that in itself should
24 be -- should be a gold star on your forehead.

25 But really glad to have you on a board. Nothing

1 but good -- I've heard nothing but good about how you
2 manage, and it shows that, you know, you're moving
3 forward. And really appreciate you actively
4 participating.

5 We've only usually only had one participant from
6 the City of Seattle. It's great to have both. And
7 really, really happy to have you.

8 Lyall?

9 MR. WOHLSCHLAGER: Lyall Wohlschlager,
10 Mobility Concepts over here in Coeur d'Alene, Idaho.
11 And I'm the alternate for those exempt from licensure
12 and residential lifts. So I'm an alternate for Scott.
13 But, you know, represent those on the east side of the
14 state here where we sometimes get forgotten.

15 So been in the business 20-some years here in
16 Washington, and look forward to assisting where I can.

17 MR. CLEARY: Well, thanks. And you should
18 get a star for dealing with me. So I appreciate that,
19 too.

20 So, Gerald, bring us home on this.

21 MR. BROWN: Hi, I'm Gerald Brown. I'm the --
22 I'm still claiming, the new elevator -- chief elevator
23 inspector for the elevator program for the State of
24 Washington.

25 I'm just tickled to death to be here. And I have

1 a wonderful opportunity to work with the greatest staff
2 and bunch of inspectors and work with this wonderful
3 group of people on the east side.

4 And I'm just -- I was listening to Duane talking
5 about the RAC committee and the -- I was sitting here
6 looking at the 2019. And I guess I'm in there, Jan's
7 in there, and Duane's in there, and probably a couple
8 others on this group. So looks like we're
9 well-represented with the committees hopefully. And
10 we'll always be. So we appreciate the involvement of
11 this wonderful group.

12 I've been -- like to mention, I'm a the
13 third-generation elevator constructor. And I retired
14 in 2012 and have enjoyed being part of state regulatory
15 work in Nebraska and here.

16 We've had some wonderful, wonderful results of
17 working with this great team. Really looking forward
18 to sharing with you later. But thank you so much, and
19 thank you for this opportunity to be a part of this
20 committee. Thank you.

21 MR. CLEARY: Outstanding. Did I -- hopefully
22 I didn't leave anybody out. If I -- if I did, please
23 speak up now.

24 Like I said, I think this is an outstanding
25 committee. Really good participation so far, and we've

1 just started.

2 I see that we have 61 people in today's meeting.
3 So that's really, really, really encouraging also.

4 Really quickly, by a show of hands, how many
5 points of contact do we have in the meeting right now?

6 Can people just do their hands?

7 Outstanding.

8 Bob, great to see you, too.

9 Mary, it's great to see you.

10 Tom, great to see you.

11 So this is really, really important. And I think
12 as you'll see, you're -- this is going to be time well
13 spent. We're going to really do our best. If we're
14 falling short, let us know, and we'll modify things.

15 Now, we can't be everything to everybody. Thank
16 you, Shawn.

17 But we really want this to change and be value
18 added for the time that you spend, which should make
19 you more efficient and, you know, add value to your
20 customers.

21 So thank you for this opportunity again.

22

23 Comments Regarding & Vote on February 2020's Meeting Minutes

24

25 MR. CLEARY: And so I think we go next into

1 talking about last year's minutes. There's -- that was
2 a year ago. I reviewed them, and ancient history
3 already.

4 So is there any comments from any of the committee
5 members on last February minutes?

6 MR. CARY: Yeah. I've got a quick comment.

7 MR. CLEARY: Go ahead, Carl. Yeah, go ahead.

8 MR. CARY: So there was a discussion in the
9 minutes, obviously prior to me being included, between
10 Mr. McNeill and Mr. Wood related to pits, occupied
11 space, culminating on page 95 and 96 with Mr. McNeill
12 asking for the DOSH rules to be included in the next
13 meeting's old --

14 -- "old business next month and then . . . the
15 DOSH rules will be in the record, and the elevator
16 department or this board hasn't made any
17 recommendations and won't, but as a point of public
18 record we'll have the existing DOSH rules pertaining to
19 conveyance systems in the minutes."

20 I didn't read that, unfortunately, until today. I
21 apologize. But I don't know if that affects our
22 approval of the minutes, but I know those DOSH rules
23 aren't included in the agenda for today.

24 MR. CLEARY: That's a good -- that's a good
25 point. What do we -- what's the protocol for this?

1 'Cause, like I said, it been a year lapse. And I know
2 we had discussed that and, you know, kind of things
3 fell apart after February. March came and kind of
4 everything shut down.

5 So if no one -- if no one has a concern about it
6 not being included and we have a motion to accept, I
7 would make sure that I'd work with Melissa and who else
8 I need to at DOSH to make sure we get that 'cause
9 that's another critical item that was of importance.
10 So I just picked that up, too. So -- but you're right.
11 It's not included.

12 So would you be okay for us to go ahead -- if
13 there's a motion to accept, to go ahead and accept, and
14 I'll make sure that we get something for next meeting?

15 MR. CARY: Yeah. I think that's fine with
16 me. I just wanted to make sure it didn't fall through
17 the cracks.

18 MR. CLEARY: Fantastic.

19 Do I have a motion to accept?

20 MS. GOULD: Yes. Jan Gould.

21 UNIDENTIFIED SPEAKER: Second.

22 MR. CLEARY: Do we have a second?

23 Okay. All in favor?

24 MANY SPEAKERS: Aye.

25 MR. CLEARY: All right. As chair I -- we're

1 going to accept those. It goes in the record. And
2 with -- I'll make sure that we come back, Carl, and
3 make sure that we get -- Melissa will be more than
4 happy to get this to all the committee members. And so
5 we can do a readout at the next meeting on impacts.

6 Okay. Any questions at all for that section?

7 Actually, we're doing all right. We got eight
8 minutes left.

9 So I see that we have a hand.

10 Is that -- is that still . . . ?

11 MR. CARY: That was me. I took it down.

12 Sorry.

13

14 Chief's Report

15

16 Scorecard & Accident Report Review

17

18 MR. CLEARY: All right. I just had --

19 Okay. So, Gerald, you're next on the -- on the
20 list to talk about the scorecard that was sent out to
21 everybody and accident report.

22 MR. BROWN: Yeah. I'm going to go ahead and
23 open that up.

24 Do you want me to present it?

25 MR. CLEARY: Yes, please.

1 MR. BROWN: Okay.

2 Okay. Let's see. Let me get to the right point
3 here.

4 Of course I opened up the wrong one.

5 Okay. Does everybody see this?

6 MS. GOULD: Yes.

7 MR. BROWN: Okay. Great.

8 The scorecard looks a lot different than it did --
9 than it did last time. We have lots of -- lots of
10 charts and things look at.

11 Statewide Inspections Completed, looking down at
12 the line for just, say, July, this is the first part of
13 the 2021 year, the second year in our -- or the
14 two-year set-up here. Let's see here.

15 On State Annuals Scheduled we had 453 scheduled;
16 we did 417. And August we had 470 on the schedule; we
17 did 676. September we had 658 scheduled; we did 646.
18 October 764; we did 1,110. November we had 845
19 scheduled; we had 1,004. In December we had 981
20 scheduled; we did 1,005. I don't have the January
21 numbers in here, but they are in the works.

22 But as you can tell, we also during the same
23 time -- these are other inspections that we got
24 completed. At the time these are like new turnons,
25 alterations, modernizations, things like that,

1 additional inspections.

2 And on a Statewide Percentage of Annuals on Time,
3 this is the one that we're shooting for a 50 percent of
4 all of our inspections are done. Will be the ones that
5 were done this time last year.

6 And I will say that this number is -- it looks
7 bad, but it's actually very good. Because we're doing
8 so many more annuals than were expected and doing so
9 many other inspections in conjunction with that, we are
10 seeing the benefit of some of our new plans, policies,
11 standardized inspections, things come to fruition. And
12 so that's what this means.

13 This, next year, as we keep moving forward with
14 this, this will be higher numbers just inherently
15 because not all of these that were scheduled that we
16 were supposed to --

17 Stay on the annual inspection. Obviously you can
18 see we did more. This is part of our COVID
19 bounce-back, where -- with limited number of
20 inspections.

21 Now, you remember, these increased numbers are
22 happening during COVID. We have inspectors that still
23 haven't been able to return to the field because of
24 health situations and other things. And so we're
25 running about four inspectors short in that respect.

1 But just being more lean and more efficient on our
2 inspection process and having our additional FTEs in
3 the field we are seeing we are reaping the benefits of
4 those -- that package that we got from the legislature.

5 MR. CLEARY: Gerald?

6 MR. BROWN: Yes.

7 MR. CLEARY: Can you -- for people that might
8 not be aware what that acronym stands for, can you just
9 give a quick little oversight of what FTEs are?

10 MR. BROWN: Full-time employees. We got ten
11 new full-time inspectors.

12 During this same time that all this is taking
13 place, we lost Rene as our -- as our supervisor, one of
14 our supervisors.

15 When this started we only two units. Now we have
16 three units and an IVIP team. The IVIP members are not
17 present here because IVIPs don't do annuals. But we've
18 added -- we have three units. And on those three units
19 we have two new supervisors out of those three units.

20 We have Don Pyne, who's new with us, and then we
21 just added Perry McKenzie as our Unit 2 supervisor that
22 took over where Rene Behrendt was at. And we still
23 have Rich Metcalfe out there doing a great job for us,
24 too. And he has been relocated over on the east side
25 of the state.

1 And so we have supervisors in the three different
2 areas. And we have our new FTEs in their perspective
3 areas that they're working.

4 MR. CLEARY: And you --

5 MR. BROWN: So --

6 MR. CLEARY: And you also got different
7 levels of inspectors now, correct?

8 THE WITNESS: Correct. Correct.

9 In our IVIP program we have our new Inspector 1s.
10 Our new Inspector 1s are participating in inspection --
11 it's -- the state inspector training program. This is
12 where we take and we bring guys on that -- and these
13 two wonderful individuals did not have elevator field
14 experience. They were just the -- some really great
15 guys who were able to bring on as Inspector 1s.

16 We have Jim Runyan, who is one of our tech
17 specialists who -- 80 percent of his job is dedicated
18 toward education, and he's educating them on that end
19 of it.

20 These guys have been trained, field trained, and
21 they've gone out and done some great work on
22 inspecting, working with IVIP program. We revamped it,
23 and they are participating in that.

24 We have Sergey, who is the trainer for this
25 process. He's an Inspector 2 that's working with them

1 on training. Jim Runyan's working on education. And I
2 supervise all of the individuals in our IVIP team and
3 our tech specialists. So this has taken a whole bunch
4 of work away from our Inspector 2s in the field so they
5 can do more annual inspections, which is obviously, as
6 you can see, the fruit of this, also.

7 Going down to the next slide, talking about Unit 1
8 inspections. These are a breakdown of each area in
9 Unit 1. Unit 1 is over on the -- on the east side of
10 the state, from the pass over and then in -- above
11 Snohomish County on the east side of the mountain -- or
12 the west side of the mountain.

13 And this is a breakdown of the individual -- this
14 individual unit's amount scheduled annuals completed,
15 other inspections completed, percent of annuals
16 completed on time. They're doing a great job, as you
17 can tell by looking at these numbers. We've exceeded
18 every month on the annual schedule to annuals
19 completed.

20 We didn't have this conversation before. I don't
21 think the State's had this conversation a very long
22 time.

23 And I am so proud of these guys, embracing,
24 participating, designing, and working on this new
25 standardized inspection, implementing it, making it

1 work. They have -- they have weekly huddles where they
2 get together and they talk about what's working, what's
3 not, training, bringing forth opportunities to share
4 with others on how things work, what's the best way to
5 approach it. And it's really, really paying off. We
6 are really reaping the benefits of these guys and their
7 hard work.

8 Unit 2, this is Snohomish and King County. We --
9 they were really hard hit with the amount of access
10 issues, probably the greatest access issues that we've
11 had of getting into locations. But as you can tell by
12 their results, there again, they're rocking it all the
13 way through July, August, September, October, November,
14 December.

15 Like I said, the percentage of annuals completed
16 on time, these numbers not being up in the 50 percent,
17 let's take a look at this next year. This is just a --
18 this is the by-product of what we were looking for. I
19 mean, you can see this 50 percent line here. You can
20 look at the actual number of annuals completed compared
21 to their targets. And it is -- it's -- it's amazing to
22 see.

23 And on all the other inspections these groups are
24 really hit because they have a high concentration of
25 elevators in their area. They get hit with a lot of

1 new turnons, annuals.

2 During COVID, when we first got sent home, we got
3 to spend over 30 days initially, every inspector out of
4 the offices, out of the field. And we never missed a
5 critical construction inspection the whole time. We
6 implemented some of the stuff that we learned from
7 IVIP, and we applied it toward the commercial end to go
8 out and do initial inspections.

9 So if they were doing a -- let's say, for
10 instance, they were doing an alteration and they needed
11 to jump from one car to the next car. We didn't have
12 guys out in the field doing it, so we did it virtually.
13 They had the standard recommendation from myself and
14 the supervisors, "Don't quit inspecting until you feel
15 like it's inspected. Work with it." Mechanics the
16 same way.

17 And they were able to do initial inspections
18 enough so all the safety equipment's dropped from the
19 cars. All the tests, everything, all the safety
20 circuits, fire service, everything they were able to do
21 virtually. And then they followed these up with
22 on-site inspections when things loosened up to see the
23 rest of the hoistway, you know, penetrations from
24 conduit, stuff like that. But all the life-safety
25 essential stuff, these were all taken care of. They

1 had great success doing this.

2 In the future after -- post COVID, we're probably
3 going to keep this tool in our toolbox. So like if we
4 have to go out and do a, you know, 20-minute inspection
5 at a nuclear plant or whatever where it takes hours of
6 training and stuff to get in for a 20-minute test,
7 we're still going to utilize our IVIP toolbox for that
8 respect.

9 You know, like I said, the majority of these are
10 followed up by in-person inspections. But there's so
11 many of these were taken care of 100 percent with doing
12 the IVIP inspections. They're very good at it.

13 And we're using IVIP inspections for -- Inspector
14 2s are doing -- are utilizing the IVIP inspections for
15 some of our new coronavirus adaptations from these fans
16 that treat the air for COVID and then the handrail
17 sanitizers for escalators internally. They're
18 utilizing the IVIP inspections more and more for those.

19 They go out and witness the first one, get the
20 pattern down, and they do the rest of the units. And
21 they'll do an IVIP inspection. And the last one
22 they'll show up and they'll pop it open, just do a
23 visual again on all of the existing ones. It really
24 expedites the process and is taking care of the
25 customers' needs.

1 MR. CLEARY: Gerald? Gerald?

2 MR. BROWN: Yeah.

3 MR. CLEARY: Have you seen a downside or a
4 pushback to doing the visuals? I -- like I said, I
5 haven't seen some from my side. But it would be good
6 to see if -- to hear back from you or other inspectors
7 or other stakeholders if they're seeing a concern or is
8 it -- we going to start trending? Is this going to be
9 going towards a new normal doing this?

10 MR. BROWN: I made sure that everybody
11 understood from the get-go that this was temporary,
12 that this was not going to be a normal thing, that we
13 were going to do in-person inspections. We still have
14 inspectors that are not going out in person, and we
15 have other inspectors that have kind of crossed their
16 boundaries to help out and go out and do in-person
17 inspections.

18 We're very -- we're doing very few commercial IVIP
19 inspections at this point. I don't think we've done
20 probably more than -- oh, I don't know -- two dozen of
21 them in the last four months. So it's not like it's a
22 normal thing anymore. But initially it was very
23 important to meet our needs to have these construction
24 jobs and these alts and mods to keep moving on, moving
25 forward, that we weren't holding anybody up.

1 MR. CLEARY: Okay. That's good. That's good
2 to hear.

3 Are you keeping --

4 MR. BROWN: We were the only department --

5 MR. CLEARY: Are you keeping --

6 MR. BROWN: -- that was able to do that.

7 MR. CLEARY: Are you --

8 MR. BROWN: The problem that I have is the
9 companies like it so much they wanted to do it this way
10 all the time. But we try to explain to them that, you
11 know, we --

12 MR. CLEARY: Yeah.

13 MR. BROWN: -- we're in person. When -- when
14 things get tough, we do what's necessary to meet the
15 needs of our stakeholders, and that's what's No. 1. We
16 are going to do what it takes to make sure the public
17 is safe and the men are safe, everybody's safe doing
18 what we're doing.

19 We are teaming up with the companies and the
20 contractors to make sure we're doing safe inspections.
21 You know, I have on my signature line, "No mask, no
22 service," when these guys go out in the field. And we
23 mean that. You know, we want to be safe. We want them
24 to be safe. We're calling and prequalifying our
25 inspectors before they go out. So --

1 So this is our Unit 3 inspections. We've had --
2 we've had some openings in that area. We were down
3 three inspectors, had some retirees. We brought on
4 some new people. But with COVID it's gotten --

5 But you see you can see the pattern. The trend is
6 coming back up to the number of units that were
7 scheduled, the number of annuals that are completed.
8 So we're getting our new team members up to speed, and
9 we're seeing the benefits of that, too. So that's --
10 that is awesome that we're seeing those results.

