

1 DEPARTMENT OF LABOR AND INDUSTRIES

2 STATE OF WASHINGTON

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5
6 ELEVATOR SAFETY ADVISORY SPECIAL MEETING

7
8 TRANSCRIPT OF PROCEEDINGS

9
10 Thursday, June 16, 2016
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13 BE IT REMEMBERED, that an Elevator Safety Advisory
14 Special Meeting was held at 9:00 a.m. on Thursday, June
15 16, 2016, at the Tacoma Rhodes Center, 950 Broadway, Orcas
Room, Tacoma, Washington.

16 The Department of Labor & Industries was represented
17 by JACK DAY, Chief Elevator Inspector; and TODD BAKER,
Public Safety Operations Manager, who presided over and
conducted the meeting.

18 WHEREUPON, the following proceedings were held, to
19 wit:

20
21 Reported by:
22 H. Milton Vance, CCR, CSR
(License #2219)

23 EXCEL COURT REPORTING
24 16022-17th Avenue Court East
Tacoma, WA 98445-3310
25 (253) 536-5824

PROCEEDINGS

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MR. BAKER: Good morning. Welcome. Thanks for being here.

I'm Todd Baker, Public Safety Operations Manager with the Department of Labor and Industries. I work with Jack and the other public safety program managers.

And I'm going to help facilitate today partly because he (referencing Mr. Day) can barely talk, which is kind of a blessing for those of you who know Jack. It's like a day off for me.

The problem is we didn't spend a lot of time preparing for this, so I'll probably forget to say something or say the wrong thing and he'll kick me.

But at the last Advisory Committee meeting, during the Chief's report, Jack raised the question about as we get close to July 1st and the next stage of this safety test reset plan, some concern about the civil penalties from the perspective of for owners who do have contracts for the work and the work's not getting done, some reluctance on our part to be penalizing owners. It may not be their fault, so to speak. So we kind of raise that question: What should we do?

And there was some discussion about that, trying to get at some of the root causes and what are some of the

1 options moving forward.

2 It was also noted that we don't really have a clear
3 handle on the problem, the nature of the problem, the size
4 of it because we haven't gotten progress reports from all
5 the companies. We got some, but not all.

6 So Rob McNeill, the Chair, had asked us to convene a
7 meeting, this meeting, to kind of dig into what are some
8 of the challenges and what are some of the ideas for
9 moving forward.

10 So the intent here is not so much to make decisions,
11 but just really hear from you what's going on, what can we
12 do about it. Because we're going to have to make
13 recommendations to our Director about where we're at and
14 where do we go from here. So we want to have some of your
15 voices in that conversation.

16 So I prepared an agenda, but it's nothing more than
17 spending some time talking about, you know, what is the
18 problem, what's happening, how big. And then what are
19 some things we can do about it, that the companies can do,
20 the owners can do, the Department can do about trying to
21 get the safety tests done.

22 And then finally want to spend a little bit of time
23 thinking about, so what are some of the consequences?
24 That is, we have the ability to issue some penalties and
25 do some things. I want your thoughts about that: What

1 makes sense, what doesn't make sense as we go forward.

2 So with that said, unless there's something you want
3 to add, Jack? And I can repeat it for you.

4 MR. DAY: The things along with the maintenance
5 include safety test and examinations and -- (inaudible).

6 MR. BAKER: Right.

7 MR. DAY: So with a lack of -- with the maintenance
8 not being done, it makes the safety test that much harder
9 to do.

10 MR. BAKER: Yeah. So if you couldn't hear that,
11 making a point that safety tests can be all the more
12 challenging if maintenance isn't being done as well.
13 Maintenance and examinations are important to make sure
14 the safety tests are not a huge effort.

15 So giving some thought to the problem being not just
16 the safety tests themselves, but the maintenance that may
17 not be being done.

18 So what's on your mind? What do you know about this
19 problem? Why -- is it a problem, and why do you think
20 it's a problem? Jump right in. It's just an open
21 discussion.

22 MR. NEIMAN: Dave Neiman with Kemper Development.
23 And I tend to be pretty vocal.

24 So I'll just step right in and we will -- somebody
25 else taking over.

1 I mean, we currently have a situation even before
2 construction was as busy as it currently is today where
3 some very basic maintenance items are not being taken care
4 of on a regular basis. And as a result, systems are
5 failing, which only makes the situation worse. You get
6 into this huge snowball effect.

7 As an owner-operator, we're extremely frustrated
8 because we have all the liability, all the accountability.
9 We pay all the money, and we have absolutely no say into
10 what does and doesn't get done. So it's akin to the cat
11 drops a rat in the middle of the living room floor, and
12 you go over and you kick the dog, you know.

13 The current system does not work. And whatever
14 penalties are leveled are leveled at the wrong level.
15 They're going to the wrong place.

16 I can tell you that I have over the last three and a
17 half years, you know, had multiple discussions with
18 multiple companies about getting work done, pulling out
19 the contract, going line by line showing where the
20 contract states that the work's supposed to be done. It's
21 part of the WAC. And yet it doesn't happen.

22 And I've had system failures that are supposed to be
23 part of the contract and taken care of because of normal
24 wear and tear, and I've gone to the contractor and said,
25 "You have to fix this."

1 And I've been told, "We're not fixing it."

2 It's that blatant. It is that blatant.

3 We in all good faith draft a document that goes into
4 great detail about what does and doesn't have to be taken
5 care of. We pay those contracts. We're paying --
6 personally our company is paying well over a million
7 dollars a year for our service of maintenance work. And
8 we still can't get the work done.

9 So that's the situation as it stands from my
10 viewpoint. I'm sure there's a lot of other people that
11 have their own horror stories that they can tell.

12 But it's -- as an owner, we see the fines. As an
13 owner, we're supposed to maintain -- or we're responsible
14 to maintain an MCP program that we don't even have access
15 to in many cases. It's in a machine room on a locked
16 floor that's secure, and we can't even get on the floor
17 let alone get in the machine room. But we're supposed to
18 be responsible to make sure that the MCP program is
19 maintained properly. It's archaic. It doesn't work.
20 It's 1800s technology in today's world. It's chicken
21 scratch on a piece of paper that's locked away in a room
22 that nobody can get to. The State can't see it. The
23 service provider can't see it. The only people that have
24 access to it are the elevator mechanics, and if it's being
25 inspected, the inspector when he comes by. And that's the

1 truth of the situation.

2 I've got a 50-acre-plus campus with probably 30
3 different machine rooms, and if I want to find out if the
4 work is being done, the only way I can do it is to walk
5 all day long and go from machine room to machine room to
6 machine room, which is -- it's just -- it's an untenable
7 situation. It doesn't work.

