

# Elevator Safety Advisory Committee Agenda

August 18, 2015 - 9 to 11 a.m.

Tukwila Service Location

Time	Topic	Facilitator	Comments
<ul style="list-style-type: none"> <li>9 – 9:10 a.m.</li> </ul>	<ul style="list-style-type: none"> <li>• Introductions/Purpose</li> <li>• Comments regarding October minutes</li> </ul>	Jack Day Jack Day	
<ul style="list-style-type: none"> <li>9:10 – 9:20 a.m.</li> </ul>	<b>Chief's Report:</b> <ul style="list-style-type: none"> <li>• Scorecard/Accidents</li> <li>• Maintenance/testing</li> </ul>	Jack Day Jack Day	
<ul style="list-style-type: none"> <li>9:20 – 9:30 a.m.</li> <li>9:30 – 9:40 a.m.</li> </ul>	<b>Old Business:</b> <ul style="list-style-type: none"> <li>• Elevator/Escalator Safety tests</li> <li>• Maintenance/performance</li> </ul>	Jack Day Jack Day	
<ul style="list-style-type: none"> <li>9:40 – 9:50a.m.</li> </ul>	<b>New Business:</b> For several committee members, this is their first official meeting. We will discuss ideas and encourage dialog.		
May start earlier 11:00 a.m. – Noon	<b>Stakeholder meeting:</b> You are encouraged to stay for the meeting. It is an informal “touchbase” with stakeholders.		
Future agenda	<b>Future Business:</b> <ul style="list-style-type: none"> <li>• Residential Maintenance Licensing</li> <li>• Acceptable LULA applications (limits to install)</li> <li>• ANSi A10.4 Maintenance</li> <li>• FAID: Consider re-evaluation</li> <li>• Proposal for Comb Impact Device</li> </ul>		

**The purpose** of the Elevator Safety Advisory Committee is to advise the department on the adoption of regulations that apply to conveyances; methods of enforcing and administering the elevator law, chapter 70.87 RCW; and matters of concern to the conveyance industry and to the individual installers, owners and users of conveyances. If a member is unable to fulfill his or her obligations, a new member may be appointed. An advisory committee member may appoint an alternate to attend meetings in case of conflict or illness.

- 1) Limit meetings to no more than two hours.
- 2) Please choose an alternate and submit their names and contact information.
- 3) Nominees, merits of why, Vote for the chair position.
- 4) Each of you represent a unique part of the industry, therefore you must be available for concerns and discussion with your represented peers and if necessary bring items forward to the table to be discussed.
- 5) All items to be discussed at the advisory level shall be included within the agenda. You will ensure any item relevant to the committee, be sent to the chair for inclusion into the agenda. Items not on agenda may not be decided at the meeting. This is to ensure public participation of the forum.
- 6) Review RCW and WAC and adopted standards, if there happens to be matters of concern, it is your obligation to bring them forward. Within each and every case decisions must be based upon public, worker and building safety.
- 7) L&I may not be the entity changing Statutes; you may need to become involved with your legislative representative in order to affect change.
- 8) The department thanks you for stepping up and volunteering, with that said the department needs to be assured of your participation. Please keep the meeting dates updated within your calendars. Your input is very important, and the department is at a great loss without your attendance.

**Stakeholder meeting:** You are encouraged to stay for the meeting. It is an informal touch base with stakeholders.

### **Chief's Report**

**FYI- not part of the reporting agenda, left in place for informational purposes:**

**Draft WAC 296-96 – Jack Day**

Located within the elevator advisory section is a copy of our rules in electronic form. Its intended use is to update these draft rules with changes as they are created. Also attachments defining the rational will be captured and posted as well. Strategically the analysis document will more than likely become the attachment. You can find the 296.96 WAC copy by using the following link:

<http://www.lni.wa.gov/TradesLicensing/Elevators/CalNews/AgendaMeeting/Default.asp>.

**Scorecard and Accidents – Jack Day- (see attached)**

**Maintenance/testing- Jack Day – decision regarding overdue testing**

## Old Business Notes:

## New Business Notes:

Meet new Elevator Safety Advisory Members.

## Future Business Notes:

### Licensing criteria

Combining categories:

- Categories 02, 06, 07 combined and remove commercial dumbwaiters (cat 1)
- Combine categories 03 and 04 under industrial
- Combine category 08 with 01
- Incorporate only NEIP, CAT, CET for all categories except material lift
- Remove wording in WAC 296-96-00906:

*The applicant must provide acceptable proof to the department that shows the necessary combination of documented experience and education credits in the applicable license category (see WAC 296-96-00910) of not less than three years' work experience in the elevator industry performing conveyance work as verified by current and previous employers ~~licensed to do business in this state or as an employee of a public agency;~~*

### Proposal for Comb Impact Device – Jack Day

- Not available.