11 This slide talks about our new IVIP team. These
12 guys are primarily doing stair chairs, residential
13 stair chairs. This is, like I said, a three-member
14 team. These are monthly numbers. Of course, they
15 don't do annuals and annuals completed, so these two
16 columns are pretty much blank, except for looks like
17 they picked up some commercial inspections.

18 But you can tell that this -- these increasing
19 numbers, this represents -- every one of these numbers
20 represents an inspection that an Inspector 2 did not
21 have to pull off and go do. This is awesome. These
22 guys are killing it. They -- they're very organized.
23 They have -- they're staying very on top of new product
24 coming out.

25 They're trying to be as flexible as we can as far

1 as, "Hey, by the way, I really need this. Can we do
2 this early?" "Hey, we got done sooner." "Oh, looks
3 like this is going to be a problem. Can we do it
4 tomorrow?" And they're shifting schedules, and they're
5 doing a great job.

6 MR. CLEARY: Gerald?

7 MR. BROWN: Yeah.

8 MR. CLEARY: Are you guys keeping track of
9 pass-fail percentages on these? Or second inspections
10 due to not passing on the first? I don't see any
11 matrix at all about pass-fail on the IVIP.

12 MR. BROWN: I can reach out to our team for
13 that, Scott. But I think it's -- I think -- I think
14 we're passing up in the 90 percent or maybe higher.

15 These guys are working with these -- these teams
16 out there. We get -- we get a really good relationship
17 with -- with these guys on getting this stuff done and
18 pass the first time. Like I said, I'd be really
19 surprised if it was anything less than that. But I
20 will reach out to them to get that information to you.

21 MR. CLEARY: Paoa, you give us a little bit
22 of information on this?

23 MR. NAIPO: So these numbers are just taken
24 off of again the previous scorecard and what was
25 reported on before. And since the IVIP is something

1 new, they just sort of merited off of how the other
2 units were reporting their numbers.

3 This is something I think that -- I believe the
4 ESAC should be part of, is, in our scorecard readout,
5 what are some matrixes or numbers that you guys feel
6 are important to you in your industry? And if this is
7 something that you would like to see, you know, a
8 pass/fail ratio as far as IVIP goes, you know, what are
9 people seeing, that is definitely something that we can
10 provide. It's just something that is not illustrated
11 here, but it is something we can get you, though.

12 MR. CLEARY: That's really important because
13 obviously making sure that the companies are involved
14 in this properly know the parameters, how things are
15 done. We have consistency, which -- I think Sergey's
16 done a really good job with the guys doing the
17 inspections -- is that it really helps.

18 You know, like Shawn said earlier, it saves a lot
19 of money and time, and I think it's really good for who
20 is most important, and that's that disabled veteran,
21 disabled child or adult that needs this equipment. It
22 really gets things in a timely manner. So the better
23 that we can do as stakeholders being prepared and
24 knowing what the parameters are, I think it's going to
25 really, really help this.

1 So seeing those statistics would be helpful for me
2 if -- towards the end of this, if other stakeholders
3 want to give some input, that would be really helpful.

4 Thanks, Paoa.

5 MR. BROWN: Thank you.

6 This is our fiscal year first quarter 2021, second
7 quarter of 2021. Looks like accidents pending were two
8 on elevators. Second quarter was one with a total of
9 three. No fault was total of two. On escalators
10 accident pending was four. No fault was one.

11 And these are -- we're also taking a look at how
12 we handle accidents, reportings, trying to work with
13 our stakeholders. We had some issues come up with --
14 you know, when you're out there trying to look at these
15 accidents, one of the things we want to do is we don't
16 want to repeat them.

17 And so some of the medical centers had taken upon
18 an attitude of, "Well, I can't tell you how they got
19 hurt or what happened" because, you know, that was in
20 violation of HIPAA. Well, I'm not trying to prescribe
21 medication for them or do a diagnosis on them. I just
22 need to know how they got hurt so we don't do that
23 again.

24 And so that's -- that's one of the things that --
25 we're trying to figure out a way to reach out to better

1 educate our escalator owners to know, hey, when we have
2 this accident, this is the necessary information that
3 we need to have and that I personally don't think we're
4 dipping into somebody's HIPAA thing.

5 If somebody fell on a step and got cut, you know,
6 that's a cordon, or, hey, their foot got mangled in a
7 skirt, that's up -- those are things we need to know.
8 Those are things that we need to look at. And those
9 are things that will help us help curtail escalator
10 accidents. You know, of course, that's one of the
11 conveyances I wish we could uninvent, but that's a
12 little late now.

13 And one final thing I'd like to share on this is
14 we had --

15 Let's see. Here it is. This particular slide --

16 I think I got the wrong screen up. Hang on just a
17 second.

18 This particular slide is my favorite. This is
19 inspection scorecard fiscal year 2021. So far in
20 2021 -- and we're, you know, six, seven months into
21 it -- out of the scheduled 7,976 that we're supposed to
22 have done, we've done 4,858. Right now we're sitting
23 at 61 percent completed inspections. That's awesome.
24 I -- that's awesome in anybody's book. I mean, when I
25 got here it was 46 percent for the whole year. Well,

1 this is 61 percent in six months, numbers.

2 This is what our team's doing. Our team is --
3 they're doing a great job. They're -- they're killing
4 it. They're doing a great job. They've taken upon
5 themselves to implement our --

6 This is a chart that I showed you before. This is
7 our annual checklist for elevators, hydraulic traction
8 and escalators. And, you know, these -- this
9 standardized approach to the things that we look at and
10 how we look at them consistently --

11 You know, I said if we can get out and do this
12 type of inspection on all of the elevators in the state
13 instead of just redoing the same ones over and over
14 again, which is part of that scheduled/completed
15 thing -- and that's why that number's so low -- hey,
16 let's just go out and do them all. And we're going to
17 let that percentage of the ones that you've got
18 completed on time -- we're going to let that number
19 take care of itself, and it has, and it will.

20 And so these standardized inspection approach that
21 we have, this is what makes -- this is what makes a
22 difference. You know, somebody wanted to know, you
23 know, what's changed in the year? You know, we've got
24 great inspectors. We've got a great team. We've got a
25 cohesive team. Everybody has ownership in this.

1 Everybody had a chance to give their input into what we
2 do and how we do it.

3 You know, this is the inspectors being, you
4 know -- all the answers to our problems, the answers
5 are already there. They're our people. They're our
6 people that have been out there boots on the ground
7 doing the work, and those are our greatest resources.

8 And I knew that very early on. Been watching the
9 program for years. But very early on I figured out --
10 you know what? -- these guys have got it. They just
11 need to be backed up and supported and listened to.
12 And we'll make this thing happen.

13 Those numbers didn't just happen. I didn't go out
14 and do those annuals. I didn't go out and do those
15 turnons. This is our team working together. You know?
16 These are the boots on the ground, in the field, and
17 the people in the office that get that stuff taken care
18 of, equally as important getting this stuff done.
19 These guys are awesome.

20 I -- I am just so tickled to death to be able to
21 work with a program that has this many senior
22 inspectors that have all of this wonderful experience
23 and being able to pull that to work, to tap into that
24 resource. This state is awesome. You've got some
25 great guys out there.

1 And so I encourage you to -- if you see these
2 guys, you know, let them know. Let them know what a
3 good job they're doing because they are. This is
4 safety. This is -- this is -- they make a difference
5 in people's lives every day.

6 And so --

7 MR. CLEARY: And I agree with that. And I
8 think your tech specialists are doing a good job. I
9 think we're --

10 MR. BROWN: Yes.

11 MR. CLEARY: -- going in the right direction.
12 Lyall, real quick.

13 MR. WOHLSCHLAGER: Yeah. Gerald, there's a
14 lot of annual inspections that have not been completed
15 on some of our stakeholders in the past. They could be
16 two or three years out.

17 Are you guys emphasizing trying to catch those up
18 even ahead of those that have had current annuals?

19 MR. BROWN: Absolutely. Absolutely. That's
20 why the numbers -- that's why these numbers look
21 skewed. That's -- you know, that's why out of, you
22 know, 845 in November we went out and had 1,004. Those
23 are the ones that hadn't been seen. Those additional
24 units are units that are on that one-year, two-year,
25 three-year list. They're going to get done. Like I

1 said, we're rocking this at 61 percent now, you know.
2 So the other 39 percent represent all of the units.

3 So I -- I am just so tickled to death that you're
4 going to see those -- you're going to see those one-,
5 two-, three-year units go away as far as not being
6 seen.

7 MR. CLEARY: Yeah.

8 MR. BROWN: We're going probably going to
9 find some extra stuff, and it's going to take the
10 inspection a little longer. But at least everybody
11 will know where they stand and they got looked a lot.
12 And that's -- that was our goal, get out and get all of
13 them done.

14 And I don't know if we're going to have
15 100 percent. But, hey, we're killing it. We're doing
16 a great job. I can't ask for any more than this. And
17 like I keep saying, this is during COVID. Can you
18 imagine what this looks like without?

19 I agree with your point, though.

20 MR. CLEARY: Well, no. There's -- you know,
21 there's facilities out there, too, that -- on the grain
22 side that haven't been inspected since '14. And so,
23 you know, in talking to the owners, they think just
24 because they're got a yellow operating certificate that
25 they're current, and I think we need to make that

1 crystal clear to them that that doesn't mean that. So
2 I think having this kind of visibility is really
3 important.

4 Paoa, please put your hand down, please, sir.

5 One other question, Gerald. On the -- for my own
6 edification, under the accident counts, can you pull
7 that chart back up for accidents?

8 Now, for me when you're saying "accident pending"
9 that means accidents under current investigation.
10 Correct?

11 MR. BROWN: Right. Right.

12 MR. CLEARY: So it would be nice to have that
13 nomenclature a little bit different 'cause "accident
14 pending" means -- are you waiting for it? Be nice to
15 know that's -- it's under investigation --

16 MR. BROWN: Right.

17 MR. CLEARY: -- or under review other than
18 pending 'cause I don't think that's a right way of
19 saying it in my view.

20 MR. BROWN: All right. Okay.

21 MR. CLEARY: Okay. We need to move on. We
22 got nine minutes.

23 And are you done with this, Gerald? I think
24 that's your last chart. Correct?

25 MR. BROWN: Right.

1 Code Adoption Update

2

3 MR. CLEARY: And so we need to talk about
4 code adoption update.

5 So that is you, too, sir.

6 MR. BROWN: Okay. On our code adoption we
7 are -- I believe we're about 90 percent through for our
8 initial pass through on it to bring it out to -- to
9 work with ESAC. Let's get a -- TAC helped to start
10 going through the 2019. We're really close on that.
11 I'd have to give you an exact time on that. I know
12 that it looks like we're probably about 90 percent done
13 before we can -- that we'll present.

14 Basically we just we had went through and looked
15 at all the redundant stuff, you know, comma here,
16 paragraph there, where they shifted numbers and all
17 that.

18 When it got to the meat and potatoes of the things
19 that we need to focus on with our -- with a TAC is --
20 those are -- those are now going to expedite our
21 adoption stands on that. So . . .

22 MR. CLEARY: And for people that aren't
23 familiar with the TAC, it's a technical advisory
24 committee that's put together ad hoc of all
25 stakeholders, and that -- they go through and make

1 recommendations.

2 Are we going to use the same format, Melissa, with
3 proposals written that need to be looked at? Voted on?

4 And, then, what that -- then the TAC then uploads
5 their recommendations to the ESAC. Then the ESAC goes
6 through and votes and then decides what we would
7 recommend and advise the State on adoptions or
8 modifications.

9 Are we going to follow that same process?

10 MS. ERIKSEN: Absolutely. I -- I think that
11 it served us well in the past. I'm looking forward to
12 it moving forward and really making you are sure that
13 we have the entire industry and stakeholder section
14 covered. So as soon as we're able to, we will be
15 putting notice out for the TAC and then work together
16 on getting the codes updated and the WAC.

17 MR. CLEARY: And I think it worked really
18 well. I think, you know, Candace did a nice job
19 facilitating it. And I think it really worked pretty
20 well other than for some modifications that we need to
21 look at that don't happen and kind of fall through the
22 cracks and wind up in the WAC. I'm looking forward to
23 seeing what -- having that WAC that we worked on last
24 time revised before we go into this cycle. Then we
25 have to relook at it again.

1 Do you have any time frame on this, for forming a
2 TAC? 'Cause that's a pretty big task and that's going
3 to be kind of hard to -- I think that's going to be
4 really difficult to do the TAC without being able to do
5 it in person. I think it was a challenge in person. I
6 think this is going to create even a little more of a
7 challenge for a facilitator.

8 So any thoughts about that?

9 MS. ERIKSEN: So once I get the timeline
10 on -- this is something I kind of have to know what the
11 almost end game is so that I can work backwards to meet
12 that end game. As soon as I do, it will take about --
13 before we have the TAC initiated, I'll start working on
14 it about a month out, reaching out to everybody,
15 getting interest so that we can make the selections of
16 who creates our TAC. Once we go from there, we'll have
17 the information.

18 Candace, I agree, did a fantastic job in
19 facilitating the TAC in the past.

20 Moving forward, as to whether it will be held in
21 person or virtually, I agree with you, in person is so
22 much more effective. But I don't have that information
23 yet.

24 MR. CLEARY: Good. Good.

25 No. Like I said, for people that didn't

1 participate, I really encourage having new participants
2 'cause I think, you know, they can play an active role.
3 And I can positively say that it works. It was a new
4 process last time, but we got through it, and I think
5 it worked extremely well.

6 And I would encourage people that have interest in
7 how the codes are going to affect them to be engaged in
8 that because it really does give them a better
9 understanding of what's coming and have -- for them to
10 have -- to understand what the inputs are going to be
11 and have say on what the impacts are going to be on
12 their stakeholder or at their business if they're
13 business owners.

14 So I pretty much -- I really, really appreciate
15 that. So I look forward to that. That's always going
16 to be a challenge.

17 We got -- do you have anything else for us,
18 Melissa?

19 We have four minutes left if anybody's got
20 questions on this part.

21

22 Technical Clarifications Update

23

24 MR. CLEARY: I see Carl's hand is up.

25 MR. CARY: Yeah.

1 MR. CLEARY: And now's the time to do it.

2 MR. CARY: Yeah. I -- I was under the
3 impression -- I had some questions -- and I thought
4 that Gerald was going to address it under the Technical
5 Clarification Update portion of his update, his
6 report --

7 MR. CLEARY: Okay.

8 MR. CARY: -- relating to sump pumps and the
9 Technical Clarification 20-03 not being specific on if
10 this requirement for sump-pump testing applies to only
11 to new installation or to -- also to modernized
12 elevators with sump pumps.

13 MR. BROWN: Okay. I -- I had anticipated
14 that if a -- there is a sump present in the pit on an
15 elevator that was being altered, that it would indeed
16 have a way to be tested. And we were -- we were
17 looking at that information as, yes, it would apply to
18 alterations. And it didn't really address the -- if
19 they're doing pit work, it was just the fact that there
20 was a sump pump present.

21 And we had run into this on some other buildings
22 where we had located the sumps and they were -- they
23 were dumping right into the city sewer system. They
24 were hard-piped, which is something that has been a
25 plumbing requirement that that not happen for many

1 years. And it was like, upon discovery, they didn't
2 isolate it; they just had this thing pumped right into
3 the city sewer system on hydros, which is always bad.

4 And so that's why we were looking at being able to
5 work with the building owner to see if they could
6 isolate that. It wasn't so much an elevator-code issue
7 as it was, upon discovery, we found out that this thing
8 was a hard-piped in.

9 The majority of these are not. Majority of these
10 are daylighted. You know, they have an air gap on the
11 few that are out there because we haven't required them
12 in the state before.

13 But definitely on new installs and complete --
14 more complete modernization or alteration. So . . .

15 MR. CARY: So if I could, Scott, just a
16 follow-up question.

17 MR. CLEARY: Sure. Sure.

18 MR. CARY: So my understanding from what I'm
19 hearing from you, Gerald, is yeah, this would apply --
20 the sump-pump testing would apply to a modernized
21 elevator.

22 The challenge that we're having for building
23 owners and managers is, in particular, there's been a
24 couple projects where the sump pump wasn't functioning
25 or it was dumping into -- it was daylighted, but it was

1 dumping into a mop sink that wasn't big enough to
2 accommodate the gallons-per-minute requirement.

3 So if the -- if L&I -- the State's going to
4 require that testing it, rather than, you know, test a
5 sump pump, is it, I guess, acceptable for an owner to
6 remove the sump pump as part of a modernization and
7 say, "Okay. Well, it's not" -- "we don't have the
8 facilities to be able to do it"? And rather than spend
9 a significant amount of money to modernize the sump
10 pump, if they didn't have any sump pump, L&I would
11 inspect and be completely acceptable with it not being
12 there? So can they remove it rather than having test
13 it?

14 MR. BROWN: I -- I would never diminish of
15 the safety of the elevator by removing it. I would --
16 I would encourage them to keep it there and work on
17 mitigating the oil hazard that's involved with it
18 rather than remove it.

19 MR. CARY: I'm talking about a traction
20 elevator specifically, by the way, no there's no oil
21 issue there.

22 MR. BROWN: Right. Yeah. Okay.

23 On -- the sump pump is required -- was required if
24 the elevator had fire service associated with it. And
25 there again, the mitigation of the oil is just pretty

1 much the fact that they usually had them piped to a
2 water-oil separator or they're using oil detection
3 device for hydros.