8 That's my two cents worth.

9 MR. BAKER: Did you have something? I thought I saw
10 you raise your hand back there.

11 UNIDENTIFIED: No.

12 MR. BAKER: Anyone? I mean, other thoughts?

13 MR. LUNDBERG: It would be interesting to know how
14 many owners --

15 MR. BAKER: Say who you are.

16 MR. LUNDBERG: Dan Lundberg with Fujitec Elevator.

17 MR. BAKER: Thank you.

18 MR. LUNDBERG: It would be interesting to know how
19 many owners, you know, who are the primaries here and who
20 are the owners and who are the L & I people. I mean, just
21 by show of hands.

22 MR. BAKER: We can start there. So L & I folks.

23 (Raising hands.)

24 MR. BAKER: That's Rich Metcalf, the supervisor,
25 Northwest Washington. And that's Matthew Erlich, our

1 public affairs guy. And the lovely Melissa Eriksen who
2 tries to keep Jack under control.

3 So owners and property-manager type folks.

4 (Raising hands.)

5 UNIDENTIFIED: Not a whole lot.

6 MR. DAY: Only three.

7 MR. BAKER: And then the rest -- well, I see union.

8 Elevator companies. Is that the remainder? Who am I
9 leaving out?

10 UNIDENTIFIED: General contractors.

11 (Raising hands.)

12 MR. BAKER: So other thoughts about the nature of the
13 problem?

14 Thank you, Dave.

15 Or just an idea what we can do. What's on your
16 minds? Yes.

17 MR. ROLF: Matt Rolf, Andersen Construction.

18 I don't know about the maintenance aspect. But we
19 have a project currently that's delayed because of getting
20 the inspection from the Department -- (inaudible). If
21 they're -- they scheduled it two weeks today, and they
22 were supposed to be out there a week from today to
23 inspect. So three week time to get out and inspect the
24 elevators for new installation to be able to turn the
25 building over to the owner for us to be able to deliver

1 our project on time.

2 MR. BAKER: And is it -- are you being told it's
3 workload; it's just that's the soonest we can get there?

4 MR. ROLF: Yeah, yeah. It's a combination of the
5 elevator installation and the Department. But that's
6 still a big part of the delay.

7 MR. DAY: Any thoughts towards labor? Is it a labor
8 shortage? Is there a problem with that? Is that why --
9 any ideas behind that?

10 MR. BAKER: The question from Jack there is: Any
11 thoughts about whether labor is the issue? That is,
12 shortages of available labor to do the work.

13 Mike -- or David.

14 MR. SPAFFORD: David Spafford, Inspections Northwest.

15 A lot of complaints that I get, it seems the
16 customers are saying that the mechanics themselves that
17 come out to service their elevators are too overloaded to
18 actually do an efficient job of maintaining their
19 conveyance. Which means as a general if we look across
20 how many mechanics are actually servicing elevators, how
21 many units per month, and what does the maintenance
22 require for a mechanic to perform. All right? Compared
23 to how many mechanics are available. Now, granted, during
24 our current status, we are short mechanics in our
25 industry. And we can see that. We can see the experience

1 level is not there that we had. So that's going to take
2 time to rebuild.

3 I believe the number of units per month that
4 mechanics go out and service is overloaded down to where
5 all they do is do fire-call maintenance.

6 MR. DAY: What does that mean?

7 MR. SPAFFORD: If something breaks, you go out and
8 fix it. If a light bulb's out, you go out and change it.

9 MR. DAY: How would we measure -- (inaudible)

10 MR. BAKER: So how would we measure that overload?
11 How do we know how overloaded folks are?

12 Dave.

13 MR. SPAFFORD: The unfortunate part of it is the
14 elevator maintenance is based on the specific unit, site,
15 condition, and all that, so it's hard to determine how
16 many mechanics it actually takes. You actually have to go
17 out and do that survey. You have to maintain that. And
18 then follow the maintenance control program. If you
19 follow the maintenance control program 100 percent, due to
20 age, use, and environment condition, your equipment's
21 going to run. If you're going to see something that's
22 obsolete or needs to be repaired, you're going to see it
23 due to the requirements of the MCP or the standard code.

24 MR. NEIMAN: It would appear to me if you're going to
25 have a means of measurement, obviously the condition of

1 the equipment is going to change the requirements
2 somewhat. But every equipment manufacturer has a minimum
3 standard that they publish with a piece of equipment in
4 terms of maintenance. And if you're using that as your
5 minimum, you can come up with generally a time line, the
6 amount of hours that it takes to maintain properly a piece
7 of equipment. If it takes five hours to maintain a piece
8 of equipment and you have 100 pieces of equipment, then
9 you know you've got 500 hours of maintenance required in a
10 given time frame.

11 When you have a mechanic that has 40 hours available
12 in any given week and he's got more pieces of equipment
13 than can physically be maintained properly, then you have
14 a metric that isn't going to work no matter how you slice
15 it.

16 The only option is to have the guys work over time if
17 they're willing to do so because they aren't mandated to
18 do so, which takes your costs exponentially through the
19 roof. And if you don't have enough mechanics, it just
20 exacerbates the problem.

21 So you have a situation if you know the raw numbers,
22 okay, you can come up with a metric. And then you can
23 say, okay, how many people are available across the
24 system, and that gives you some kind of idea how deep you
25 are in the hole. If you've got 2,000 hours worth of work

1 and you've only got 1,500 hours of potential, at least
2 you understand how big the problem is.

3 In the current situation with the contracts that I've
4 seen typically do not spell out minimum requirements. And
5 they'll use terms like full-service contract, but there's
6 no definition behind what that full-service contract is.
7 So from an owner standpoint, unless you're adept at
8 vertical transportation, which most are not, then you have
9 to rely on a consultant, and the consultant can help you
10 formulate a contract that gets at least the minimum
11 standards in place. But in most cases, that's not being
12 done.

13 And unfortunately we're in a cycle that's probably
14 two decades deep now in terms of drive the cost down,
15 drive the cost down, drive the cost down. We're an
16 owner-operators. We don't sell. Most of the market isn't
17 that way, and they're run by companies that want to drive
18 the cost down because that changes their NOI and it
19 changes the value of the building, and they intend to sell
20 it. At some point there's got to be a minimum standard
21 that everybody has to maintain. And you can't leave it
22 loopy-goopy based on the condition of the equipment
23 because that's subject to whatever I think that condition
24 is. So the O&M should be able to provide something for a
25 minimum, a raw bare minimum. And then depending on the

1 age and condition of the equipment, it's only going to go
2 up; it's not going to go down. But I don't see those in
3 place anywhere.