4 But on traction, that's -- you know, that's why
5 the sump pump's there, is to keep the equipment
6 operational, traction or hydro, either, just keep the
7 operation of it running during Phase II operations. So
8 that's -- that's why -- we were trying to make the
9 elevator viable and not let it fill up with water.

10 I mean, just following, you know, A17.1 2016 and
11 now 2019, of course, there's some changes there, too.
12 But I hope that answered your question.

13 MR. CLEARY: Carl, does that help?

14 MR. CARY: Yeah. Thank you.

15 MR. CLEARY: And I -- I didn't mean to gloss
16 over technical clarification 'cause that's pretty
17 important to talk about really quickly. I know we're
18 running a little bit behind, but that's okay.

19 Gerald, give us that update.

20 But one of the things -- comments I want to talk
21 about TCs is that I think it's really important, if
22 we're going to -- going to enforce things that haven't
23 been enforced but are in our regulatory library, then I
24 think it's really important to get either, you know, a
25 TC out that does clarify and then -- or also a policy

1 they thing.

2 But can you give us a quick, brief update on TCs?

3 MR. BROWN: Well, the -- let me go back to
4 the sump pump. The reason that we brought that out is
5 because -- because sumps were new people says, "Okay.
6 Well, you make me put them in, but you don't tell me
7 what you're looking for. I don't know how to test it.
8 I don't know how to interface the plumbing, the
9 electrical, and the backflow, and all that other stuff
10 that I have to know all of a sudden that I didn't have
11 to know before. You know, I need some guidelines here.
12 I need some help." So that's why that came out the way
13 it did.

14 Right now we're looking at a TC on sprinkler
15 piping, sprinkler piping in equipment rooms that are
16 being modernized, sprinkle piping in new equipment.
17 You know, "Can I run my pit sprinkler through the
18 machine room?" No. "Can I run the sprinkler pipe down
19 from the top of the hoistway? Can I run it for more
20 than one floor?" Things like this. We're trying to
21 give clarifications on that.

22 A couple of the other sprinkler issues that are
23 coming up that I'm trying to address in that same TC
24 is, you know, it's pretty obvious if you put a
25 sprinkler in a machine room, it's going to spray

1 equipment -- on live equipment that needs to have a --
2 you know, a heat detector and an activation trip.
3 Everybody knows that. That's pretty much a standard
4 language.

5 But now with the new advent of the change in the
6 WAC rules where we allow to have the controller in the
7 hoistway and in the door jambs, now we are in the
8 elevator lobby, which are required to have sprinkler
9 heads. And those sprinkler heads will spray our
10 equipment. So it's kind of like cause and effect. We
11 don't require them to be there, you know, out of what
12 he normally have. It's just we've occupied their
13 space. And so that's why those sprinkler heads that
14 will actually spray elevator controls will now have to
15 have a heat detector on them and activate the shunt
16 trip.

17 These new controls -- and I've had these in the
18 last area I was at for seven years to have -- dealing
19 with these door-jamb controls. Sometimes the companies
20 provide the shunt trip breaker. It's in the door jamb.

21 And here's the electrician. "Well, I got to put
22 in a -- I got to put in a shunt trip breaker."

23 Well, the company's already provided it, and it's
24 a convenience to the customer. So basically he just
25 has to run his shunt trip wiring to it, and you can't

1 stack shunt trips 'cause then you run into all sorts of
2 problems.

3 And so I'm trying to address these issues dealing
4 with those sprinklers that now will spray elevator
5 equipment that we normally didn't have in the hallway
6 before. So -- and that's something else that we're
7 trying to talk about. And that's probably going to be
8 the subject of a new TC, is dealing MRL elevator
9 application for having a control room or a control
10 closet down the hall adjacent to the hoistway. "When
11 do I have to put a disconnect in the overhead because
12 my control room isn't adjacent to the elevator
13 hoistway? Now it's remote." So if you look in the
14 back of your codebook, it says if it's remote, it has
15 to do this now.

16 And so, you know, all of those aspects and all
17 those issues dealing with machine -- or most elevators
18 that we haven't had to deal with in the state, I'm
19 trying to share some past information that I have to be
20 able to -- for the elevator companies to get out to the
21 contractors and give out to these people if you're
22 doing alterations with them and things like this.

23 This is a whole new thing. It's whole new thing
24 for the elevator guys, too. "Hey, where do I put my
25 MCP on a machine-roomless elevator?" You know,

1 decisions like that. "Where do I put my over 60-foot
2 communication equipment when it's in the door jamb on
3 the 17th floor?"

4 You know, "Where do I put the fire extinguisher
5 that's required in this control area" -- "this control
6 space which is now in the hallway? Do I have to have a
7 fire extinguisher? Or can it be the one 70 feet down
8 the hall, or does it have to be immediately in the
9 elevator lobby?"

10 You know, there's a lot of issues, a lot of
11 questions. You know, "What goes" -- "what happens when
12 that" -- "that smoke detector that's right above the
13 elevator controls in the lobby? Does it flash the
14 hat?"

15 You know, all of these issues need to be addressed
16 when we're talking about this new MRL animal. And so
17 yeah, that will probably be a subject of a TC. And I'm
18 asking for everybody's input on their particular
19 product. "How is that going to affect me?" These are
20 very important things that will come out in that TC.

21 So let me finish up the sprinkler one. We'll get
22 it out to you. And then we'll try to address -- I've
23 had several of the companies ask me to help address the
24 MRL issues for their own employees. "Hey, you know
25 what? To get this thing to pass, you guys have got to

1 put a detector hear. You have to do this. You have to
2 do that."

3 You know, we're looking at 19 foot-candles from
4 the ceiling to the top of the hoistway all the way down
5 to the top of the car when it's parked at the first
6 floor or at the blocking level.

7 Things like that. There's lots of things to
8 talked about.

9 MR. CLEARY: All right. One thing --
10 Carl, I'll get to you in a second.

11 Now, Gerald, is there a place where we can see --
12 where all the -- chronologically where all the TCs are?
13 What they are? What status they are? What feedback?
14 Is there somewhere we can easily get to it on the
15 website and make sure that the --

16 'Cause I think it's important is that we have some
17 vetting on these to the stakeholders that there may be
18 some embedded things. But it's not easy to find. We
19 don't know what the status -- if there's new ones that
20 are being generated that we -- some stakeholders could
21 have some input that would help you not have to redo.

22 MR. BROWN: Okay. Yeah. These aren't --
23 these aren't really -- they're still -- I'm
24 still working with our technical specialists on
25 drafting them. The next step is to go through the ESAC

1 and the stakeholders to be able to weigh in on them and
2 make modifications on them. And that's why -- that's
3 why we reached out with the plumbing one to come out.
4 I've had somebody approach me on water-oil separators.
5 How does our water-oil separators relate to your TC on
6 sump pumps? And so we have some additional information
7 that will be presented for review on that to look at
8 that 20-03 sump-pump one.

9 MR. CLEARY: Yeah, 'cause --

10 MR. BROWN: So yes, we will make sure that
11 it's out there.

12 And Melissa who was raising her hand to comment
13 on --

14 MR. CLEARY: Carl. Carl was.

15 MR. BROWN: Oh, Carl, excuse me. Go ahead.

16 MR. CARY: Yeah. Scott, you were kind of
17 asking -- or going down the outline. I think my
18 question --

19 What's the time frame for getting technical
20 clarifications posted to the website? For example,
21 20-03 was done in September, and it's still not posted.

22 MR. BROWN: Well, our website is probably a
23 whole new discussion on getting stuff posted and
24 getting it in a timely fashion.

25 Melissa's working with -- with our team on that to

1 make sure we can get this stuff out there.

2 MR. CLEARY: Well, Gerald, I think it's also
3 important that you get the impact -- you get the
4 information back from the stakeholders that didn't pass
5 and we get it vetted before it gets published
6 because --

7 MR. BROWN: Oh, absolutely.

8 MR. CLEARY: -- if there's embedded mistakes,
9 it's better to take care of it early on --

10 MR. BROWN: Right.

11 MR. CLEARY: -- because a technical
12 clarification isn't technical and isn't a clarification
13 if it doesn't do neither.

14 MR. BROWN: Right.

15 MR. CLEARY: And so we don't want it to add
16 confusion. But I think it's a really important tool.
17 And I think having that website, being able to --
18 anybody can glean that information in a timely manner.
19 But no status. I think that's really important, too,
20 to make sure this is done in a timely manner. I agree
21 with Carl that we got to get them out quick. But we
22 also got to make sure stakeholders are involved.

23 MR. BROWN: Okay.

24 MR. CLEARY: So I appreciate the
25 transparency. I really enjoyed, you know, score --

1 having that transferring back on the scorecards is
2 really important. And you guys have been doing -- I
3 think under COVID been have been doing a really good
4 job. So I appreciate that.

5 We're going to need to move on. We're running a
6 little bit late.

7

8 Legislative Updates

9

10 2021 Legislation Specific to Elevator

11

12 MR. CLEARY: So next up is leg- --

13 Thank you, Gerald.

14 -- legislative updates.

15 Alicia, you're up.

16 Please -- Alicia, are you there?

17 MS. CURRY: Good morning, everybody.

18 Yeah. Can you hear me?

19 MR. CLEARY: Yeah. Can you give a little bit
20 of your background so everybody knows? I know and most
21 people that have been -- know you well and what you
22 do --

23 MS. CURRY: Sure.

24 MR. CLEARY: -- which at times isn't a very
25 glamorous job. But please kind of give your background

1 and then -- 'cause you play an extremely important role
2 in getting this information out to the committee and to
3 stakeholders. So thank you.

4 MS. CURRY: Sure. Alicia Curry. I'm in the
5 field services and public safety division in
6 administration and operations. I'm a management
7 analyst. I'm also the division's rules coordinators as
8 well as the division's legislative coordinator. So I
9 help the programs out with their rulemaking process as
10 well as, I hope, coordinate the legislation for our
11 division programs.

12 This year for legislation there's really nothing
13 to report. There hasn't been any bills directly
14 pertaining to the elevator program. Session began on
15 January 11th and is scheduled to end on April 25th.

16 Some of the bills -- the few bills that we have
17 gotten for our division for analysis have really
18 pertained to the electrical program. If anybody's
19 interested in knowing more about that those bills, you
20 can find information in the Electrical Currents
21 February newsletter, which is available online on the
22 electrical program section of the website.

23 But there really hasn't been anything -- nothing
24 for elevator. It's actually kind of been a different
25 session this year. COVID has definitely had an impact.

1 It's been pretty quiet for our division. So nothing --

2 MR. CLEARY: Is there any -- is there
3 anything electrical's proposing in that legislation
4 that's going to affect elevator?

5 MS. CURRY: No. No.

6 MR. CLEARY: Jan? Go ahead, Jan.
7 Jan, you on mute?

8 MS. GOULD: Sorry. Alicia, what's the cutoff
9 for getting bills signed and forwarded?

10 Can anybody hear me?

11 MR. CLEARY: Yes.

12 MS. CURRY: What do you mean as far as
13 getting bills signed?

14 MS. GOULD: Out of committee. So what's the
15 deadline?

16 MS. CURRY: You know what? I would have to
17 look at the schedule for that. I'm not sure off the
18 top of my head right now. Sorry, Jan.

19 MS. GOULD: Thank you.

20 MR. CLEARY: Ricky, did you have a question?

21 MS. CURRY: I can -- I can get back to you on
22 that, Jan.

23 MS. GOULD: Thank you.

24 MR. CLEARY: So go ahead, Ricky.

25 MR. HENDERSON: No. I'm good. No question.

1 MR. CLEARY: Okay. So, Alicia -- so
2 you're -- your topic was short and sweet this time.
3 That's -- that should be refreshing.

4 MS. CURRY: Yes. Nothing to report for
5 elevators.

6 Gerald, did you want to give -- did you want to
7 say anything about legislation?

8 MR. BROWN: Yeah. The only thing that we've
9 had to interact with legislation is where there was --
10 there was a bill coming out for the state using Social
11 Security numbers and sharing them with third-party
12 groups, which we don't do. This was an issue for some
13 of the other departments that use their Social Security
14 numbers and identification numbers. So like when they
15 go out and do testing for electrical and stuff like
16 that, that's their identification number that have
17 all -- their interaction with third-party testing
18 groups is done with a Social Security number.

19 We don't do that. We use mechanics' ID numbers.
20 So it did not affect us 'cause we don't share that
21 information. That information is kept under lock and
22 key, and it goes nowhere past the application and
23 identification that way just because the statute says
24 that we gather that information at time of licensing.
25 But we do not share that information. It's not

1 exported anywhere. So we had to write a business
2 analysis of that.

3 And other than that -- that's the only action that
4 we've had with the legislature so far this year as far
5 as anything that we were asked to review, which is kind
6 of a nonissue for us 'cause we don't really use it that
7 way.

8 MR. CLEARY: Thanks, Gerald.

9 Just for everybody that's not on chat, Annette
10 clarified that yesterday was the cutoff for
11 legislation -- new legislation to be submitted. So
12 we're past it. So that's good to hear, that we don't
13 have anything that's pending either through the
14 elevator or electrical that's going to impact us.

15 So thank you very much.

16 All right. Any questions?

17

18 Rules Update

19

20 MR. CLEARY: That -- we're going to move on
21 to rules update, and that's going to be Paoa.

22 MS. ERIKSEN: Is it Paoa, or is it . . . ?

23 MR. NAIPO: Yeah. I didn't know I was part
24 of this. My apologies.

25 MS. CURRY: I can give the update, Paoa, if

1 you want.

2 MR. NAIPO: Way to go, Alicia. Appreciate
3 it.

4 MR. CLEARY: Go ahead. Both of you guys tag
5 team it, then.

6 MS. CURRY: Thanks, Annette. I appreciate
7 you filling us in on that date.

8 Rulemaking update. So we are continuing to work
9 on the elevator rule changes. I know we haven't been
10 able to move forward with this current rulemaking, you
11 know, as quickly as we originally planned. But we are
12 still continuing to work on the rules.

13 Just to give some background for folks that are
14 new or, you know, might not have been in the loop on
15 the rulemaking, these are for rule changes that we've
16 been working on since -- or we've been working on
17 developing since about 2019. This was a review of the
18 elevator rules that we did to, you know, make some
19 updates, corrections from the previous rulemaking as
20 well as we had like some proposals that were carried
21 over from the 2018 process that were included. And we
22 also accepted new proposals from stakeholders for
23 changes to the elevator rules.

24 We did form a TAC committee. This was -- you
25 know, consisted of a diverse group of industry

1 stakeholders to review the proposals that were
2 submitted and to provide recommendations to us on those
3 changes as well as -- the ESAC also reviewed proposals
4 and provided recommendations on changes.

5 This rulemaking also includes a fee increase for
6 the elevator program of 5.08 percent for fiscal year
7 '20. That is the maximum that we can increase fees by
8 law for the program without having to go to the
9 legislature for approval. The last fee increase that
10 we did for the elevator program was in January of 2019.
11 So it has been a couple of years.

12 Current status on the rulemaking is we are working
13 on developing the cost-benefit analysis. We need to
14 have that cost-benefit analysis done before we can move
15 forward in the next step in the rulemaking process. I
16 was told that we can expect to have the cost-benefit
17 analysis completed by the end of March.

18 So based on that, we put a schedule -- an updated
19 rulemaking schedule together, which is now available
20 online. We expect to be able to file the proposed
21 rules in May. And this will start the official
22 public-comment period for everybody.

23 I tentatively scheduled two public hearings for
24 this rulemaking on July 7th and July 8th. And
25 those hearings will likely take place by Zoom or

1 Microsoft Teams as well as -- we will have a call-in
2 option for folks to be able to provide testimony.
3 Although, we still are highly encouraging written
4 comments.

5 If we do move forward with adopting the rules, you
6 know, based on this current schedule, the new rules
7 would take effect October 1st. We are trying to move
8 forward with this rulemaking as quickly as possible
9 because I know that we're getting ready to start
10 revisions for the next code-adoption process, which we
11 can't proceed with until we actually have these new
12 rules in place. So we are really working to try to
13 move forward with this rulemaking.

14 Draft rules are now available online for folks to
15 be able to take a look at. We just got those on there,
16 I believe, Friday. So we will be sending out a notice
17 on govdelivery letting everybody know that the draft
18 rules are online now if they want to take a look at
19 those.

20 MR. CLEARY: Alicia?

21 MS. CURRY: Yes.

22 MR. CLEARY: So basically we still haven't
23 published or finished the 2018 WAC that had corrections
24 that needed to be made, correct?

25 MS. CURRY: This would be, yes, for the 2019

1 rulemaking, the one we've been working on now for a
2 couple of years.

3 MR. CLEARY: Okay.

4 MS. CURRY: So, yeah, we are working to get
5 this finished as quickly as we can.

6 Unfortunately, you know, I have to wait now for
7 the cost-benefit analysis to be done. But we are
8 expecting that to be done the end of March. So
9 hopefully we can get these -- you know, the proposed
10 rules filed in May and get the public-comment period
11 started.

12 MR. CLEARY: 'Cause, you know, I think it's
13 really important that we get the WAC really taken care
14 of before we adopt a new standard 'cause there's some
15 ambiguity in between. Right? So that's critical.

16 MS. CURRY: Correct. And you guys need to be
17 able to see -- people need to be able to see what the
18 new rules are before you can go and make changes again
19 on top of those new releases.

20 MR. CLEARY: Correct.

21 MS. CURRY: So yes, it would make it
22 extremely difficult to start that process of rule
23 revisions without the, you know, changes in effect.

24 MR. CLEARY: So, Melissa, does that mean that
25 we're not going to develop a TAC until that -- these

1 are taken care of and redone?

2 MS. CURRY: I can answer to that, Melissa, if
3 you want me to.

4 MR. CLEARY: Go ahead. Go ahead, Alicia.

5 MS. CURRY: Gerald and I actually had a
6 conversation about that. And we were thinking maybe to
7 get the process started, you know, file the CR 101 --

8 MR. CLEARY: The one?

9 MS. CURRY: -- which gives notice to
10 everybody that we are starting the rulemaking process
11 as well as -- it has all the information in there for
12 stakeholders to submit proposals and then also start,
13 you know, the solicitation process for TAC members.

14 Probably maybe November or December for that we're
15 looking at. That way it will also give a little bit of
16 time for the new rules to be in effect because we've
17 got them scheduled to be effective October 1st. So
18 that will, you know, give some time to at least have
19 the rules -- the new rules in place for at least, you
20 know, 30 days or, you know, a couple of months before,
21 you know, we start that actual process for changes.

22 MR. CLEARY: Could you walk through the
23 process for people that don't know from -- how you
24 submit doing the 101, 102, and all that stuff so people
25 can kind of understand the legislative process that you

1 go through?

2 MS. CURRY: Sure. I can give a quick
3 overview --

4 MR. CLEARY: Yeah.

5 MS. CURRY: -- just how the rulemaking
6 process works as well as -- you know, you can always
7 also go online to the program's rulemaking page, and
8 that has their process on there.

9 So there's really three kind of, I like to think
10 of it, primary stages of the rulemaking process. The
11 first stage -- and this is for the el- -- this is
12 particular to the elevator program's rulemaking
13 process.

14 The first stage is we file what's called a CR 101
15 document. This is a document that is filed with the
16 code reviser's office. This is really the notice to
17 the public that we are going to be considering
18 rulemaking, we are going to be considering changes to
19 the rules as well as -- it tells them what kind of
20 changes we will be considering.

21 Sometimes it might just be a specific rule change.
22 You know, maybe we're only looking at one rule. Or
23 maybe we're just doing a fee increase. Or, you know,
24 we're looking at the entire chapter; we're going to
25 open it up to do like a complete rule review. So this

1 lets folks know, you know, what we're going to be
2 doing, what we are going to be considering.

3 For the elevator rulemaking process, in that
4 CR 101 document it has information about how to apply
5 for the tech -- the technical advisory committee. And
6 it has specific timelines of when we need to have those
7 letters in to participate in that as well as accepting
8 proposals from stakeholders. There's like an
9 open-window period where we, you know, accept
10 propose -- allow stakeholders to be able to submit
11 proposals for changes to the rules and a specific
12 timeline for that. We usually provide like a deadline.

13 So you can find that in the CR 101 document as
14 well as -- of course, we, you know, distribute that
15 inferences out on govdelivery. The information is
16 available on the program's rule-development page, so
17 you can also find it there, not just in the CR 101
18 document.

19 And then we'll go through that process of
20 convening the TAC, reviewing proposals. And then we
21 also convene the ESAC committee. Sometimes it's a
22 special meeting. Correct? Or -- I don't think we've
23 ever really done it on a regular meeting. But usually
24 we have like a special ESAC meeting --

25 MR. CLEARY: Correct.

1 MS. CURRY: -- to be able to review those
2 proposals. And we get recommendations from the TAC as
3 well as the ESAC on, you know, whether to move forward
4 it those rule changes on not. Everybody votes.

5 And then the next step is -- in the rulemaking
6 process -- and I'm kind of skipping over things. Of
7 course, there's more things involved in it.

8 MR. CLEARY: Yeah. Sure.

9 MS. CURRY: But to keep kind of a little bit
10 shorter.

11 The next main stage in the rulemaking process is
12 we file what's called a CR 102 document. This is the
13 proposed rules. It's usually very, you know, specific
14 in the CR 102 of what we're feeling. It tells
15 stakeholders what changes we're proposing to make. It
16 starts the official public -- written public-comment
17 period as well as -- we hold public hearings to allow
18 folks to be able to provide testimony on the rules.

19 And then, of course, you know, we consider that
20 testimony and written comments before the adoption of
21 the rules.

22 And then we -- the last real stage is adopting the
23 rules. We file what's called a CR 103 document to
24 adopt the rules. And that is really the final rules.
25 That's final rule changes it. It has the -- and it

1 also lets people know the effective date of the rules.
2 It's specifically what changes we're making and the
3 effective date of the rules.

4 MR. CLEARY: Thanks. That's really helpful.

5 I just want to make it very clear that the TAC is
6 only advisory and so is the ESAC. But I think with a
7 good strong argument and a good proposal, the State's
8 pretty willing to listen to what the stakeholders have
9 to say. But everything we pass up to the department is
10 just purely advisory.

11 So we can vote on things, but if -- your
12 department wants to go a different direction, that's --
13 you have the ability to do that. But you've been very,
14 very good about listening about what comes out of the
15 TAC and what comes out of the ESAC.

16 So thank you for that overview. Thank you very
17 much.

18 MS. CURRY: Sure. Yeah. And everybody, I
19 recommend, you know, going online and taking look at
20 those draft rules so, you know, you have an idea of
21 what's -- you know, what's coming, what's going to be
22 proposed.

23 MR. CLEARY: Perfect.

24 MS. CURRY: And then also in the draft
25 rulemaking document it gives, you know, an explanation

1 of the changes as well as -- we tried to be a little
2 more detailed in this document of putting together what
3 was in the transcript from the TAC meeting in the ESAC
4 meeting so people can see -- just go right there and
5 see what the TAC and the ESAC voted on those changes
6 without having to go through the entire transcript. So
7 we did that already.

8 MR. CLEARY: Perfect.

9 MS. CURRY: And I hope that's helpful for
10 everybody.

11 If anybody has any feedback on, you know, the way
12 that we can improve that draft document, you know,
13 we're -- we love to hear it. So . . .

14 MR. CLEARY: Well, I --

15 MR. WELLS: I have a quick question.

16 MR. CLEARY: Who is that?

17 MR. WELLS: This is Glenn Wells.

18 MS. CURRY: Hi, Glenn.

19 MR. WELLS: Hi. So once a rule is adopted is
20 there anyone that goes back through rules that might
21 be --

22 MR. CLEARY: Hey, Glenn, we're looking at
23 your nose. You got to back up a little bit.

24 MR. WELLS: Sorry.

25 MR. CLEARY: That's okay.

1 MR. WELLS: I'm on my phone.

2 MR. CLEARY: That's okay. Good.

3 MR. WELLS: Is there any --

4 MR. CLEARY: I'm just trying to help you out.

5 MR. WELLS: Is there anyone that goes back to
6 the previous rules that might have been affected by
7 this rule to eliminate any conflicts? Is that part of
8 the process? Because I've -- you know, there's --
9 there's a lot of older rules that maybe are a little
10 antiquated.

11 MS. CURRY: So we do take a look when we are
12 going -- like in the rule-development process we do go
13 through to try to make sure there are no conflicts. Is
14 that -- as well as -- we try to make sure there's no
15 conflicts with other divisions that regulate the rules.
16 Does that answer your question?

17 MR. WELLS: So you're saying that there is an
18 attempt to avoid conflicts by modifying older rules or
19 replacing a rule?

20 MS. CURRY: I -- I guess I --

21 MR. WELLS: It seems --

22 MR. CLEARY: Well, we --

23 MR. WELLS: It seems, though, there is --
24 there's a lot of rules that are layered. And so I just
25 want to make sure that when a new rule is adopted and

1 it creates a conflict with an old rule, that that's
2 addressed.

3 MR. CLEARY: Well, we look at -- in the TAC
4 and on the ESAC we look at unintended consequences --

5 MS. CURRY: Right.

6 MR. CLEARY: -- like you said, of doing that.
7 So yes, we do look at that. That's why stakeholder
8 involvement's so important, because there may be
9 something downstream that we don't really think about
10 that we do need to think about. And that's what needs
11 to go the vetted at the TAC and get vetted at the ESAC
12 before we advise the State to make these changes. So
13 that's a really good point. But that's why it's really
14 important to get stakeholders involved.

15 MS. CURRY: Yes.

16 MR. WELLS: Thank you. Thank you very much.

17 And we also, I mean, look at -- as well as --
18 there's, you know, conflicts with other's rules and
19 things like that. So yes, we do.

20 MR. CLEARY: Very helpful.

21 Any other questions on that?

22 MS. CURRY: And if there's -- you know, we're
23 not anticipating any delays. Like I said, we're
24 expecting that cost-benefit analysis towards the end of
25 March. Of course, there's always circumstances that

1 may come up where, you know, we may have to make a
2 change to the schedule. But right now we're not
3 anticipating anything. We are hoping to get this filed
4 and moving forward. So --

5 But if there are any changes, you know, I'll give
6 the ESAC and everybody another update in May. Of
7 course, we'll give everybody an updated, anyways, to
8 let you guys know the status, you know, of what's going
9 on with the rulemaking.

10 MR. CLEARY: One question. Maybe you can
11 help me, enlighten me a little bit. But I think there
12 was some conflict last time when we had -- the comments
13 that came back from public comment seemed like they
14 weren't integrated or the decision to go ahead was
15 already made before we were able to integrate those
16 comments or at least address them on an ESAC level.

17 Is that -- are we going take a look at how we
18 integrate public comment into -- going forward?

19 MS. CURRY: I know the public comments,
20 that's not really typical, then, that we would like
21 necessarily go back. I mean, we can --

22 MR. CLEARY: But if they're relevant, we need
23 to, right?

24 MS. CURRY: Yeah. And I know for a some rule
25 changes, like we can't necessarily -- if we were to

1 make some change -- like if there's changes that are
2 significant, we can make changes to the rules. But I
3 know we would have to go back and do another public
4 hearing and allow for public comment on those rules.
5 So I know sometimes, too, if there's like significant
6 changes, we will just maybe make a decision to address
7 those like in the next rulemaking.

8 MR. CLEARY: Okay. Well, I just know there
9 was a lot of friction over that. And we want to make
10 sure that we at least -- if there's public comment,
11 people are taking the time, we got to make sure we
12 really look through what their comments are. And there
13 are some good comments. So whatever we can do on the
14 ESAC level, that would be great.

15 MS. CURRY: Yeah. I know, you know, as far
16 as the rulemaking process, that's not something we
17 usually do, where we take back comments, you know, to
18 the committees or whatever. I can talk to our agency's
19 rules coordinator about that.

20 MR. CLEARY: Okay.

21 MR. WELLS: I just know it's not part of the
22 program's formal rulemaking process. But it's -- you
23 know, I can have a conversation with her and, you
24 know . . .

25 MR. CLEARY: Well, you got to see the point

1 of the people that go to the public meetings or have
2 public comment. If they don't feel they're being heard
3 or it doesn't make a difference, that diminishes their
4 input, and I think it tarnishes whatever comes out
5 after that. Right.

6 MS. CURRY: I understand, Scott. Yeah.

7 MR. CLEARY: And Gerald --

8 MS. CURRY: I will bring it up and talk to
9 Gerald about that, as well.

10 MR. CLEARY: All right. Gerald, then
11 Annette.

12 Go ahead, Gerald.

13 Gerald?

14 MR. BROWN: I did the mute thing again,
15 didn't I?

16 Just point out that Melissa did post in the -- in
17 the notes on this meeting -- not in the notes but in
18 the messages, the conversation tab. If you're not sure
19 where that is, up at the top of your screen there's
20 something that looks like a little word-bubble thing.
21 And you put your cursor on it, says conversation. If
22 you'll open that up, there is a hyperlink on there for
23 the proposed draft rule changes. That was the website
24 that -- online access to the proposed changes. I'd
25 encourage everybody to click on that and have that and

1 put it on your -- on your tab on your screen there so
2 you have that once we hang up so you can find it again.

3 But -- but, anyway, thank you, Melissa, for
4 posting that. Appreciate it.

5 MR. CLEARY: Thank you.

6 Annette. Go ahead, Annette.

7 MS. TAYLOR: I just -- I was thinking
8 about -- because we -- we need to follow the rules
9 process, and we don't really actually want to change
10 that. Is there an opportunity, rather than Alicia
11 going back to our agency rules coordinator, working
12 with elevator program to share any proposals with the
13 ESAC?

14 Prior to the CR 101, you know, we kind of build it
15 into the agenda, the ESAC agenda, and/or maybe call an
16 emergency ESAC -- I don't know what you want to call
17 it -- meeting just to go over what those proposed
18 changes are so that the rule process can be followed as
19 it's outlined and we just add a process at the
20 beginning of it for the ESAC to have that time to see
21 the proposed changes, make the comments. And then when
22 it goes out to public comment, there won't be any
23 surprises.

24 That's my suggestion rather than Alicia asking her
25 agency rules coordinator to change the -- or add a step

1 in the rule process which may create some concern.

2 MR. CLEARY: All right. Here's a -- here's a
3 situation real quick that -- say that some public
4 comment would create or would think -- a small-business
5 impact study. What would be the process for that?

6 MS. TAYLOR: Well, when we get public
7 comments --

8 And I'll let Alicia speak in a minute.

9 MR. CLEARY: Okay.

10 MS. TAYLOR: But I know when we get public
11 comments, we look at every public comment and we
12 address all every public comment through the process
13 and we will post that.

14 Now, if it requires a small-business impact
15 statement, then I believe -- and Alicia can correct
16 me -- that we are going to do the small-business impact
17 statement if that's something we need to do.

18 Alicia, is that how we would handle that?

19 MS. CURRY: That's correct. And also, you
20 know, share the cost-benefit analysis or the
21 small-business impact statement. It is available
22 online. The draft is available at the proposed-
23 rulemaking stage. So it wouldn't be online until we
24 file the CR 102 rules, but it is on that there for
25 folks to take a look at. And then, of course, when we

1 adopt rules, we do finalize the cost-benefit analysis
2 at that point. So everybody does have the opportunity
3 to see that. It's not a secret. You know, we do
4 share -- we do share those documents. And I think it's
5 important that people take a look at those.

6 Does that answer your question, Scott?

7 MR. CLEARY: Well, I'm glad that in our next
8 segment --

9 Yeah, to a certain extent. When -- you know, we
10 got Jan coming up next. Then we got -- good to see
11 that we have CMS on the website 'cause your website is
12 not the easiest to navigate and hit through things. So
13 I'm glad we're gabbing to talk about that in a little
14 bit.

15 So we're running a little bit past. We need to --
16 Any more questions?

17 That was very insightful and very helpful, Alicia.
18 Anybody have more questions?

19 Duane, did you have a question?

20 MR. LEOPARD: No, I didn't have any
21 questions. I just accidentally hit the hand and then
22 come off of it.

23 MR. CLEARY: That's okay. That's really
24 good.

25 Okay. Does -- do we want --

1 Jan, you're up next.

2 Do people want to take a five-minute break before
3 you start?

4 Because I'm going to give enough time as you
5 needing to through that 'cause this is going to be
6 pretty important.

7 Jan?

8 Okay. Why doesn't everybody take a five-minute
9 break. And actually make it seven, and we'll come back
10 at 10:45. Okay?

11 (Brief pause in proceedings.)

12

13 City of Seattle Code Update

14

15 MR. CLEARY: Jan, are you back?

16 MS. GOULD: I am.

17 MR. CLEARY: All right. You are up. And
18 like I said, take the time you need. I know we -- I
19 don't want to cut you short 'cause what you have to
20 talk about is extremely important. So you're on.

21 MS. GOULD: All right. Jan Gould, City of
22 Seattle. I just want to talk about how this needs to
23 get resolved between the electrical department and the
24 elevator program.

25 I think we all know who the driver is on this and

1 that this has come up. And we didn't speak about this.
2 We haven't had an ESAC meeting for a year.

3 MR. CLEARY: Jan -- Jan, we can talk about
4 that a little bit further down. We want to talk about
5 the City of Seattle code adoption, your municipal code.

6 MS. GOULD: Oh, I'm sorry.

7 MR. CLEARY: No. That's okay. Yeah -- we'll
8 bring -- we'll talk -- yeah, we're going to bring up
9 that under new business. But we want to --

10 MS. GOULD: All right.

11 MR. CLEARY: -- talk about --

12 MS. GOULD: Sorry.

13 MR. CLEARY: -- your code adoption.

14 That's okay.

15 MS. GOULD: Yep. So on March 15th of this
16 year the City of Seattle is adopting the 2018 Seattle
17 Building Code, their version of the IBC, and the 2020
18 Seattle Electrical Code, their version of the National
19 Electrical Code, or our version of. And part of that
20 is Chapter 30.