4 Thanks.

5 MR. DAY: Can you explain O&M?

6 MR. NEIMAN: Original equipment manufacturer.

7 MR. DAY: So the OM would give a -- oh, it (my voice)
8 is coming back. Ha, look out.

9 So you as an owner would expect the manufacturer
10 and/or the service provider to have a -- how long this
11 minimum level of maintenance is necessary for this piece
12 of equipment?

13 MR. NEIMAN: Yeah. So from an owner's standpoint,
14 every time we purchase a piece of equipment, whether it be
15 an air handler, a VAV box, a chiller, a cooling tower, you
16 name it, it comes with a manual, and it says, Here's what
17 you have to do to maintain this piece of equipment.
18 Right?

19 The elevator industry, the vertical transportation
20 industry, shouldn't be any different. They should have an
21 O&M manual that describes exactly what the minimum
22 requirements are to maintain this piece of equipment.

23 In many cases you walk into a building that's 35
24 years old, and nobody has any documentation for anything,
25 which only makes it worse. I don't know on the factory

1 side of the situation what they do and what they don't
2 have. It seems like when parts are needed, somebody
3 somewhere has the documentation necessary to get what they
4 need to get to make it operate. But seldom, if ever, is
5 that documentation made available to the owner.

6 So again, we're in a situation where we're held
7 accountable to maintain something, but we don't have
8 anything as a standard.

9 MR. BAKER: Scott.

10 MR. CLEARY: Scott Cleary, Mobility Concepts.

11 Dave, you said something as a business owner that
12 really rubs me the wrong way is that for you to be -- as a
13 customer be told by a service provider that we're not
14 going to do something that's in the contract, I don't
15 understand it. Because as a business owner, you want to
16 give value to your customer, make sure you take care of
17 things. So I don't understand how somebody can get in
18 front of you and tell you that. I don't know at what
19 level -- if it's a management level or if it's mechanics
20 telling you that. But I -- I just don't understand it as
21 a business owner. I mean, having the opportunity to work
22 or have it be under contract is it should be cherished and
23 taken care of and fostered. And if that's not happening,
24 that's nothing I don't think that can be written into
25 anything -- that's just bad business practice in my view.

1 UNIDENTIFIED: Oh, I agree.

2 MR. CLEARY: And that just -- this rubs me the wrong
3 way. So

4 MR. NEIMAN: You know, but at the end of the day,
5 there's still -- there's no litmus test, right? There's
6 nothing that says you're required to do "X" amount. And
7 that's really -- that's the ground floor of the whole
8 equation. If you don't have that, you don't have
9 anything. You've got to have some type of measurement.
10 And there isn't one. It doesn't exist.

11 MR. DAY: So the MCP log, you wouldn't consider it a
12 part of the measurement or a piece of the measurement
13 maybe?

14 MR. NEIMAN: It certainly can be a piece of the
15 measurement. But ...

16 MR. DAY: Not enough.

17 MR. NEIMAN: Well, not enough, but at the same time,
18 we have a situation that you're well aware of where every
19 MCP log is different based on the manufacturer -- or based
20 on the service provider. So they were tasked with putting
21 together their own MCP's. Does it follow OEM guidelines?
22 I don't know. As an owner, I can only assume that what
23 they're providing is adequate. But I have nothing to base
24 that on.

25 MR. CLEARY: Scott Cleary, Mobility Concepts.

1 The MCP logs are based on 8.6 or 8.11. So they
2 should be consistent -- it's the procedures that should
3 vary, not how the logs are laid out. Because 8.6 tells
4 you what you have to have, right? So that's the
5 procedures that may vary, but the logs may look a little
6 bit different, but they should all be consistent with 8.6
7 and 8.11. They just might be organized a little bit
8 differently, but they shouldn't vary on what 8.6 and 8.11
9 want.

10 Is that correct, Jack?

11 MR. DAY: They shouldn't.

12 MR. CLEARY: They shouldn't. It's the procedures.

13 MR. DAY: That doesn't mean that they're not.

14 MR. NEIMAN: And along with that, there's at least
15 one company that will tell you, and it's written into
16 their contracts, that the MCP doesn't matter; the only
17 thing that matters is their electronic data, which I have
18 absolutely zero access to. None. But I'm held
19 accountable and I get fined when the work's not done.

20 MR. SORENSEN: On these contracts, you sign --
21 (inaudible). It's all about their electronic data.
22 Because that means -- it leaves you no options.

23 MR. NEIMAN: Exactly.

24 MR. SORENSEN: You don't ever want that in your
25 contract ever? Records are supposed to be kept in the

1 machine room on the MCP.

2 The MCP is based on the equipment manufacturer's
3 recommendation -- recommended maintenance for that
4 particular piece of equipment in addition to the
5 prescribed test in section 8. And that's all it is.

6 MR. NEIMAN: I got that. I mean, everybody
7 understands the rules or the guidelines are in place in
8 that regard. The problem is they aren't followed.

9 MR. SORENSEN: And if the MCP's not being filled out
10 correctly and the work is not being done to make it --
11 depending on what your contract is, maybe the fines need
12 to be going somewhere else.

13 MR. NEIMAN: Thank you for that.

14 MR. BAKER: Other voices? How do I get some of the
15 rest of you to speak up? If I'm asking the wrong
16 questions, then go ahead and ask a different one. I want
17 to hear from you.

18 MR. DAY: We also want to hear solutions.

19 MR. BAKER: Absolutely.

20 MR. DAY: That's -- so we've heard from building
21 owners. There's only three. We've heard from building
22 owners. I absolutely look at a building owner as speaking
23 for all of us that are in here, every single solitary one
24 of us. If it wasn't for them, there wouldn't be us.

25 So somebody has to foot the bill, hear what they're

1 complaining about. We want to hear about solutions.

2 MR. LEOPARD: Duane Leopard, City of Spokane.

3 Dave, I kind of keyed on a comment that you made that
4 you couldn't get into machine rooms and all your MCP logs
5 were locked away and you couldn't see them. Why is that?

6 MR. NEIMAN: Because the tenants don't allow access
7 to their floors except for specific reasons. They're
8 high-security tenants. Machine rooms are located on their
9 floor. Only required personnel are allowed access, which
10 means maintenance people are allowed in, but supervisors
11 are not because it's not deemed by them as necessary. So
12 without naming company names and everything else, there's
13 a lot of companies out there that are very, very, very
14 secure in how they operate. And as a result, it makes it
15 extremely difficult to get to that information.