21 We had a meeting last week. I hope a lot of
22 people were able to attend.

23 We're adopting the 2019 ASME A17.1., the 2017
24 A18.1. This is the accessibility lift standard.

25 And it's important to remember in the City of

1 Seattle we go by the issuance of the building permit
2 for all other per my that related to that project. So
3 it could be a year or two, three years down the road on
4 a highrise before we'll see enforcement of the 2019
5 ASME code. But for alteration permits that don't have
6 a building permit related to it, the effective date
7 will be on the issuance of that elevator or conveyance
8 permit.

9 Any questions?

10 MR. CLEARY: Yeah. Jan, there's been -- I
11 was on that meeting, and I really appreciated the
12 invite.

13 There's -- you took no exceptions to the 18.1 2017
14 accessibility code. And there's some embedded concerns
15 and problems in that. And I think I sent them to you
16 that -- you need to really look at exempting a couple
17 things, especially in Section 11, which is their new
18 maintenance and W -- the work -- the WMP and then the
19 W -- MC -- the MCP. So there's some things I sent to
20 you you really need to look at.

21 And I was confused by your definition of
22 "conveyances" 'cause you include the accessibility
23 lifts in conveyances, then, you say all conveyances
24 must comply to 8.6/8.11 of 17.1, and that's cross --
25 that's crossing standards, and that's problematic.

1 MS. GOULD: Where am I seeing this?

2 MR. CLEARY: In your Chapter 30.

3 MS. GOULD: Oh. Oh, yes. You discussed
4 that. Yes. I will look -- be more than happy to look
5 at that email, which I haven't a chance to. I had a
6 four-day weekend.

7 MR. CLEARY: Sure. Sure.

8 MS. GOULD: And be able to get back to you on
9 that.

10 MR. CLEARY: Okay. There's just some things
11 that -- you know, for requiring weekly checks that may
12 be requiring an unlicensed person to go inside a
13 hoistway if you've got an enclosure. So that's a
14 concern. That's --

15 MS. GOULD: Yes, I agree.

16 MR. CLEARY: So we need take a look at some
17 of those things.

18 MS. GOULD: Any questions?

19 MR. HENDERSON: Hey, Jan, this is Rick
20 Henderson. I had one.

21 I know we went over things on that. I know in the
22 previous version of the Chapter 30 you all were
23 adopting, I think, the 2013 version of the WAC. In the
24 current --

25 MS. GOULD: 2008 version.

1 MR. HENDERSON: 2008 version?

2 MS. GOULD: Yes.

3 MR. HENDERSON: Just to clarify, in the
4 current version the proposed, that's going away, and
5 that will be adopting the current version of the WAC?

6 MS. GOULD: No. What we did is took the 2008
7 version of Part D of the WAC rule and turned it into
8 our retroactive under 3011. At the time, I guess a
9 year ago, when Gerald and Matt and I met in Olympia
10 after this ESAC meeting, they didn't know when they
11 would be enforcing the A17.3. So we discussed with
12 Gerald, and he said to go ahead with the adoption of
13 the WAC rules into our -- we incorporated that into our
14 standard.

15 MR. CLEARY: I guess my question, then, for
16 you Jan and Matt and for Gerald and Annette for that is
17 can -- how can a -- can a -- how does a jurisdiction
18 adopt a code that's dead, that's no longer --

19 MS. GOULD: It's not.

20 MR. CLEARY: -- no longer in effect?

21 MS. GOULD: It's not in effect. We took that
22 language and gave it our City of Seattle code.

23 MR. CLEARY: So then everything other than
24 that will be to the new WAC standard, then? Is that
25 correct?

1 MS. GOULD: Say that again.

2 MR. CLEARY: You -- I know you took some
3 parts out. But what -- what -- everything else, then,
4 would go back to the WAC that's in place now, then? Is
5 that correct?

6 MS. GOULD: The only WAC rule we adopted in
7 its entirety is C1, which is the material-lift rule.
8 We took some codes out of Part C of the 2018 WAC and
9 Part D of the 2018 WAC and incorporated those rules
10 into our Chapter 30.

11 MR. CLEARY: Okay. All right. Thank you.
12 That helps.

13 Any -- any other questions for Jan on this?

14 MS. GOULD: I do have one more comment.

15 MR. CLEARY: Sure.

16 MS. GOULD: Because homes are so expensive,
17 ASME now has language for machine control rooms in the
18 section for private-residence elevators. Since --
19 about 18 years now we've required dedicated control
20 machine rooms for private-residence elevators.

21 Now we have the allowance to have the equipment be
22 in a room with other household equipment in that home
23 such as washer and dryer, a boiler, a hot-water tank,
24 as long as we have clearances.

25 MR. CLEARY: Sure. And one of the other

1 comments I made, too, on residential is that you don't
2 exempt residential from flame-spread requirements for
3 that machine room or space, nor the pit, nor the cab.
4 And as you know, 5.3 is silent on that. So I -- I
5 really appreciate you to look at that, too, 'cause
6 that -- that's problematic.

7 MS. GOULD: I'll have a look.

8 MR. CLEARY: Okay. Thank you.

9 Well, any other questions?

10

11 New Business Introduction and Audience Questions

12

13 Electrical Inspections - Drive Isolation Transformers

14

15 If people don't mind -- I know Annette's got a
16 meeting coming up at 12:00. I'd like to push up new
17 business. Then we can -- if we run over, we can go
18 back into the subcommittee updates. I think it's
19 really important that we talk about the electrical
20 inspections and the drive-transformer things that we
21 got going on. We talked little bit about this in our
22 stakeholders meeting early on, but I'd really like to
23 have Annette be here for any questions that precipitate
24 out of that.

25 So if no one objects, I'd like to go right now to

1 new business and audience questions. And I want to
2 start out with the electrical inspections regarding the
3 drive isolation transformer.

4 So for any people that weren't part of the chat
5 early on or doesn't know what's going on, licensing --
6 elevator licensing was brought in under 2003
7 legislation that was passed and adopted in 2004. What
8 came out of that was also some -- wasn't very clear on
9 the delineation of electrical -- where electrical
10 permits start and end and where now the new licensing
11 requirements and things that came into that
12 legislation -- where elevators start and end.

13 So at that time the powers that be got together
14 and put together a high-level flowchart that's been
15 kind of used for the last the 17 years. It was lost
16 and found again a while back.

17 So now there's been some problems. I -- my
18 company's been personally affected by electrical
19 inspectors coming on site and -- I wouldn't say
20 threatening. But they were pretty adamant that my
21 electrician that was a licensed electrician -- they
22 wanted to know who was going to wire it from the load
23 side of the disconnects and all the other field wiring.
24 And I felt like we were being set up.

25 So what we did is, you know, we reengaged. And I

1 know it all started out as -- the whole thing that
2 Annette talked about the a little earlier ago and so
3 did Gerald about a transformer in the field.

4 So I -- I was able to get involved because I got
5 involved by the inspectors and found that, you know,
6 there was an understanding in RCW, Revised Code of
7 Washington, which is the statute, 19.28, that more or
8 less gave electrical the ability to regulate anything
9 that carried current or had electrons and that our --
10 we were only able to be able to do anything that's
11 inside our controller, controller to the -- through the
12 car, through the traveling cable onto the car, car top.

13 But all field wiring methods, which struck me as
14 being very broad and overreaching, meant that
15 everything that was a call, call send, any switches in
16 the hoistway, pit switches, motor in the hoistway,
17 everything that's always been traditionally part of the
18 elevator responsibility and permit now was under the
19 jurisdiction of electrical.

20 So that's kind of the baseline how things went. I
21 got involved because we got written up, or we were more
22 or less -- said that we weren't qualified to do what
23 we've been doing for 17 years.

24 So this has a big effect on people with
25 disabilities, disabled vets. It's going to cost more

1 money if things weren't -- gone back to business as
2 usual.

3 And so I'm really concerned that if we don't have
4 something in writing and we don't have an agreement,
5 that any time that there's a personnel change in any
6 department things can change. And that's -- we can't
7 run a business like that.

8 And so I've been very happy to have conversations
9 with Gerald and with Annette. And I think we got
10 things worked out. And Jim Norris is going to talk a
11 little bit about what they've been doing working on to
12 get some agreement.

13 So with that, I would like to, you know, have
14 Gerald and Annette kind of talk about some of the
15 things we talked about in the premeeting and some of
16 the things that a lot of stakeholders might not be
17 privy to that's been happening in the background.

18 And with that, I will hand it over to Annette.

19 MS. TAYLOR: Okay. Thanks, Scott. I
20 appreciate that. I'm sorry. When we were talking
21 about it this morning, I thought we had covered it.
22 But I forgot it was prior to the starting of the
23 meeting. So a great opportunity just to --

24 (Teleconference audio disruption.)

25 MS. TAYLOR: Gerald can also do the same.

1 What I can share of my perspective is again it's
2 important and we're -- the agency is just really
3 delighted that the industries, the electrical industry
4 and the elevator industry, NEI and IBEW, want to work
5 together to bring a solution forward to the agency
6 rather than the agency saying, "This is the solution
7 we're going to give you. And it's not a solution that
8 would work for everyone."

9 This is an opportunity to engage our stakeholders
10 and to have that ability to listen to them, listen to
11 what they need, hear the solutions that they believe
12 would work best, like you said, because it impacts --
13 Scott, 'cause it impacts, you know, the industry, both
14 industries. And it's important to recognize that.

15 The one thing I shared earlier that I'll share for
16 the entire group is that Steve Reinmuth is the
17 assistant director of this division. And Steve,
18 Gerald, Melissa, and I met with our director Joel
19 Sacks, and Gerald gave a nice update on this
20 drive-isolation-transformer issue and talking about
21 that.

22 And the director was just very pleased with the
23 fact that we brought the industry in to potentially
24 bring a resolution to this and it not's trying to
25 address it through a resolution. It's the two

1 industries working together.

2 So I know that there have been a couple meetings.
3 They were very long meetings. There were a lot of
4 people at those meetings. And these meetings were very
5 productive and important because it allowed both
6 industries to talk about the concerns with regards to
7 19.28 and the elevator industry and the RCW that
8 authorized the elevator industry to do this work, as
9 well.

10 So as we're moving forward, you know, some of the
11 conversation you heard earlier was, you know, bringing
12 more people into -- more stakeholders into the
13 conversation that has an impact on this and maybe
14 creating a small subcommittee.

15 Jan, you had made the comment earlier that if this
16 would have been brought forward to ESAC earlier, it
17 could have been resolved by now, and that comment is
18 absolutely spot on.

19 But, you know, with COVID and everything and
20 the -- you know, getting the new committee members in
21 place and things like that, you know, we didn't do
22 that. We tried to bring the right people in from the
23 different industries that could sit down and have this
24 conversation.

25 So we're here today. We have a lot of great

1 industry experts on both sides looking at this. If
2 Scott believes that a small subcommittee moving
3 forward -- and Tom and Amy and others agree, I think
4 that would be great to present a resolution to the
5 agency that we can move forward on.

6 MR. CLEARY: Annette, I appreciate that.

7 There's one I'd really like to clarify for
8 everyone -- and maybe you can help me with that, too,
9 and then I'll get to you, Gary -- is that I think that
10 the header for being just drive isolators is misleading
11 because it more than just drive isolators that people
12 need to know about that could be affected with this.
13 And it's just not drive -- 'cause if it's just drive
14 isolators, then the assumption that it's only going to
15 have a small impact is correct.

16 But looking at people that need to be familiar
17 with 19.28, which is what drives the electrical
18 division, if field wiring methods, then, is looked upon
19 as under the jurisdiction of electrical, that's going
20 to blow up our industry, and that will have a huge
21 effect on everybody in this industry.

22 MS. GOULD: Yep. So that's why I think it's
23 important, Scott, to have you. And you said this
24 before, that, you know, having you involved in this
25 conversation is important, as well, to talk about the

1 field wiring methods and what does the impact on the
2 field wiring methods have, as well, during this
3 conversation. And it's just not the drive isolation
4 transformer. So I've made those notes.

5 But I also believe that from here forward, Scott,
6 you're going to be involved in these conversations.
7 And that's where the -- you're going to be able to open
8 up, "Here's an additional concern that I want to make
9 sure we address through this conversation."

10 MR. CLEARY: Okay. Thank you very much.

11 All right. Now, Garry, go ahead. Appreciate it.

12 MR. WOOD: Well, thank you, Scott. I
13 appreciate that.

14 And what I wanted to address is essentially that
15 this is impacting potentially -- if it got expanded
16 from where it is today, is impacting much more than the
17 elevator and electrical industry. It's, in fact,
18 impacting the private user that Scott deals with. But
19 on my end, the construction industry as a whole, the
20 Pandora box that it would open up as far as the
21 coordination of the installation of elevators, the
22 delay to the projects, the cost of the projects because
23 it's going to require the elevator guy to be running
24 the electrician up and down the hoistway. And then --
25 all of that.

1 And then on the back side, all the warrantees that
2 come into play. You know, the elevator companies
3 aren't going to warranty the equipment potentially, or
4 the manufacturers of the equipment can't warranty those
5 things.

6 MR. CLEARY: Okay.

7 MR. WOOD: I'm a warranty manager for Exxel,
8 as well. And the biggest concern for me is, out of all
9 of the -- we got 1,200 warranty requests on all of our
10 projects, which isn't a lot. But of those 43 percent
11 are electrical warranty requests. So obviously I'm
12 concerned about anything that falls back --

13 And I'm not saying that the electricians aren't
14 qualified; they are. But things happen with the
15 transition between different trades and so forth. So
16 I'm extreme concerned from a construction standpoint
17 from the construction industry on the impacts, as well.

18 MR. CLEARY: That's good. That's good
19 information 'cause it has a cascading effect. It's
20 like the layers of an onion. And a lot of -- people
21 have to realize that it will cost more money and, I
22 think, doesn't add anything to safety.

23 And I noticed a couple people with their hands up.

24 But I'd like to have the question back to the
25 State, to Annette. Has there been anything -- has is

1 there been life-safety issues? Has somebody been
2 electrocuted? Blown up? Hurt?

3 I've been on the ESAC since '07, and I've not
4 heard this to be a problem. So it sounds more like it
5 was a question between different divisions within the
6 state that has kind of precipitated this. And so I
7 just want that to be understood, that, you know -- I
8 have not seen a problem.

9 And Jan's got her hand up and then Jim Norris.
10 Talk a little bit about this.

11 But is it -- is it just something that we
12 just need -- I think we can work out between -- without
13 new legislation? Without anything else? Can this be
14 done with an agreement between the two divisions in
15 L&I?

16 MS. TAYLOR: Scott, that's what we're hoping
17 for. So let me answer the first question -- is, I'm
18 not aware of a life-safety issue that has come up from
19 this. However, we want to make sure a life-safety
20 issue doesn't come up from it. Right?

21 MR. CLEARY: Right.

22 MS. TAYLOR: So we're fortunate that nothing
23 has come up. We're fortunate that the situation up in
24 Everett that sort of brought this to light didn't
25 result in anybody being electrocuted or any other

1 life-safety issues as a result of a customer using the
2 conveyance and the conveyance didn't operate properly
3 or what have you. It's fortunate nothing like that has
4 come up.

5 That's a great question. And, you know, having
6 these conversations will make sure that nothing does
7 come up in the future, right, so we don't need to worry
8 about that. That's --

9 You know, one of the important things is, Labor
10 and Industries, you know, safety is our No. 1 goal for
11 not only our employees but for all Washingtonians. And
12 so that's why we're addressing this now.

13 Your second question -- say your second question
14 again. I got wrapped up in your first question. You
15 had a second question there, I think.

16 MR. CLEARY: No. I forgot it.

17 MS. TAYLOR: Forgot?

18 MR. CLEARY: Well, like I said, it's one of
19 those things where this has a big effect on everybody.

20 MS. TAYLOR: Right.

21 MR. CLEARY: And people have to realize --
22 and I think everybody's that's in this meeting today
23 realizes that there's an apprentice program, either a
24 three- or five-year. It's a very extensive curriculum
25 that's been approved for electrical theory. Plus

1 manufactures do their own training.

2 So I think it's insulting to the mechanics that
3 they're not qualified to do this work.

4 MS. TAYLOR: Yeah.

5 MR. CLEARY: So to me -- and that's why I
6 think a lot -- there's been a lot of passion, right,
7 because, you know, people have -- really take offense
8 to saying, "Hey, you're not qualified to do something
9 that you've been doing for years."

10 So I'm glad that you understand that. And I agree
11 with you that I don't think we need more legislation.
12 We just need clarification.

13 MS. TAYLOR: Yes. That was your second
14 question, is the legislation.

15 MR. CLEARY: Right.

16 MS. TAYLOR: And I, for one, would love to
17 see this go through the process where it's just
18 clarification and we don't need legislation.
19 Legislation's a process. You know, we're during COVID.
20 You know, things -- there are other challenges if we
21 were to do things like that, where I truly believe, and
22 I think you do, too, Scott and others, is that the two
23 industries can work together 'cause they've already
24 committed to doing it. They've already had some
25 conversations around that.