16 And again, we're talking about -- it's 2016, and
17 we're using 1800s technology. There's got to be a better
18 way than to scribble a note on a piece of paper and stick
19 it in a machine room somewhere. These guys (indicating)
20 can't see it. I can't see. The supervisors that are
21 running the crews don't have access to it. Nobody has
22 access. It's antiquated and it doesn't work.

23 MR. BAKER: So Patrick, did you have something here?

24 MR. STRAFFER: I did. Patrick Straffer, Safety
25 Advisory Committee. Also the business manager for Local

1 19 IUEC.

2 As far as the labor, the northwest has once again
3 turned out the highest percentage in the country for
4 passing the NEEP education program as far as schooling the
5 mechanics. So as far as the labor, we're number one out
6 there still in this country.

7 I believe what our members think, and I don't want to
8 speak for the companies, but if I'm wrong I ask the
9 companies to correct me. When members are changing their
10 shirts and they're switching companies, the MCP's are
11 different for everybody. The testings, the way they do
12 service. They're all over the board. They don't know
13 what's right with Thyssen one day, is it right with Eltec
14 or Fujitec the next day. They like to see some at least
15 more consistency where they did a test for Thyssen. And I
16 don't know what they're -- (inaudible). The equipment
17 doesn't change; just their shirts. We'd like to see some
18 more consistency with that. And if I'm wrongly speaking
19 for the companies, please feel free to correct me. But I
20 know that's what my members are saying. I would love to
21 see some kind of consistency with these MCP's and these
22 tests on the equipment that does not change.

23 MR. DAY: A question. MCP logs and procedures?

24 MR. STRAFFER: Yes, sir.

25 MR. DAY: Thank you.

1 MR. BAKER: Dave, did you ...

2 MR. SPAFFORD: I was going to mention the same.

3 MR. ROLF: I just had a comment -- Matt Rolf with
4 Andersen Construction -- a comment about having access or
5 -- you know, it's an antiquated system.

6 From the construction safety side, the Department
7 doesn't and cannot prescribe how to do something. They
8 just tell you you have to do it. So they just tell you
9 you have to do a log. But they don't -- they can't and
10 will not tell you how to do your log. So how that log is
11 -- who has access to that log, is provided access to that
12 log I would say is out of the Department's hands in that
13 fashion in my opinion.

14 MR. DAY: Logs and rules, right?

15 MR. ROLF: What's that? You have to have a log, but
16 there's nothing --

17 MR. BAKER: I mean, it has to be immediately
18 available.

19 MR. ROLF: You can't have an Excel spreadsheet
20 printed on a piece of paper versus it has to be done
21 electronically.

22 MR. BAKER: It has to be on paper is the requirement.

23 MR. ROLF: Well, it has to be completed. I mean, but
24 there's -- I'm going to assume there's no consistency
25 between the manufacturers just like labor's --

1 MR. BAKER: As it stands now, it has to be printed, a
2 paper available in the machine room.

3 MR. ROLF: Got'cha.

4 MR. BAKER: And there is a sample available on our
5 Web page and then in the next edition of the code.

6 MR. CLEARY: Scott Cleary, Mobility Concepts.

7 But early on, all the major companies and all the
8 independents, we all were vetted with our logs, right? and
9 procedures. We all went through a lot of vetting
10 processes. So though they may be a little bit different,
11 but the layout and what they included or needed to have
12 included were vetted by the State. Correct?

13 MR. DAY: Yes.

14 Things changed throughout that period of time.
15 You're talking about three or four years ago now, three at
16 least.

17 MR. CLEARY: But we're also having subcommittees to
18 try to standardize for each category all the logs so there
19 are consistencies between no matter whose it is. Correct?

20 MR. DAY: It's been suggested, yes. Dave will be one
21 of the ones who starts that, if that hasn't started yet.

22 MR. CLEARY: That would help that one concern I would
23 think.

24 MR. DAY: There was also somebody else that wanted to
25 start. It was the contractor -- general contractor or --

1 I believe, wasn't it? The last advisory? Wanted to start
2 a log for --

3 MR. CLEARY: Yes.

4 MR. DAY: -- A17.10 equipment, A10, temporary
5 construction hoist.

6 MR. SPAFFORD: Wasn't that the crane operator?

7 MR. DAY: Yeah, I believe so.

8 So a little bit of wrap-up on part of this is: What
9 I've heard from the building owners is they want a better
10 MCP log. What I've heard from labor is that labor wants a
11 better consistent log, period. And they want procedures
12 for safety test to be consistent so that they don't worry
13 or they don't -- they won't have to figure out the
14 difference between blank safety test for E/E/PES and the
15 next piece of equipment with the same dang thing. Is that
16 right? That's what I'm hearing.

17 And I'm also hearing that the owners are also wanting
18 some better assurance that the work that they contract to
19 be done is actually being done.

20 So that's -- those are the three things I've heard so
21 far.

22 Yes, we have worked to get things in line, but that's
23 -- that is today very difficult to maintain. And the
24 elevator inspection department was not set up to help
25 maintain things like that. It's an expectation.

1 I'd like to really start listening to solutions, if
2 we can. How we going to get there with these three
3 things? And are these three things the only things? How
4 can we get there? Short of giving \$500 civil penalties
5 per month. Is there some other way to do this?

6 Dave.

7 MR. SPAFFORD: So if we look at A17.1 of 2008, 2010,
8 whatever year you want to choose right now, they have a
9 reference that you go to at the back of the book. I
10 believe it's called table N1. And across the country,
11 they actually -- there's jurisdictions including the
12 Federal government that are requiring 8.6 under the 8.11
13 to be looked at twice a year. Okay?

14 Now, if we're having a hard time getting out to
15 maintaining the unit that we always do in a fire
16 maintenance, and if we increase the amount of time that
17 that particular item is performed, you would probably see
18 a lot more things that need to be maintained before they
19 are broken.

20 MR. DAY: So one of the problems today, though, is
21 that's not even being done once a year. So if I say do it
22 twice a year, for example, I'm giving the fines for the
23 once-a-year thing. So how is that going to help?

24 MR. SPAFFORD: Are you giving the fines for not
25 performing maintenance or not doing the examination?

1 MR. DAY: Yes, after 90 days.

2 MR. SPAFFORD: Both of them get it after 90 days. So
3 they could have two \$500 fines, one for not doing
4 maintenance, one for not doing it --

5 MR. BAKER: If in the inspection we find either 8.6.
6 or 8.11 tasks not done, I mean, that can be written as a
7 correction, and they have 90 days to correct or face a
8 civil penalty which is \$114 I think the first.