1 What I think we need to do right now is -- and
2 maybe Tom and Amy and I can do this together -- is
3 reach out to IBEW -- Dave Myers, I believe, is sort of
4 the person from IBEW -- and find out, hey, can we --
5 can we take a pause for a second and build a committee
6 and get the right people on the -- a subcommittee from
7 the ESAC and others from the elevator industry and then
8 who from the electrical industry and sort of come
9 together and -- where are we now? What have we talked
10 about? Where are we now? Do we include the field
11 wiring methods in that conversation? Which it sounds
12 like we do, Scott, 'cause you want to make sure that's
13 addressed.

14 MR. CLEARY: Correct.

15 MS. TAYLOR: And then what are those steps
16 moving forward?

17 That sounds like sort of a path that feels like
18 the right path to take. I'm just throwing that out
19 there. Tom may have a different perspective on that.
20 And then I know others had questions, as well. So I'll
21 pause there.

22 MR. CLEARY: Okay. I appreciate it.

23 Jan, go ahead. You were in first.

24 Then Ricky.

25 MS. GOULD: Yes. I just wanted to say that

1 the elevator equipment that the elevator personnel are
2 installing is designed and manufactured and installed
3 by elevator personnel. I just can't believe this is an
4 issue. And we do need to have resolve it. And I'd
5 love to be --

6 MR. CLEARY: Jan, just one second.

7 Can everybody go on mute, please, so we can hear
8 Jan. Thank you.

9 Go ahead, Jan, finish.

10 MS. GOULD: I'd love to be part of this
11 solution.

12 MR. CLEARY: Thank you.

13 MS. GOULD: It's important. I don't want
14 this to make its way into the City of Seattle.

15 MR. CLEARY: Okay. All right. Very good.
16 Thank you for the feedback.

17 Go ahead, Ricky. Then Tom.

18 MR. HENDERSON: Hey, I just wanted to speak
19 up and say that I'm agreeing with everything that Scott
20 and Jan here talked about and really like to appreciate
21 what Annette's saying about let's let the companies and
22 the IUEC, IBEC work together. Let's come to a solution
23 here, and let's get it documented in, like you said,
24 not necessarily legislation. I'm not going there. But
25 any kind of policy that can be written down and stuff

1 so that everything's clear in the future would be -- is
2 immense to us.

3 I know we've -- some companies have had sort of
4 citations hanging over their heads for a year now
5 they're just sort of hanging out there. And it would
6 be nice to be able to get those resolved.

7 MR. CLEARY: And I agree, Ricky, that getting
8 it in writing -- and that's going to be -- and, Gerald,
9 is so important. But also getting it out to the
10 inspectors.

11 The electrical, I know they're run different than
12 the elevator division. But they got to understand,
13 their local regionals need to understand, and then also
14 when it comes back to the elevator inspectors.

15 But we need something in Wright so we can give to
16 our mechanics and we can train to it, is going to be
17 really important.

18 Go ahead, Tom. Then Jan.

19 MR. McBRIDE: Thanks. Tom McBride here for
20 NEI. And I don't -- I can't add much to what's already
21 been said. But I think it's important for at least NEI
22 to speak up here and say we're all supportive of the
23 idea of getting together to try to resolve this by
24 agreement.

25 I've taken -- from our earlier comments this

1 morning, taken them back to NEI to get approval, of
2 course, from Amy's team. But I don't anticipate there
3 being any problem.

4 And I -- my reactions is that this ESAC meeting
5 has brought a lot of important focus on this issue to a
6 broader group of people. So I'm encouraged by it. And
7 I can't imagine we wouldn't want to just get a broader
8 group together to try to work through it. So I'll
9 formalize that.

10 But I do appreciate the support and emphasis on
11 resolving this issue within the parties that it
12 affects.

13 MR. CLEARY: Thanks. Thank you, Tom. That's
14 encouraging.

15 I'd like -- before I bring anybody else in, I'd
16 like to bring --

17 Jim, can you add -- can you add some of the stuff
18 that -- kind of what's going been going on behind the
19 scenes with both Local 19 and the IBEW? You got
20 anything you can help us with?

21 MR. NORRIS: That's pretty much above my
22 head.

23 But what I understand is the IBEW and the IUEC
24 have a letter that we're both signing onto that we'll
25 be providing to the State. Annette has indicated

1 they're -- you know, they're looking for direction from
2 us. And I think that letter spells out the direction,
3 you know, 100 percent with what everybody here looking
4 for.

5 MR. CLEARY: Well, the reason I ask the
6 question to you is I talked to Patrick yesterday. We
7 had a nice long --

8 And it's all about labor. Right? And we're
9 all -- this is the one time that we're -- everybody
10 that I know is completely onboard. And the State needs
11 to know that we're unified and we're passionate and
12 we're good at what we do.

13 You know, NEIEP does a good job of training. I
14 like think we do a good job of training on the other
15 side. And it's all about doing the right thing for the
16 industry. And it's really important that they need --
17 we have solidarity across the lines on this. And
18 that's why I wanted to bring you in on this.

19 MR. NORRIS: So from the mechanics'
20 standpoint, the building managers' heads would explode
21 if the work started being divvied up in the way that it
22 had been talked about before because as a mechanic, the
23 worst calls to get are, "We tested our fire service
24 this weekend, and it didn't work, Jim. You need to
25 prove to us that your system doesn't work." Well,

1 maybe I should have been there for the test.

2 Or, you know, "My emergency phone doesn't work."
3 Well, we seem to have lost the phone line again, right,
4 and you want to branch that out into your hall buttons
5 or whatever, you know.

6 MR. CLEARY: Yeah. Well, you have a door
7 lock that goes out, so you got to have a mechanic there
8 to diagnose it, and then you got to bring an
9 electrician in to wire it. And trying to get that done
10 on a weekend or a late night, it's not going to work.

11 MR. NORRIS: It wouldn't work, so . . .

12 MR. CLEARY: Yes. Okay. Thank you very much
13 it.

14 Jan, then Glenn.

15 MS. GOULD: Very quickly, Annette, has
16 this -- you know, we're just a committee, and
17 electrical has a board. And have they been continuing
18 to have their meetings? Has this been broached in
19 their meetings? And, you know, they have a lot of
20 power. And I'm very worried that we're the little guy
21 fighting the big guy.

22 MS. TAYLOR: It hasn't -- the last board
23 meeting I was at, the electrical board meeting, this
24 conversation did not come up. I believe that they're
25 planning in a future board meeting to just bring the

1 board up to speed on the drive-isolation-transformer
2 conversation, which -- now Scott's wanting to include
3 the field wiring methods. But I believe that's coming
4 up in a future meeting.

5 We -- the reason why we have not brought it up to
6 the electrical board is because we want to present to
7 them the solution that the two industries are working
8 together to present so that we can say, you know,
9 "This" -- "this has been something that we're looking
10 at. You know, here's a" -- "we worked with the
11 stakeholders. Here's a solution moving forward that
12 both the agency and the programs accept."

13 But I will tell that you both Nancy Kellogg, who
14 advises the electrical program, and Angela Zurlini,
15 they're both with -- they're assistant attorney
16 generals. Angela advises the elevator program. Both
17 those individuals have been part of the conversations
18 and hearing the conversations and providing input.

19 So when it does come up to the board meeting, even
20 though they're an actual board -- I know under the law,
21 under the RCW they're a board and you guys are an
22 advisory committee. In my president you still have the
23 same voice at the table and at the same level that the
24 electrical board would have. And that's why the
25 agency's looking for that solution from the two

1 industries, so that we can support that when we take it
2 to the board.

3 MR. CLEARY: So, Annette -- so is that -- do
4 you and Gerald advocate to that -- to that committee
5 and that board what you just told us?

6 MS. TAYLOR: Well, Gerald does not. But he
7 would be somebody -- both Gerald and I are guests at
8 that meeting. That is an actual board meeting. If we
9 were to speak at that meeting, we speak as a guest at
10 that meeting.

11 And we would -- the solution that's presented to
12 the agency that is both supported by the elevator and
13 the electrical program is how we would present that
14 solution to the electrical board and support that
15 solution.

16 MR. CLEARY: And what -- explain to me what's
17 next? You get a letter from the two industries saying,
18 "Hey, we" -- "this is working. This is what we want.
19 They're not taking my work. I'm not taking your work"?
20 How binding is that to you and to the people that you
21 manage.

22 MS. TAYLOR: Well --

23 MR. CLEARY: Tough question.

24 MS. TAYLOR: -- unfortunately I would need
25 the --

1 Well, it is a tough question 'cause I haven't seen
2 the solution. So, you know, prior to seeing the
3 solution you're sort of asking am I going to support
4 that and move that forward. And what I can say is, you
5 know, the whole point of asking these stakeholders to
6 work together is to present a solution that the agency
7 can support and the programs can support moving
8 forward, you know, and it's not in violation of any of
9 the RCWs and things like that.

10 It's just the fact that there needs to be
11 clarification, you know, as to whose work this is and
12 the RCWs are at a higher level that don't provide that
13 detailed clarification where we can here with -- we'll
14 support that.

15 But not knowing what the solution is and not
16 hearing or seeing the letter that Jim Norris just spoke
17 about, at this point it's just really hard for me to
18 answer that question. Although it's a great question,
19 I just -- I'm just not prepared to answer it yet.

20 MR. CLEARY: Okay. Okay. So, then, you can
21 probably answer this question, then, between and you
22 Gerald.

23 So basically it's business as usual until there is
24 a determination made in writing? Do we -- how do we --
25 how do we guide our mechanics to do work if we still

1 got inspectors coming saying they shouldn't be doing
2 this?

3 MS. TAYLOR: Well, two things: The first
4 thing is -- and Tom might be able to speak a little bit
5 to this. But I know that Amy was working on a
6 communication out to the industry, specifically to the
7 elevator industry, that Wayne Molesworth as a -- the
8 chief of the electrical board -- or chief the
9 electrical program has already approved what the
10 communication says. And I can't recall the full
11 communication. I'd have to pull it up.

12 But it basically -- in the communication it
13 basically says the elevator industry is going to work
14 as they're working today until we come to a solution.
15 If an electrical inspector is out in the field, I
16 believe the communication says they'll provide some
17 education and have a conversation. There will be no
18 citations issued. And they'll recognize that this is
19 an issue that we're working on as an industry together
20 with the industries and that right now it's going to be
21 business as usual moving forward until we get to that
22 solution.

23 Tom, does that -- does that sound like that's the
24 communication that Amy has been working on?

25 MR. McBRIDE: And that. Yeah. I think -- I

1 think you're -- the general characterization of that is
2 right, trying to get some message out there so people
3 know what to expect and we can work our way through
4 this while the negotiations continue.

5 But I'll -- like I mentioned before, I did reach
6 tout her this morning. So I'll get a status update on
7 that the -- whether or not the letter's gone out, what
8 the state of it is.

9 But I think your characterization was accurate.

10 MS. TAYLOR: Okay.

11 MR. CLEARY: Annette, my concern is -- not to
12 be derisive. But the industry includes more. It
13 includes all stakeholders. And basically my side of
14 the fence hasn't been privy or part of what, Tom,
15 you've been working on. And I think we can help with
16 you that. And I don't think that's totally -- it's
17 intentional. But it's still concerning that we pull a
18 lot of the permits and we haven't been at the table.

19 MR. McBRIDE: That's fair.

20 MS. TAYLOR: Yeah. That is fair. And
21 maybe -- right now the communication could be accurate
22 as business as usual right now until, you know, we get
23 the additional right people to the table where we can
24 have that conversation moving forward.

25 So I would just think that -- you know, Tom's

1 going to reach tout to Amy and, you know, talk with her
2 about the communication, get the -- and get a status
3 update.

4 I do know that Wayne was already in agreement with
5 communication, provided some edits. I believe Amy took
6 that back to the industry. Industry, I think, was fine
7 with the edits. I just haven't seen -- heard an update
8 yet because I think there was still on work on that.

9 MR. CLEARY: I'll get to you in one second,
10 Duane.

11 But I find this encouraging that we're having this
12 dialogue. That's why these meetings going forward can
13 be so productive and enlightening, and at least we know
14 where things are going so we can plan accordingly. So
15 I greatly appreciate that.

16 Appreciate you, Tom.

17 Duane, you have your hand up.

18 MR. LEOPARD: Yeah. It's my turn to sound
19 off a little bit. You know, definitely if there's any
20 committees that are formed to go forward with, you
21 know, this resolutions and problems, I definitely want
22 to be on it 'cause Spokane, we've got our position.
23 And that's basically let's keep things the way they
24 are. If we need to go back and reword the RCWs or the
25 WAC to definitely more define what's happening today,

1 then, you know, we need to do that. I hope that we can
2 solve this outside of legislation.

3 MS. TAYLOR: Uh-huh.

4 MR. LEOPARD: You know, in my day -- I been
5 installing transformers since '95. And I walked into
6 the room and the electrical inspector and the
7 electrician go to my transformer. I don't want him in,
8 my transformer past that because it -- from there it --
9 there's a lot of technical issues and everything else
10 to go to the controller, and they split off to the
11 drive and things.

12 MR. CLEARY: Well --

13 MR. LEOPARD: I'm not sure exactly where this
14 argument came from. And it's something that, if we
15 need to define it, we need to define it. And
16 Spokane --

17 MR. CLEARY: Well --

18 MR. LEOPARD: I've talked with my local
19 electrical inspectors. Trust me, they don't want to go
20 past the transformer or the controller. They have no
21 technical expertise in that stuff.

22 MR. CLEARY: Okay. All right. That's good
23 comments.

24 Glenn, go ahead.

25 MR. WELLS: So I think it's pretty obvious

1 that from an allocation of responsibility the elevator
2 mechanic has to be licensed to install electrical on
3 the load side of the equipment. I mean, it just
4 wouldn't work any other way. So really the -- the
5 construction of the argument is they -- their license
6 should include that work, which means that if someone
7 in the electrical division of L&I think that they're
8 inadequate to do that, they need to monitor the
9 training and then approve it because that license needs
10 to include that scope of work and can't be any other
11 way.

12 MR. CLEARY: No. That's -- that's a really
13 good point. Nor can electrical pull elevator permits,
14 right? So there's that slippery slope.

15 And this is why I want everybody at this meeting
16 to understand how important to have a strong advisory
17 committee is, 'cause if we're strong, we have a lot of
18 attendance, a lot of feedback from stakeholders, that
19 gives us leverage to be heard. And so I really want
20 everybody to realize together working this stuff,
21 behind the scenes and at these meetings, is powerful
22 going back to the State.

23 So that's why we need to have a cohesive -- we're
24 not always going to agree, and that's good -- on
25 things. But we need to work things out and be strong

1 as a committee.

2 Is there any other conversation?

3 Gerald, do you want to speak a little bit to
4 anything that's been discussed on this point? Or can
5 we move back up to the subcommittee updates?

6 And then I see John's got his hand up.

7 So after Gerald, then we'll talk to John.

8 MR. BROWN: I think we're heading the right
9 direction. We just need this resolved, need it done in
10 such a way that everybody can be copied in on it to
11 understand the Department's clarity, like Annette said.
12 And I believe we're on the edge of getting this thing
13 finally taken care of.

14 And I -- I would be more than happy to answer any
15 questions on our end. So . . .

16 MR. CLEARY: Well, I really appreciate your
17 leadership. And really I want to appreciate Annette's.
18 I know these aren't -- not easy. But you're willing to
19 answer the tough questions. And that's -- that's what
20 transparency and that's what working together means.
21 So I greatly appreciate that.

22 John, go ahead.

23 MR. CARINI: Good morning. Sorry to be
24 repetitive if I am. I just want to make sure that I'm
25 clear on this issue.

1 Is the -- what is the current responsibility? It
2 has always been in my 40 years that we've took care of
3 everything on the -- from the load side of the
4 disconnect. Are they -- is it the State's position or
5 whatever the existing position is from whomever, that
6 the electricians could the wire the transformer (audio
7 disruption)?

8 MR. BROWN: The basic issue is, from the
9 disconnect, the wiring out of the disconnect off the
10 load side going to -- and these traction -- high-speed
11 traction elevators where they have this transformer,
12 the electricians have always run the wiring -- the
13 branch circuit feeders from the bottom of the
14 disconnect. In commercial they've always run it
15 wherever we wanted it run. They're still doing that
16 today. Never been an issue. They don't even hook it
17 up. They just run the wires to it, and we take it from
18 there. And so that's -- that's not been the issue.

19 The issue is the fact that some of the
20 transformers look like transformers that electricians
21 normally install. And the electrical inspectors are
22 seeing this, and they are -- because of a direction
23 change or whatever, they're identifying that as work
24 that's normally done by an EL 01 electrician and not
25 recognizing it as elevator control equipment, which, of

1 course, it is.

2 These are not, you know, just -- it's -- there's a
3 difference between drive isolation transformer, its
4 location, its function, its purpose as compared to a
5 power transformer which are located outside of our room
6 because they basically change the power to the
7 disconnect. And then the disconnect, where it goes
8 into our first piece of elevator equipment as it's been
9 identified by the mechanic on site of, "Hey, I need you
10 to run this to this control transformer. I need you
11 had to run it to the controller," or, "I need you to
12 run it to this filter," wherever they want it run,
13 that's where they've been running it. That's great.
14 Wonderful.

15 I know in residential they do things differently.
16 They just go ahead and do it from the bottom of the
17 disconnect to their equipment because the way their
18 equipment is situated and stuff, that's just been there
19 norm for years, never been a problem. Everything's
20 great.