9 MR. SPAFFORD: Okay. On the other hand, as the
10 building and the company side of it, the inspections from
11 the State, we're not consistent at that either. So where
12 is our fairness of that?

13 MR. DAY: What do you mean?

14 MR. SPAFFORD: Well, it's because if you come out and
15 then you give them 90 days and you haven't been there for
16 three years, and now you want to fine them? Where is the
17 due diligence for the people that ride these elevators
18 every day looking at the State?

19 MR. DAY: I have an answer. You're not going to like
20 it. And I'll try to say this once. Ask me later. I'll
21 say it again.

22 Labor and Industries is mandated with assuring that
23 the owner does proper maintenance, inspections and at
24 least annual safety tests. Labor and Industries have
25 never been in a mode to hire enough people to make sure

1 that we are the ones who go around the entire state to do
2 your annual safety test -- owners. It has never been set
3 up that way. If it was, we'd had enough people to do this
4 all along. We never have. But we are supposed to ensure
5 that you do it. Does that -- and the past practice
6 unfortunately for the last 20 or more years has been we
7 need more inspectors to go out and give you a fine so that
8 you make sure you go do it.

9 So today is there a different way than hiring 80
10 inspectors? Because that's what we're saying. To go out
11 on every single job out there, 18,000 of them annually,
12 and tell you you're not doing your safety test and tell
13 you you're not doing your maintenance, and tell you you're
14 not doing your inspections.

15 MR. BESTE: Jeff Beste, KONE Elevator. But isn't the
16 lion's share of the annual operating permit covering that
17 inspection from the that come out and do that?

18 MR. DAY: If it was, we'd be doing it.

19 Again, the other side of it is can we use that lion's
20 share or the other side in a different way to make sure
21 this gets done.

22 BESTE: Can you elaborate on that?

23 MR. DAY: No. Sorry.

24 MR. NEIMAN: Dave with Kemper.

25 Not to manipulate the conversation here, but there

1 are programs out there, there's software out there that
2 would allow us to do the MCP's in such a fashion that
3 would be very easy for the State and/or anybody else to
4 check and see what the frequency of certain things are.

5 It's 2016. We got the cloud. We got the Web. We
6 got everything at our fingertips to make sure that this
7 can be done in an expeditious fashion. The way we're
8 currently set up does not allow us to do that.

9 In my mind, the MCP should be an electronically based
10 program that gives access at every level to all the
11 stakeholders so that they can look at it and see whether
12 or not the work is being done. The current system does
13 not allow for that.

14 If the State could put their manpower where the
15 problems existed instead of where the problems don't
16 exist, it would be a much more efficient situation.

17 The current situation, whether the work is being done
18 or not being done, the inspection process is the same. If
19 you've got a program that flags the units that haven't
20 been done, it becomes very apparent where the problems
21 are. And that's where the State ought to be able to focus
22 their time. And inspections is where the obvious problems
23 are. If you've got equipment that is being properly
24 maintained, it becomes a priority of okay, where is the
25 issues? And let's focus on those issues.

1 So I'm a firm believer that, you know, one of the
2 ways to get around this thing is use the technology that's
3 available, make the information available so that all the
4 stakeholders can actually see what's going on. You know,
5 we talk about mechanics and numbers of equipment. And
6 granted, if you have -- you know, if you've got a mechanic
7 that's got 200 pieces of equipment that he's got to take
8 care of, it ain't going to happen. I don't care who you
9 are. Especially if it's on a route where he's driving
10 from point to point to point.

11 I happen to have a situation where I've got 120
12 pieces of equipment all within a two-block radius. So I
13 should be much more efficient, right? I have a mechanic
14 load of about 30 pieces of equipment per mechanic.

15 So we've stepped up our game. All right? We put in
16 place a very rigid contract that requires "X" amount of
17 time be spent on a given piece of equipment. And still
18 inspections are behind. Okay? So my annuals are behind.
19 My five years are behind. And I've only got 30 pieces of
20 equipment per mechanic. There ought to be a way to figure
21 this thing out.

22 MR. CLEARY: Scott Cleary, Mobility Concepts.

23 To me, I see there's kind of like four basic issues.
24 One is MCP logs not being consistent. I think that's
25 fixable with everybody's input in each category. You're

1 never going to get consistency on procedures because
2 everybody does things a little bit different, every OEM.
3 That's going to be the toughest thing. It's like herding
4 cats.

5 The other two issues is: How do you monitor an
6 audit? And there's two different levels. You need to be
7 able as an owner to be able to monitor and audit what's
8 being done for you. That should be done electronically; I
9 agree. Then the State needs to find a way to be able to
10 monitor and ensure things are being done too.

11 So I think those are the four basic things. I think
12 three of them should be somewhat easy to do. Coming up
13 with consistent procedures, you're never going to be able
14 to get that to be consistent from company to company. So
15 if you change your shirt, you're going to have to change
16 -- or you're going to have to -- whatever that company's
17 developed, you're going to have to learn it.

18 But I think three of the four are probably somewhat
19 doable in a expeditious time. And I think that needs to
20 be done.

21 MR. DAY: So efficient monitoring and effective
22 training?

23 MR. CLEARY: I think there's two levels of being able
24 to audit and to make sure things are being done, and I
25 think that needs to be done electronically some way.

1 Because I think there's not enough physical time to go out
2 and visit each one and look at things -- the paper, and
3 that's if you can read what's being written down there.
4 So that even makes it more difficult. So I think there
5 needs to be a way of doing it in the 21st century to be
6 able to electronically monitor and audit what's going on.
7 I think we can go in and redo the logs so they're
8 consistent and each -- I mean, so commercial -- hydros,
9 commercial, traction, special purpose, everything can be
10 done in standardized logs that way. But the hardest part
11 is going to be to come up with procedures. You're never
12 going to be able to standardize procedures between
13 companies. So I think three out of four is doable.

14 MR. BAKER: Does anybody know -- maybe the companies
15 that work in other jurisdictions knows of electronic MCP
16 type work like Dave was describing where owners/
17 jurisdictions can see the same information that the
18 mechanics are seeing?

19 MR. POP: Marius Pop, Primarius Elevator.

20 We looked into it to have -- for our own guys to go
21 do the logs we have in electronic, we have access to it
22 just for us.

23 UNIDENTIFIED: Can you speak up again?

24 MR. POP: Sure.

25 So we looked into an electronic format so everybody

1 in our company can have access to it. And I can give
2 permission to you to look at it. But it's just so hard to
3 police. So you don't give the password to somebody else
4 or somebody else to go in and change things or -- I don't
5 want to know what Dave is doing or, you know, something --
6 because -- it's really difficult to police all that.