21 In the commercial end of it, for commercial
22 elevators we've always -- elevator mechanics have
23 always just identified where they want it run.
24 Electrician runs it there. He absolutely over the
25 years has not wanted anything to do with our equipment

1 or our liability or anything else.

2 MR. CLEARY: Right.

3 MR. BROWN: And so they usually are very
4 happy just to drop and go.

5 MR. CLEARY: Right.

6 MR. BROWN: So that part is still working.
7 That's never been an issue. It's not an issue now.
8 There's no disparity between electrical work, elevator
9 work as far as the elevator guys and the electricians
10 are concerned.

11 It's just the inspection authority identifying a
12 different point of their inspection -- where their
13 inspection starts.

14 MR. CLEARY: I hate --

15 MR. BROWN: -- table.

16 MR. CLEARY: I hate to cut this off right
17 now, but we're running a little bit late. So I --

18 Great discussions. If anybody else has questions
19 they'd like to submit to myself or anybody else so we
20 can get it to the State or go Gerald, that would be
21 appreciated.

22 ////

23 ////

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1 Elevator Project Updates

2

3 CMS Project

4

5 MR. CLEARY: I want to move up now real quick
6 to elevator project updates and talk about CMS with
7 Paoa. And then we'll talk about website with Melissa.

8 MR. NAIPO: All right. So as far as the CMS
9 project goes, we just wrapped up meetings -- I wouldn't
10 say agencywide but across FSPS 'cause at the onset of
11 the CMS replacement project it was just going to be
12 just, you know, elevators. We were the only program
13 that needed a new system at that time.

14 Well, with the scope that the agency is going as
15 far as implementing new programs they want to see now,
16 are there other -- or are there other programs within
17 the agency that may be able to have some needs filled
18 by a new system, as well.

19 So what we just finished upright now is meeting
20 with our cranes division, boilers, contractors
21 registration, the electrical program, explosives,
22 asbestos -- and I believe that's it -- as far as what
23 their current needs are from a system if they were to
24 replace their one that they're using right now. They
25 gathered all the business requirements, just the very

1 high-level processes that they use their current
2 systems for and just sort of mirrored it after what the
3 elevator program needs, as well.

4 Outside of that, I know this company -- the
5 company that gathered all these that we -- that met
6 with all the different programs called Deloitte. And
7 the last I heard they are compiling all that
8 information into something that we then get to review
9 and make sure that, hey, this is -- this does give a
10 good outline to what the needs are of all of our
11 different programs. And then at that point I believe
12 they'll be able to shop out for solutions that are out
13 there from -- that are being offered from third
14 parties.

15 But as far as, like, is there a date or anything
16 like that, right now, unfortunately, no.

17 MR. CLEARY: Annette, you got a question?

18 MS. TAYLOR: I just -- I think Paoa did a
19 great job of an overview. I just wanted to add a
20 couple things to it if I could on this.

21 So the agency is trying to reduce their technical
22 debt. And that's why what Paoa described is what
23 Deloitte was doing, reaching out, looking at other
24 licensing and permitting programs within the agency to
25 see if one system could be utilized by all of our

1 licensing and permitting programs across the agency to
2 reduce our technical debt. And that's what that's for.

3 The focus is the elevator program, the CMS, and we
4 have received in the Governor's recent budget an
5 additional \$3 million to find -- to pay for the
6 solution that -- Deloitte's going to go out and do
7 market -- what they call market research. And that
8 market research is just looking at companies that might
9 fit the solution that we're looking for. And then
10 we'll put an RFP out there, which is bidding process,
11 for the company to bid on this.

12 So just some additional work that's being done
13 right now. And some really great work. We're moving
14 forward. No delays at this point. And the elevator
15 program is doing a great job. Paoa specifically is
16 involved in all of this work, and he is just doing a
17 fantastic job representing the elevator program.

18 MR. CLEARY: Outstanding. In the old CMS do
19 we know where everything is? Do you know where all
20 your conveyances are?

21 MR. NAIPO: As far as . . . ? In what
22 aspect?

23 MR. CLEARY: Physically and when's the last
24 time they've had annuals or corrections or anything
25 else. I know that's been a problem in the past,

1 getting stuff out of CMS that's correct.

2 Is that -- am I misguided on that?

3 MR. NAIPO: What I'm going to say is, for
4 those you that don't know, I've worked with the
5 elevator program now going on my seventh year. I've
6 been with the state nine years. And for two years of
7 that I was actually part of -- I was -- well, Annette
8 was my boss. I worked for IT and supported all the
9 other programs under field services and public safety.

10 And so within that one of the big things I learned
11 about was that information that is gathered from
12 programs that are out there or applications that are
13 used to tell a story, if -- if you don't know the type
14 of information is populating what you're reading and
15 you make a decision on that, you may not have all of
16 the right information.

17 So my biggest thing was, a lot of reports that are
18 generated, unfortunately, we don't know all of the
19 pieces that tell that report right now 'cause it wasn't
20 documented.

21 So information that is out there, if someone pulls
22 one report, it says this. Another person could pull
23 another report or different information within CMS and
24 paint a totally different picture because one isn't
25 telling the exact same story. It doesn't have the

1 exact same words that this other one does.

2 So my -- my caution is I don't want to talk ill
3 about, you know, some of things that may have been
4 perused from CMS. But if there's information tracked
5 in CMS, we can get it for you. I just need to know
6 exactly what it is you need, and we'll find way for you
7 to get information.

8 As far as do we think we have a very good handle
9 on where every conveyance is in the state of
10 Washington? Yes. If a permit has been pulled on it,
11 we know about it. If the owner or the duly represented
12 agent has updated the information, we know who owns it,
13 where it's at, what that address is, and the like
14 because --

15 Unfortunately that responsibility falls upon the
16 person that owns the conveyance, not us. We do our due
17 diligence when we get return mail to try to find out,
18 "Hey, who is supposed to own this? Where does this
19 really go?" But ultimately sometimes that fails, as
20 well.

21 So I feel confident in the information, yes, that
22 CMS has that we track and that we can give you that
23 information. But unfortunately some people feel that
24 some information should have been tracked in that
25 system. But from the onset of it that was never the

1 purposes of it. So that's my answer to your question.

2 MR. CLEARY: Another question. Is operating
3 permits associated with CMS or disassociated with CMS?

4 MR. NAIPO: How so?

5 MR. CLEARY: Well, I -- I'm going to speak
6 mainly to the drain industry. I will go away out and
7 see operating permits that have got zero capacity on
8 80 percent of the yellow certificates that are sent out
9 to end users.

10 MR. NAIPO: Uh-huh.

11 MR. CLEARY: Is that something that's
12 embedded in CMS? Or is that something that's outside
13 of CMS handled by a different part of your
14 organization?

15 MR. NAIPO: No. That is something that's
16 housed in CMS. So I remember we had a conversation
17 about that.

18 So, again, CMS is just a holding for data. If
19 some sort of data was put in there and it was put in
20 incorrectly and no one actually vets that information
21 to see whether it's correct or not, which should be
22 done at the time that an elevator is turned over after
23 a new installation inspection has been done and it's
24 been passed.

25 If we don't get the correct information, or on an

1 annual inspection, if the inspector doesn't realize
2 that, oh, this had a major mod or maybe the capacity's
3 more or less, whatever it may be, unfortunately, if we
4 don't get that information back to us, then that
5 information will never change in the CMS unfortunately.

6 MR. CLEARY: Okay.

7 MR. NAIPO: Yeah.

8 MR. CLEARY: That's something that we need to
9 look at on annual reports, that that's included.

10 So I don't want to push you too much. But we're
11 running really short on time. I'm doing a very poor
12 job on time management.

13 So anything else to bring up or any questions for
14 Paoa?

15 That's a tough job. It's a steep incline on this,
16 and there's a lot to it. And I appreciate that it's
17 not going to be easy. But I'd like to see if before I
18 retire. So that would be great.

19 Any other questions?

20 MR. NAIPO: Anybody has questions, though,
21 I'm going to put my email in the -- in the chat. Feel
22 free to shoot me an email if you have any questions
23 regarding CMS or anything like that at all.

24 MR. CLEARY: Okay. Great.

25

1 Website

2

3 MR. CLEARY: Melissa, we want to talk about
4 the website?

5 MS. ERIKSEN: Yeah. And thankfully I can
6 talk about it quickly.

7 It's there. It was done -- it was -- there are
8 still changes that need to be made once the website was
9 done. It was -- it was out, and then it kind of had a
10 reboot, I guess.

11 So Mandy and I absolutely know that it needs
12 worked on, and that is something that we are wanting to
13 do. We agree that there is a lot of clarity that needs
14 to be made to it. We are happily going to make it
15 friendlier to use.

16 Until then, we share your frustrations, and we
17 just thank you that you are hanging in there with us.

18 MR. CLEARY: Well, it just needs to be
19 relevant. Right? I mean, the stuff that's on there
20 can't be something that was taken care of, you know,
21 three years ago. So --

22 And I haven't looked at it recently as of last
23 week or so.

24 I know in the long time we used to have all the
25 contacts, staff contacts there. Then that was taken

1 off. Is that coming back or?

2 MS. ERIKSEN: Kind of. So as far as contacts
3 go, where I have confirmation that our program did a
4 fantastic job in keeping names and information updated,
5 that wasn't always the case. So the agency as a whole
6 made it so that contact information, names and stuff,
7 shouldn't be on the website.

8 That being said, there is a way that we are able
9 to share that information so that you as our
10 stakeholders are able to get ahold of whom you need to
11 get ahold of. So that is one of the first things that
12 we are going to change.

13 MR. CLEARY: Okay.

14 MS. ERIKSEN: And again, we share the
15 frustration with that.

16 MR. CLEARY: I appreciate -- having
17 recognition that it's a problem is a big part of it.
18 Right?

19 And you got to remember that different people
20 have -- are more politically savvy and can navigate
21 better than others. We should make it as easy as it
22 can be for somebody that needs to get ahold of somebody
23 or has a question or needs just to glean something off
24 of that, you know, like getting stuff on a timely
25 manner, like getting the minutes on there early or

1 getting what's going on there early enough so everybody
2 can pull it off if they need it. I think it's going to
3 be really important.

4 So I really appreciate your effort.

5 MS. ERIKSEN: I agree.

6 MR. CLEARY: Any other questions for Melissa
7 on this?

8 Thank you, Melissa.

9

10 ESAC Subcommittee Status Updates

11

12 MCP

13

14 MR. CLEARY: Now we're going to move to down
15 into the subcommittee status updates. And let's hit
16 off with the MCP, which I'm still confused on where
17 we're at, what came out of the subcommittee. And what
18 the inspectors are looking for. And what's inspected.

19 So, Ricky, you -- you chaired that. So -- and I
20 know Leonard did -- played a lot, and he's no longer --
21 he retired.

22 So please give us an update. And then, Gerald,
23 you can help fill in anything that needs to be filled
24 in.

25 MR. HENDERSON: Okay. Yeah. So in that

1 subcommittee it was sort of started under the previous
2 chief. And when the State was going to be coming out
3 with -- not their own maintenance control program but
4 their own maintenance logs. I think this was an
5 attempt so that the -- the elevator inspectors had a
6 consistent place to go look. They knew where to go
7 look for something in the agency logs because they were
8 all going to be the same.

9 As we were going through that and working on it
10 the -- Gerald came in. We started looking at it. And
11 it was decided that the -- we were going to not pursue
12 the MCP log anymore for the State. The category test
13 log was going to be pursued. The State did a paper
14 form of a category testing log on the job sites for
15 many, many, many years. And they worked well. And
16 that was where they were wanting to go back towards so
17 they had an easy access to the category test logs.

18 So it's my understanding on that one. And Candace
19 and Gerald I think were on the last MCP meetings.
20 They -- we kind of disbanded the subcommittee because
21 the category test logs were -- they're current for the
22 current code and the maintenance control logs were
23 dropped from the State side of it.

24 As for -- but there were out for the --

25 Check me on that, Gerald. I don't think -- were

1 the State logs ever given out as far as a maintenance
2 control log?

3 I don't think they ever hit the website. Did
4 they?

5 MR. BROWN: I know when I first started it
6 was back and forth, and, "Yes, start using them." "No,
7 don't start using them." We got all those errors. It
8 just became a real fiasco. There were several other
9 meetings where, well, we need to look at this, this,
10 and this. And now we're talking about 2019. So we're
11 going to have to change this, this, and this.

12 And basically the companies already had MCPs that
13 were code compliant. And our guys are -- have been
14 instructed when they go on job sites to make sure that
15 the MCPs are present, that it's -- it's a -- you know,
16 it's a real MCP, it's on site, to make sure that
17 they're looking at the information sheet.

18 There's a separate information sheet, the one that
19 shows one and five-year testing, you know, like the
20 shunt-trip testing, fire-service testing, fire-alarm
21 device testing. That sheet will be placed on the
22 controllers.

23 And in conjunction with the -- there was some
24 question about, you know, do we keep using the metal
25 tags? Are we just using the sheet? At that -- at one

1 time it was decided that they would let them just use
2 the sheet but not the metal tags. And now we're
3 revisiting that because of damage to logs and not a
4 suitable way to keep them from being damaged or lost
5 but the tags always stay 'cause they're wired to the
6 controller. And so now we're -- we are indeed
7 revisiting that subject.

8 But as far as the MCP, they've been explained to
9 go to the job, make sure there's an MCP, make sure that
10 it is, you know, present. And this time we're looking
11 at physical copy on site.

12 There were some discussion about using electronic
13 format. But nobody really came up with a standard
14 electronic format that all the companies, you know, the
15 elevator service providers, could use a digital format
16 if they want to use like an electronic format. And
17 that kind of got put on hold until there's another
18 committee called to talk about that.

19 MR. HENDERSON: Hey, Gerald -- and that's
20 where I was sort of coming from.

21 As far as my understanding on this one, as far as
22 an MCP subcommittee, currently there is not an MCP
23 subcommittee.

24 MR. BROWN: Okay.

25 MR. HENDERSON: But with -- and I see you

1 shaking your head. So that's concurrence.

2 But one of the things you brought up there, the
3 State is still using the State's category test log.
4 And with the new code adoption coming up, there's going
5 to be some changes on that log as well as, if you're
6 revisiting the -- if this can be used in lieu of the
7 metal tag, there's language on the paper log right now
8 that says, "This may be used in lieu of the metal tag."

9 So is there a need for a subcommittee to be
10 recreated to address that on the log?

11 MR. BROWN: I would say definitely it does.
12 And if anybody in this group that wants to bring out
13 their solution to electronic format, that would be a
14 great time.

15 But I think we need to have that reconvene and
16 finally settle the issue of metal tags.

17 Like I said, I get the -- I get the -- you know,
18 the comment about, well, it's just not well protected,
19 so it is subject to, you know, smudges, water,
20 whatever, you know, and then all my records are gone.
21 you know, if I had a metal tag, it would have been
22 there.

23 And so that's why I -- I don't see any reason why
24 we couldn't have both just to make the -- to keep
25 consistent of what they're looking for when they come.

1 I think it needs to be addressed with a 2019 update.

2 So I think we need to reconvene.

3 And like I said, all of you out there that want to
4 go to electronic format, now it's time readdress that.
5 And it will be through this committee. And please sign
6 up to help out. And I would love to see the
7 stakeholders have -- you know, have input on this. And
8 let's get this thing settled.

9 I really don't want to be in the business of
10 creating, you know, extensive MCP logs that constantly
11 have to be in review and flux and when do we use it,
12 when are we not using it.

13 I like the idea of having the one that's provided.
14 And the guys are looking at it, you know, when they go
15 out. But I don't need my inspectors spending two hours
16 looking through a book to see if somebody marked a box.

17 MR. HENDERSON: I hear you.

18 So a question for you on this. I know -- I know
19 the 2019 code's going to be coming into adoption pretty
20 soon. I think if we're going to have a subcommittee or
21 something reviewing that category test log and how
22 that's going to be utilized, that all needs to be done
23 and have a pin put in it prior to the adoption of the
24 2019 code 'cause it's going to be -- need to be used as
25 soon as that time frame is. So --

1 MR. BROWN: Absolutely.

2 MR. HENDERSON: -- who -- Melissa, who's --
3 would be in charge of scheduling and putting together a
4 subcommittee on that one to review that cat test log?
5 Or is that -- I guess getting approval for it first.
6 Right?

7 MS. ERIKSEN: That would be me. Yeah. That
8 would be me.

9 MR. HENDERSON: Okay. So I guess my thought
10 on that one there is, it's going to need to be
11 happening pretty quick if we're talking about adopting
12 the 2019 code in this calendar year.

13 MS. ERIKSEN: All right. So my question is,
14 Scott, or -- Scott -- I'm sorry.

15 Ricky, months and months and months ago I believe
16 that I was under the assumption that you would be
17 chairing the MCP committee. I'm happy to work with you
18 on that what looks like.

19 Anybody --

20 Thank you, Annette.

21 Anybody who is wanting to be a part of that
22 committee or any committee, please either put it in the
23 chat or email me so that I know. We want you to be
24 included. We want you to have your say and
25 understanding.