7 MR. BAKER: So you're trying for your company --

8 MR. POP: For us --

9 MR. BAKER: I just didn't know if in other
10 jurisdictions you --

11 MR. POP: It was just something that we did. We were
12 united, yes. It's just cloud based. I mean, it's just --
13 you know, it's -- and I can go anywhere in the world. I
14 log it; I can see what's done and what's completed. But I
15 can't share with somebody else because then, you know, it
16 goes all over. So ...

17 MR. SCOTT: This is Phillip Scott from Kemper
18 Development.

19 We utilize software that allows for visual access but
20 denies the ability to change or move --

21 MR. BAKER: Read or write.

22 MR. SCOTT: I'm sorry?

23 MR. BAKER: You can't read or write.

24 MR. SCOTT: That's correct. And you can disperse
25 rights by -- it looks a lot like Excel, but you can

1 disperse rights to individual tabs but nothing else and
2 kind of work through it. And also attach scanned
3 documents like an MCP and attach it to something that
4 would allow you to check the box it's complete that
5 actually have the scanned document -- (inaudible). We
6 utilize that for a number of different things and for
7 people to share out specific information with vendors or
8 people outside our domain and comfortably share that.
9 Even individual lines of text within that can be shared.

10 MR. BAKER: Is that specific to Kemper or is it --

11 MR. SCOTT: Many companies --

12 MR. BAKER: Is there a vendor that --

13 MR. SCOTT: Yeah. Smartsheet is the one example of a
14 company that's doing that. And it's been very useful for
15 us, especially the part where you're able to scan and
16 embed just the document itself which might be helpful. I
17 imagine if you're an inspector for this state and your
18 ability to go through 30 buildings in one day and check
19 each MCP would probably become a nice thing for you to be
20 able to do. It saves on gas, time and energy. But that's
21 just one software package that would work in this case.
22 And the company itself, Smartsheet, guarantees and
23 protects your information as part of

24 MR. BAKER: Thank you. Because we're just starting
25 to explore what vendors are out there offering those kinds

1 of software solutions. We might try to make that
2 investment. But we don't have a lot of extra cash laying
3 around.

4 MR. SORENSEN: Alan Sorensen, City of Seattle.

5 We've touched on this a couple other meetings. The
6 software's out there for that type of thing. That's not
7 the issue. The issue is the building -- the elevators
8 belong to the building owner and all the records
9 associated with that elevator including maintenance
10 records and copies of the MCP belong to the building
11 owner.

12 Now, that being the case, if you want an electronic
13 database, each building owner would be required to put his
14 own inner assist in that building and have an empty
15 terminal in each elevator machine room. So ...

16 MR. NEIMAN: No, you wouldn't.

17 MR. SORENSEN: Because what we don't want, we don't
18 want any entry from outside or away from the machine room.
19 When the elevator company comes in and does their
20 maintenance, they log in, they've got a time and date
21 stamp. You know when they're there. You know when they
22 leave. And every entry they make and everything done is
23 time and date stamped and corresponds with the MCP. So
24 you can go ahead and look that -- you can go ahead and
25 look that up on your computer in your office, on any --

1 MR. NEIMAN: Sure. But I can do that with an iPad.
2 I don't have to have a dedicated piece of equipment in a
3 machine room.

4 MR. SORENSEN: Well, you'd have to have a computer
5 somewhere.

6 MR. NEIMAN: An iPad, an iPhone. That's all you
7 need.

8 MR. SORENSEN: But that would belong to you, and
9 you'd be responsible for maintaining it.

10 MR. NEIMAN: Fine.

11 MR. SORENSEN: Unless the State wants to perform a --
12 (inaudible) -- and take care of it.

13 MR. POP: The reasons City of Seattle, they talked
14 about this. To have each one his computer because if it's
15 not in the machine room, you can access it from anywhere
16 else. I can be down in Mexico, and I can fill out my log.
17 And then, oh, it's done; it's completed. And you're not
18 even there.

19 MR. BAKER: Right.

20 MR. POP: That's a disadvantage.

21 MR. SORENSEN: That's criminal, though. And --

22 MR. POP: Yes. But --

23 MR. BAKER: And that's why we show up.

24 MR. SORENSEN: An elevator tech --

25 MR. BAKER: I wouldn't recommend that.

1 MR. POP: But it would be possible. If you have
2 access to change it --

3 MR. NEIMAN: But the current system, I can walk into
4 an elevator machine room and write down anything I want
5 and put in 30 months of history in half an hour. What's
6 the difference?

7 MR. NEIMAN: Your risk of fraud is available to you
8 no matter how you're doing your MCP's.

9 MR. DAY: But I think our labor holds their signature
10 to a very high --

11 MR. NEIMAN: I agree.

12 MR. DAY: -- standard.

13 MR. NEIMAN: They're risking their -- (inaudible).

14 And in terms of cost, I've done a little bit of
15 research. Maintaining -- having the State maintain the
16 integrity of the system would really be relatively
17 inexpensive. When you're talking you can probably add \$5
18 to the cost of a permit; it would cover the entire cost of
19 the program. I mean, it's really what we're talking
20 about. It's not as cumbersome as you might think.

21 So there's solutions out there. There's another
22 program called Building Engines that functions very well.
23 There's -- I was just talking with Jack; there's a program
24 that the City of New York uses; it functions very well.

25 But this idea of having to have something locked away

1 in a machine room is not the solution to the problem.

2 That's the problem. That is part of the problem.

3 If we're talking about integrity, there's no system
4 out there that you can't cheat on if you want to cheat on.

5 You know, I've got full-time mechanics, resident
6 mechanics. I don't have a labor problem. I have a
7 management problem.

8 I've walked around with my mechanics. I've seen the
9 work they do. I've crawled into pits with them. I've
10 crawled in an escalator with them. They know what they're
11 doing. Okay? And they do the work that they're required
12 to do. They don't always get the best management or the
13 best implementation of other labor that has to come in and
14 do things that the resident guys can't do, which is a
15 different part of the problem. But at the end of the day,
16 we've got to come up with a system that any stakeholder
17 can get to the information they need to get to.

18 If you're sitting in your office in Olympia, and you
19 want to know what's going on in Eastern Washington, it
20 should be as simple as logging into a Web page and
21 looking. And the current system does not allow that.

22 MR. DAY: So with a software program like that, what
23 are the elevator companies -- can you comment on that? A
24 single-source software for the maintenance control program
25 logs and documentation of when tasks are due and were they

1 done. Are you guys engaged to have that kind of solution
2 take place?