1 So, Ricky, are you going to chair the MCP
2 committee?

3 MR. HENDERSON: I'd be happy to chair, yes.

4 MS. ERIKSEN: Fantastic. I will work with
5 you on getting it set up, then.

6 MR. HENDERSON: Very good.

7 Scott, I think, let me throw it back at you. I
8 believe that covers the MCP part of it.

9 MR. CLEARY: Yeah. I think that's great.
10 We're going to open up another subcommittee and have
11 you chair it because you've got history. And we need
12 to just have it clarified for everybody so -- 'cause as
13 you and I talked about, for the 270 crowd, they don't
14 work for a licensed elevator company. So those kind of
15 logs don't work. So we got to look at some of the --
16 some of those different fringe-type conveyances that
17 needs to have more in the MCP so the State inspectors
18 can see who's actually doing the work.

19 So I'd be happy to give you input, if you'd really
20 like to be part of it. So I think that would be a
21 great idea, too. So please, everybody get ahold of
22 Ricky and Melissa to sign up for that. And I agree
23 with you: I think we need to do it quickly and
24 thoroughly. And I think most of work's been done. But
25 I think we just need to clarify it. So thank you.

1 Licensing Category, Education, & Curriculum

2

3 MR. CLEARY: I'm going into licensing and
4 curriculum.

5 We haven't had a meeting in a year. And this is a
6 hard one to do via the Internet. So I think
7 everything's going to be on hold until we can meet back
8 in person to work on this.

9 Melissa, do you have anything else to add to that?

10 MS. ERIKSEN: No. Only that I agree it
11 should be done in person. The work that we with do was
12 beyond fantastic. And I look forward to finishing it.
13 We really got a lot of good things done. So --

14 MR. CLEARY: I agree.

15 MS. ERIKSEN: -- I can't wait for that at
16 all.

17 MR. CLEARY: Yeah. I mean, there's a lot of
18 paperwork, and there's a lot of back and forth. That's
19 really hard to be done if we're not in person. So I
20 agree with you there.

21 I want to move on so we get everybody in.

22

23 Fire Rated Door Assembly

24

25 MR. CLEARY: Brian, want to talk a little bit

1 about the fire rated door assemblies and what needs to
2 be done or what has been done in that subcommittee?

3 MR. THOMPSON: All right. So currently it's
4 a subcommittee of one. I am chairing it. And Rob had
5 been on it with me.

6 MR. CLEARY: Okay.

7 MR. THOMPSON: So be happy to accept members.
8 Basically what's -- what's come up is there are
9 some gasket-type or brush-type elements that UL has
10 listings for as attachments to fire-rated-door
11 thresholds and frames. And so the question is -- you
12 know, we've all been told you can't touch a rated
13 assembly. But it appears that UL has a method where
14 that can happen. And so there's been some back and
15 forth on certain projects.

16 And so my goal is for our subcommittee to come up
17 with proposed letter that then the ESAC could put
18 forward to the chief's office in order to have L&I
19 issue a formal request to UL to get a decision so that
20 all, you know, L&I staff and AHJs throughout the state
21 can be on the same page and understanding whether or
22 not that's a -- you know, the addition of listed
23 components to a rated assembly is acceptable. So
24 that's the -- that's the gist.

25 MR. CLEARY: I think those are questions

1 worthwhile to be asked. I think Jan is raising her
2 hand to participate. So I would encourage all of --
3 everybody that is affected by this --

4 MS. GOULD: Yes.

5 MR. CLEARY: -- to help Brian and Jan get
6 this figured out.

7 So, you know, if you penetrate things, you use
8 your UL listing. So we kind of got to get this figured
9 out for real-world applications.

10 So thank you, Brian.

11 If anybody wants to participate, please get ahold
12 of Brian.

13 Who's got their hand raise? Is that everybody?
14 Glenn, go ahead.

15 MR. WELLS: I just wanted to mention I'd be
16 happy to be on that committee.

17 MR. CLEARY: Outstanding.

18 Please get ahold of Melissa, and she'll get
19 everything taken care of so --

20 And then, Brian, as the chair, I need you to kind
21 of set a schedule up. And let's get this kicked off so
22 we can get some work done before our May meeting. That
23 would be helpful.

24 MR. THOMPSON: Will do.

25 MR. CLEARY: Outstanding.

1

2

Need for Subcommittee: Alterations, WAC/ASME

3

4

5

MR. CLEARY: So the last thing we need to
talk about is the subcommittee for alterations.

6

What -- who is driving that one, Melissa?

7

8

MS. ERIKSEN: No one because it's one that
was proposed as needed.

9

10

11

MR. CLEARY: What is -- what is the
committee's and stakeholders' feeling on that? What is
the issue that would need to be addressed?

12

MS. ERIKSEN: Ricky, I believe this was you.

13

14

15

16

17

18

MR. HENDERSON: Yes, it was. Alterations is
a -- is sort of a gray subject in that there's a lot
of -- there's not a black-and-white when it comes to
alterations. And there is a technical clarification
out for alterations, but doesn't do a lot of
clarifying.

19

20

21

22

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25

I think what -- at the time what we were talking
about for alterations was that we wanted to have a
subcommittee go through it and help define what is
alterations, what is repair, what is a replacement to
help clarify it 'cause, like I said, there's -- it gets
into a lot of discussions in the field with inspectors
and everyone else.

1 And my -- my belief is there needs to be some
2 clarification on it, some guidelines for the State in
3 the -- in L&I on it that everybody can agree with.

4 MR. CLEARY: Okay. So I -- I think -- is
5 this something we want to -- we want to implement in
6 between, before the next meeting, or what's your
7 feeling on it, Ricky? I hate to pile another
8 subcommittee on you. But --

9 MR. HENDERSON: Yeah.

10 MR. CLEARY: -- if you feel sufficiently that
11 we need to work out mor we want to table this next
12 meeting?

13 MR. HENDERSON: I'm be happen to chair if we
14 think it is, if we have a need for it. To be honest, I
15 don't -- I haven't had hardly any issues coming up here
16 in the recent past that I'm aware of.

17 MR. CLEARY: Okay.

18 MR. HENDERSON: Just might be able to reach
19 out to more of our stakeholders and see is anybody
20 having issues or is this coming up for our stakeholders
21 on alterations where it's becoming a problem.

22 MR. CLEARY: So I need to push things. So
23 if -- people that are interested --

24 Ricky, I'd support it any way I can. And I think
25 stakeholders getting involved and not just having

1 committee members is very, very helpful going forward
2 on this 'cause it's not an issue until it is. And then
3 when it is, it's a problem. Right?

4 MR. HENDERSON: Right.

5 MR. CLEARY: So be nice to get some clarity
6 on this.

7

8 New Business
 (continued)

9

10 CPHs, Decommissioned Conveyances, Tribal Inspections,
11 Construction Use Permits

12

13 MR. CLEARY: All right. I'm going to go
14 really quick to the next -- I -- under New Business
15 we've discussed electrical inspections.

16 Gerald, I'd really like to talk about CPHs and
17 decommissioning and tribal inspections and construction
18 use permits 'cause I know that Garry had some concerns
19 about construction use permits and what's allowable and
20 what's not, what's considered needed, you know, for
21 equipment on a construction before they get their
22 final. And then, you know, CPHs has been kind of
23 lingering for a while.

24 So what's been going on with CPHs, Gerald?

25 MR. BROWN: Well, I'll hit the CPH one first.

1 MR. CLEARY: Okay.

2 MR. BROWN: The Department is moving forward
3 to bring them back in the fold for inspections and put
4 them back in the system.

5 There was -- I had a chance to review this when I
6 first started, and it -- it took some time to try to
7 dig through to get to the bottom of and everything in
8 an old-style type of CPH that was cited in the code. I
9 looked into other codes, other jurisdictions, and
10 especially about that style. And that's kind of like a
11 standard exclusive to a model code that they always
12 just throw in. And this is not what we're seeing out
13 in the field.

14 As a result of that decision, we've had some
15 injuries on real CPHs, so to speak, and we're seeing
16 building contractors think things in that would just
17 make your head explode, gasoline-powered, open ones
18 that hold 30 people, and on and on and on. Or taking
19 material lifts and putting a platform -- welding a
20 platform on top and putting people on top of material
21 lifts and things like that because, hey, the State's
22 not regulating this stuff anymore, so we can get away
23 with it.

24 This is not what our safety program's all about.
25 And so that's why my recommendation -- we're working on

1 terminology and adoption of this right now. It's
2 moving forward.

3 Our Category 4 licensing for CPH mechanics, my
4 hat's off to those guys. They do everything they can
5 to stay current. They apply for voluntary inspections
6 all the time. This market wants to have this back.
7 They are awesome of people. I've had a chance to meet
8 with them. And we're behind them 100 percent.

9 The way that we were dealing with their
10 educational requirements, trying to attach a rubber
11 standard or get them to take a qualifying exam that
12 talked about escalators, not really -- not really what
13 we're doing.

14 So we're redesigning the educational requirements
15 through our other subcommittee and coming up with a
16 test that's an actual test that we need to follow based
17 on the industry, which something that we're looking at
18 for all of our license categories to make sure that we
19 have the educational requirements, realistic
20 educational requirements and realistic testing, and
21 that's going to go hand in glove.

22 That's not going to stop us from bringing them
23 back in. We got to get them back in and the
24 education -- (audio disruption) -- that up. That's
25 very important work. We've made some wonderful headway

1 on that, and they're -- they are working with us on --
2 basically as -- their -- their committee, I mean,
3 that's their job, and that's their business. And they
4 are bringing in realistic, sound testing and education
5 and opportunities.

6 And, you know, it's like, in the elevator
7 industry, typically when we need to get continuing
8 education, wow, we've got like 20, 30 different places
9 we can go to get the continuing education and stuff.
10 Try to do that in their industry. Oh, my gosh.
11 There's just -- it's just the really, really
12 challenging.

13 And they're answering that call. They're finding
14 places to do that. They're making things happen. Like
15 I said, my hat's off to the CPH guys. I'm telling you,
16 they are wonderful people to work with, and safety is
17 their number one priority. They really want to bring
18 this forward, and we want to bring it forward, too.

19 So we are working with Annette, who is making this
20 happen. There's been some discussion on my email this
21 morning already about it to keep moving forward, to
22 restoring that. And frankly, we want it restored. You
23 wanted it restored. Anybody that has a moniker of
24 safety for people that are compelled to ride these
25 things, it should be inspected. So . . .

1 MR. CLEARY: All right. Thanks. We're
2 getting -- we're little bit over time.

3 Jan, you got a quick question?

4 Then, I want to wrap it up with elevator primary
5 point of contact discussion, if there's any. We're
6 running tight.

7 Go ahead, Jan.

8 MS. GOULD: Sorry. I was muted.

9 It was a simpler that Dottie wrote. Can't you
10 just simply write another letter saying, Oops. "These
11 are under our jurisdiction? Always have been? And
12 shall be?"

13 MR. BROWN: That's pretty much what we're
14 doing.

15 MS. GOULD: Okay. Great.

16
17 Elevator Company Primary Point of Contact Discussion

18
19 MR. CLEARY: Outstanding. All right. Really
20 quick, Melissa, can you help me a little bit with this
21 point-of-contact discussion? Is that something -- we
22 kind of talked about that a little bit when you we had
23 our stakeholders. But can you help me -- guide me
24 through that?

25 MS. ERIKSEN: For sure. So we sent out an

1 email to you -- you primary points of contact for your
2 companies. And it is so important that we stay
3 engaged. The partnership between our program, the
4 ESAC, the companies, stakeholders, that partnership is
5 so important.

6 So one of the things that is really needed is for
7 you guys to be involved. And our ESAC meetings are one
8 of the biggest ways for you guys to stay involved. So
9 we're needing you guys to attend.

10 That's where I'll leave it for now. Thank you for
11 being here.

12 MR. CLEARY: Well, thanks, too. And I think
13 it's really important.

14 So we're running a little bit over. So I'm going
15 to wrap this up. If anybody has any questions that
16 weren't addressed in the meeting, please send them to
17 myself, Melissa, or any other representative on the
18 ESAC.

19 We can only add agenda items that are important to
20 you if you get to your points of -- your
21 representatives on the ESAC, Melissa or myself. We'll
22 work really hard to get answers to you, ready for you
23 for those meetings. But we need your -- your
24 participation.

25 Garry, you got a question?

1 MR. WOOD: Yes. Based on what Gerald was
2 saying about can CPHs, my concern is -- I mean,
3 obviously they need inspected. No question about that.
4 Safety's No. 1.

5 But the bottom line is you got to have the testing
6 to go with it, to have the mechanics that can do the
7 installations, to do the inspections. If the testing's
8 not in place, they don't have the manpower to install
9 them properly. So they have to go hand and hand. They
10 can't be separate effectively.

11 And that was -- been the problem all along, is
12 that they couldn't get -- you know, the industry always
13 wanted to have a certain level of regularization. But
14 bottom line is they got to be able to have a proper
15 test to take so that they can get the proper mechanics
16 and the proper licensing in place so that they can
17 install them properly and get them inspected properly.
18 And it has to go all together.

19 Go ahead, Melissa. You've got your hand up.

20 MS. ERIKSEN: I sure do. And I have to --

21 Okay. Bye, guys. Thank you for staying on.

22 I have to agree with everything that you're
23 saying. And Mandy has been chatting. We are
24 definitely partnering through. We understand the
25 insanity that there -- that their test that was -- that

1 they were taking, what it was. So we have had previous
2 conversations with Mandy and the AGC. The -- I know
3 that she had a concern about our subcommittee being on
4 pause, as do we all.

5 However, that subcommittee being on pause does not
6 stop -- and hear me on this -- does not stop moving
7 forward. Yes, we've had had the talks. Yes,
8 there's -- there's testing changes and that stuff
9 moving forward. That stuff isn't stopping. That stuff
10 is taken and moved forward.

11 We had to make quick provisions when this pandemic
12 happened and changes to how we were doing things. And
13 we've been in the program doing our best to make sure
14 that things are still continuing to move safely with
15 what we're able to do and not able to do.

16 CPHS is no different, no different at all.

17 So we -- we are agreeing with you. And we are
18 working with the industry to move that forward so that
19 safety can happen and they're not stuck anymore,
20 they're not stopped.

21 MR. CLEARY: Well, thank you. That -- that's
22 really good.

23 Does that help you, Garry?

24 MR. WOOD: It does. We just have to make
25 sure that one can't happen without the other. They

1 have to happen together. And so if we're all on the
2 same page, I'm good. Thank you.

3 MR. CLEARY: Well -- and for perspective,
4 most of the tests the states have been giving are a
5 history test. So I think across the board I think
6 they're starting to look at amending those and moving
7 forward.

8 All right. We'll finish up.

9 Duane, you got your hand raised?

10 MR. LEOPARD: Yeah. A couple -- one quick
11 question before we head out.

12 I've heard a couple different timelines for
13 adopting 2019. Gerald, what -- what's the State's
14 plans for adopting 2019? Is it near, or is it next
15 year?

16 MR. BROWN: Alicia pointed out that we can't
17 do it until this one -- this WAC one is closed. I
18 think it gets adopted in -- projected adopting the new
19 WAC -- the draft was in this -- in -- October 1st
20 and, then we can open this up.

21 I -- I was really hoping to get it done within
22 this calendar year. But like I said, I'm kind of new
23 to the grind here on how quick things can happen.
24 That's why on the State side, in our central-office
25 side we're trying to get all presented up so we can

1 move forward on getting that -- getting that TAC on
2 that coded option going. But it really depends on the
3 timeline that Alicia referred to.

4 Alicia, I don't know if you're still on. But
5 is --

6 Is she still on, Melissa? Or did she leave?

7 MR. LEOPARD: I think she's gone.

8 MR. BROWN: Sorry. I think she mentioned --
9 I think she mention that we can convene that right
10 after the adoption and then pop it open again and work
11 on it, get our committees called moving forward on our
12 adoption of 2019 right after that. So --

13 MR. LEOPARD: We're looking basically --
14 we're in the next year, then, as far as trying to adopt
15 2019 they know.

16 MR. CLEARY: Well, yeah. But Alicia said
17 we'd get the TAC November -- or November or December of
18 this year. Time we go over everything, I think
19 you're -- Dwayne, you're right on. I think it's going
20 to be first quarter of '22.

21 MR. LEOPARD: Okay.

22 MR. CLEARY: All right, everybody. Well,
23 we're running a little bit over. I appreciate
24 everybody's indulgence. Thank you very much for the
25 great participation.

1 I'd like to thank the committee for getting up and
2 doing all this.

3 And anybody has any questions, please get them to
4 everybody. Get them to your representative. Get them
5 to me. Get them to Melissa. And we'll move forward.

6 But thanks, everybody. Have a great day.

7 (Proceedings concluded at 12:09 p.m.)

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C E R T I F I C A T E


I, SUE E. GARCIA, a duly authorized Court Reporter in
and for the State of Washington, residing at Tacoma, do
hereby certify:

That the foregoing proceedings were taken before me on
the 16th of February, 2021, and thereafter transcribed by me
by means of computer-aided transcription, that the
transcript is a full, true, and complete transcript of said
proceedings, consisting of pages 1 through 150;

That I am not a relative, employee, attorney, or
counsel of any party or relative or employee 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
March 1, 2021.


SUE E. GARCIA, CCR, RMR
WA Lic. No. 2781



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