3 MR. BAKER: Let me go to Skip.

4 MR. BUNTIN: Skip Buntin with Otis.

5 I think most of the majors have some type of
6 electronic reporting for maintenance to date. Now,
7 whether they allow access to the State to look at that --
8 I know we allow access to our customers to review that. I
9 mean, it's been around for a long time. It hasn't really
10 been accepted as I know by AHJ's.

11 MR. DAY: I typically don't want to dig into this
12 very much. Again, if you ask me detailed questions, I'll
13 say no.

14 Typically, when we look at elevator company software
15 that does not line up with 8.6 or 8.11 of the code. And
16 if you want to really see a cluster and not be able to
17 read an MCP from one company to another, that's the major
18 problem.

19 Delivery is the next. Immediately available. And
20 it's to anybody that's interested just as if you would
21 walk up and see a piece of paper in a machine room. So we
22 want you to see the whole thing. That's why it's
23 available.

24 So what Dave is talking about is a single source
25 software. You all would use the same one. They wouldn't

1 be different. That's what Dave is talking about.

2 MR. SCOTT: Phillip with Kemper.

3 And I think the goal, if we could just see the MCP,
4 right? It doesn't have to go deeper than that, does it?
5 We really want to see the MCP readily available to all the
6 stakeholders as Dave had suggested from one place:
7 elevator company, State, and owner. We could all see it
8 in one place. Fill it out. And a PDF or some type of
9 copy, you know, attached to it. That would meet our goal
10 of being able to check and make sure things are going
11 correctly.

12 As a subset, I'd be curious to know and hear from
13 everyone about the labor thing that David brought up
14 earlier, the number of units. If anyone's willing to
15 comment on conceptually is that a challenge for the
16 elevator companies? Is that a realtime issue? Because
17 symptomatic of this is the inability to get work done.
18 And is it because we just have too many units per
19 technician out there? I'd be curious to hear some
20 feedback on that. Because my suspicion is that that's
21 part of the problem to getting things done.

22 I'm not sure if anyone's willing to comment on that.

23 MR. DAY: Should we take a break, think about it?
24 Only because -- listen, 17,000 hydraulic companies --
25 there's not. There's more like 15,000 hydraulic elevators

1 out there. Half of them have a -- (inaudible). Every
2 five years there's a safety test. Do we have enough
3 people at this current the way it stands to do this work?
4 Is that a problem? We need to know.

5 Now, if you don't want to be on record, Todd will
6 call a break here and give Milton a chance to relax for a
7 bit, and maybe we have a candid conversation and start at
8 the back. I'm sympathetic to your not wanting to be on
9 record for this.

10 UNIDENTIFIED: And I apologize if I brought up
11 something that's sensitive.

12 MR. NORRIS: Jim Norris, Local 19 IUEC business
13 representative.

14 I've just started as a business rep this year, and
15 I've been a service mechanic in Seattle for the last 25
16 years.

17 So what -- I'm going to speak from the service
18 mechanics on the ground. Here's what happens. Mechanic
19 gets a portfolio of equipment. Some if it is a class A
20 building that's -- it's paid for full service. And then
21 you have the tier-down effect all the way to the building
22 that just wants to sell next year to make money, and
23 they're going to get the cheapest they can get.

24 Jim,, the concerned elevator mechanic with pride,
25 treats all of his buildings the same. I've never seen a

1 contract that might vendor has signed. I have no idea how
2 much people pay. So everybody gets the same treatment,
3 right?

4 Testing. Maintenance. Testing is not maintenance.
5 Testing does not make your elevator run better. It's not
6 -- it doesn't clean it. It is ensuring that the safe
7 devices work.

8 A good mechanic will infuse service into the safety
9 test while he's got that equipment down and working on the
10 governor, on the brakes and whatnot. That's a great time
11 to do some major service on equipment because you have
12 test weights there to test the brakes. As a service
13 mechanic, you know, you run into the problem or you have a
14 service call. I got a hot brake. And it's a little piece
15 of that brake backing has slipped over and gotten into the
16 brake shoe. There's the conundrum. I can't undo that
17 brake without them putting 125 percent load into the car
18 and making sure the brake is set. But that's two-man
19 work, and I don't have, you know, 4,000 pounds of weight
20 in my back pocket.

21 So the mechanics run into this. The problem of, you
22 know, what's my priority. Testing is a pretty simple
23 thing for an inspector to come in and go, "Your tests are
24 done; you're fine."

25 So the companies are going to go, "Jim, get out there

1 and get your test done."

2 Maintenance, that might not get done, even though
3 maybe I know it needs done, and then your elevator breaks
4 down, right?

5 So some success I've seen is the companies have gone
6 to having testing crews that are specifically doing a
7 five-year safety test and doing some annual testing, which
8 on a traction elevator, there's a wide range of what
9 equipment is out there, whether you -- you know, you have
10 -- (inaudible) -- or what's going on there, the newer
11 equipment that has as lot of tests that can be done --
12 simulated with software for you.

13 So I see great success in having crews that are
14 strictly doing testing, five year and annual testing, and
15 allowing a service mechanic to do service.

16 So I guess, you know, there's been a lot of talk
17 about the -- the MCP, I guess it doesn't matter what form
18 you have if it doesn't get done, right? How are we going
19 to get things better here? It's -- for the mechanic, the
20 question is: What's my priority and how am I going to get
21 that accomplished if it's a two-man job. If you're in a
22 situation or -- I know hospitals have -- you know, they
23 are required to have two guys on staff all the time.

24 And so the company has the ability to tell that crew,
25 "You're going to do your five-year testing" at that

1 because you're staffed at that level.

2 But if I'm out on my A to Z route there, you know, in
3 the past, you plan to spend -- you get a -- (inaudible).
4 He comes over, and you do annuals at your building; you go
5 over and you do annuals at your building.

6 You're paying for a mechanic. So when your
7 mechanic's gone, it should be made up when that other guy
8 comes back. You're still getting your hour's worth.

9 Now, there's a whole plethora of problems that can
10 come in with security in a building, you know. My guy
11 next door, he's not cleared for that guy to come into your
12 machine room. And you know, what happens when that guy's
13 on vacation?

14 Service work is the work of the farmer. You want a
15 good running elevator today, you had to start last year,
16 right, when you harvested your crops, right? You got to,
17 you know, do the whole thing.

18 So it's an ongoing process. Any type of process is
19 halted. The maintenance of the elevator goes backwards.
20 You deteriorate, you know. You don't have to have the
21 proprietary company to do the correct service on your
22 elevator. But I have seen elevators in town that have had
23 the proprietary company out. I don't care which one it
24 is. If it's been there the whole time, that building is
25 far and above better than the building that changes

1 companies every three or four years. That's just the way
2 it is. The companies just don't want to invest in a
3 building they don't know that they're going to have.

4 So I guess my summation would be, you know, we're
5 looking for tiers here. I've seen great success with the
6 testing crews. It's -- mechanics get overwhelmed I think
7 at times.

8 You know, you get to the end of the week, and it's,
9 "My gosh, what did I do this week? Oh, yeah, the guy next
10 to me was on vacation, and I had to go over there for a
11 call, and I did this and I did that, and there was a
12 safety meeting, and I didn't get any annuals done," you
13 know.

14 But if you had a crew that was strictly doing that,
15 it's much more easier for the company to hold those guys
16 accountable for how many did you get done today versus the
17 service mechanic that's like, you know, you ask him a
18 month a later, "Hey, Jim, where you at on your annuals?"

19 "I don't have a clue, boss," you know. "I'm buried."

20 But that would be my input.

21 MR. DAY: Thank you.

22 Do we want to take ten?

23 MR. BAKER: Why don't we take ten, take a little
24 break, wander around, find some coffee. And then we'll
25 regroup and see what else we can talk about.

1 (Recess taken.)

2 MR. BAKER: So we're going to start up again here and
3 see what else we can get out of you.

4 So we did talk a little bit about some of those
5 software ideas, electronic MCP and then I think I
6 mentioned that, you know, we're beginning to look at what
7 products are available along those lines, partly just to
8 help us with the database we have, which is -- it might as
9 well be gasoline powered. It's just not a great system.

10 So we're exploring what options are out there. And
11 it could be, like Dave was describing, something that
12 owners, companies, and we are all accessing to get the
13 same information. We don't know what the options are.
14 And we don't know if we can afford any of them. But
15 that's the work we're doing.

16 We're also looking at what we can do with our own
17 staffing. You know, we're running short on inspectors, so
18 it's harder than ever to get the annuals done. So we're
19 trying to consider different options for how we do our
20 work.

21 And we really want to hear your thoughts about this
22 too. I mean, I don't know how comfortable you are
23 sharing, but your sense of what the problems are and what
24 we can do about it. We just really need to hear from you
25 so it's not a one-sided conversation. So what's on your

1 minds? How can we help?

2 MR. ROLF: Matt Rolf, Andersen Construction.

3 I'll tell you what I just said to you guys up there.
4 I think mostly it's a manpower issue, and I think it's on
5 multiple fronts, whether it's union or open shop or
6 specific manufacturers or the Department or third-party
7 inspectors, whatever. It's a manpower issue. But every
8 industry is a manpower issue right now. We have jobs that
9 can't get done because they can't find electricians to do
10 the work. Yet dirt contractors are come up -- come out,
11 and you know, the second contractor here is going to do
12 the work. Now they're showing up on site. Well, now they
13 can't get manpower to do the work. It's the same --
14 business is booming, which is great for us on some fronts
15 until you look at stuff like this where stuff is ten days
16 behind for City of Seattle, right?

17 We're jumping our manlift in Downtown Seattle every
18 couple of weeks. And they're doing an inspection every
19 300 hours. That's three weeks. They got to an inspection
20 every three weeks, you know, greasing the track and --
21 there's just not enough people to do the work.

22 I don't know what -- at least the specific
23 manufacturers are -- or carriers are encountering, but
24 that's what we encounter is the one elevator that's
25 delaying a project, whatever. It's really -- (inaudible)

1 -- two adjusters in the state for older installations.

2 Well, how can two adjusters adjust all new elevator, you
3 know, conveyances in the state in a timely manner and get
4 it all done.

5 I can only imagine what you guys are going through,
6 Kemper. With Bellevue, that project's going as fast as
7 we're going, and your manlifts jump as fast as ours do,
8 and your elevator's getting installed, all your
9 conveyances getting installed in the same time frame.
10 It's a manpower issue.

11 There's a lot of stuff I think that we can backtrack
12 on. You know, looking at MCP's and logs and all that
13 stuff and move forward with that, but actually just
14 staying ahead of the game. And you're (indicating) having
15 a hard time with 30 mechanics on 126 pieces of conveyance.
16 I can only put 18 -- Jack, did you say it was 18,000
17 pieces of equipment in, not including any temporary stuff?

18 And so -- any temp -- manlifts, material lifts,
19 whatever you call them, category 4, all that stuff added
20 onto that, and there's not enough people to do the work
21 now as it is. So how much worse is it going to get?

22 MR. DAY: It's 55 temporary.

23 MR. ROLF: 55 temporary? I mean, that's still --

24 MR. DAY: That's a lot. That's a lot.

25 MR. ROLF: That's a lot.

1 MR. BAKER: Yeah.

2 MR. ROLF: So I don't think manpower's going to get
3 -- there's no way for us to make manpower get better.

4 People -- we hire people from out of state now as
5 construction managers because there aren't people here.
6 So -- and I'm sure other states that have conveyances have
7 -- probably have the same issues. There's not enough
8 bodies to do the work.

9 You guys (addressing someone) -- your hall's probably
10 empty. Electricians are empty. Laborers are empty. The
11 carpenters -- everybody's empty. The halls are empty.
12 They've got what's left on the books that are the unhired
13 ones, the ones that are in a union that they can't seem to
14 hold a job for more than two days. That's what we're
15 encountering.

16 So for whatever that's worth, I think that's an
17 issue. That's a contractor's perspective, in my opinion.

18 MR. DAY: This gets uncomfortable. Because you're
19 looking for L & I to -- for the solution. Yet over the
20 years, you've complained with L & I making the solution.
21 But I'm asking for your input to help make the solution.

22 If it would be better without it being recorded, I
23 will do that for the group. But I am asking for help on
24 the solution. I see some heads going up and down. So we
25 will do that. We'll stop that. Can we ...

1 THE REPORTER: Off the record?

2 MR. BAKER: Back away. Put down the pen.

3 MR. DAY: Milton, we appreciate your time. Thank you
4 very much.

5 We'll adjourn this part of it. But we're going to
6 still need to make notes. We can't go through this ...
7 but we won't make notes of who you are. I won't make
8 notes of who you are and what you said. But this --

9 MR. BAKER: We need your ideas.

10 MR. DAY: Will that work? Okay.

11 Okay, Milton, thank you very much.

12 (Whereupon, at 10:30 a.m.,
13 the "official" proceedings
14 adjourned.)
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