### Residential Maintenance Licensing

Only properly licensed individuals can perform maintenance and testing on residential installations.

### Acceptable LULA applications (limits to install)

Permit-able applications: Need to define where they can be installed:

- WAC 296-96-02590: (1) LULAs may be permitted in churches, private clubs, and buildings listed on the historical register that are not required to comply with accessibility requirements. (2) Installation of LULAs in existing buildings that are not required to comply with accessibility requirements will be considered on a case-by-case basis by the department.
- The department is seeking advice and instruction of WAC 296-96-02590(2). We want to remove it, at the discretion of the department, and put in its place defined acceptable applications greater than those found in (1).
- Do we have any discussion regarding building occupancies, building type or use and rise limitations?

### ANSi A10.4 Maintenance

- We need everyone to be on the same page with the maintenance items in A10.4 and mechanic licensing requirements.



**STATE OF WASHINGTON  
DEPARTMENT OF LABOR AND INDUSTRIES**

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**NOTES RE CIVIL PENALTY FOR FAILING TO PERFORM SAFETY TESTS**

L&I elevator inspectors continue to find conveyances overdue for their annual safety tests. The Department remains concerned that failing to enforce the civil penalty for overdue safety tests will result in continued risk to public safety.

The Department is proposing setting a clear deadline for enforcement of the civil penalty and allowing elevator companies time to get caught up on overdue tests.

The Department is seeking feedback on the proposal before it is implemented. We are asking you to respond with any questions, concerns, or suggestions by 7/6/2015.

**Background**

In 2013, we engaged in rulemaking to adopt the 2010 edition of the national code. A separate part of that rulemaking was to establish a new penalty related to safety tests that are not performed in a timely manner (WAC 296-96-23604). We were concerned that safety tests, which are a key indicator that a conveyance has been maintained and will perform in a manner that protects the public, were not being performed as required by code. The penalty provision took effect January 1, 2014.

In 2014, the industry was informed, via the Elevator Safety Advisory Committee, that the Department would not enforce the penalty for one year. The intent was to provide time for the elevator maintenance companies to get caught up on the required tests and to inform owners, through correction notices, about the civil penalty.

Throughout 2014, elevator inspectors noted any missing safety tests as a correction on the inspection report. The report explained to the owner that the safety test was overdue and a penalty could be levied.

This process helped ensure that overdue safety tests identified by our inspectors would receive the attention intended and be performed. However, this did not address the underlying concern that the tests should be performed on schedule and not as a result of an inspector's observation that the test was overdue.

In November 2014, the Chief announced at the Elevator Safety Advisory Committee that enforcement of the penalty would begin in January 2015. Several elevator companies expressed concerns about this

enforcement plan. As a result, the department met with stakeholders to discuss the problem of overdue safety tests. We discussed possible approaches to monitoring companies' progress in catching up on safety tests over a 1-year period and delaying enforcement of penalties. The following is the Department's proposal based on those discussions:

### **Proposal**

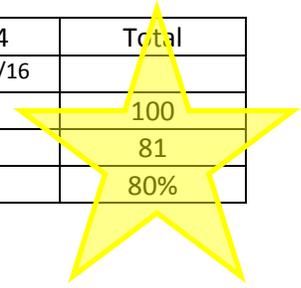
- Elevator companies may update the MCP logs with new dates for safety test completion, specifically by visibly highlighting the updates on the logs. The updated date must be set no later than 6/30/2016.
  - Between now and 12/31/2015, L&I inspectors will enforce the required test dates according to the highlighted updated safety test portion of the log (if updates have been made) instead of the actual last performed date.
  - If a company does not update the logs by 12/31/2015, L&I inspectors will issue the correction based on the last performed date of the test.
  - Until 6/30/2016, a correction for overdue safety test can be remedied by updating the log to reflect a new date. No highlighted updates allowed later than 6/30/2016
- Starting 1/1/16, L&I will begin enforcement of the \$500 penalty when an inspector finds that a safety test is overdue based on either the updated/highlighted date or the original date if no update was made.
- Starting 7/1/16, full enforcement of the penalties will begin. At that time, the Department will no longer allow modification to the MCP safety test date and will, instead, revert back to the last performed date of test.
- Companies must report safety test catch-up progress data on a quarterly basis starting on 3-31-16. The reporting period is to cover (1)7/1/15-09/30/15, (2)10-01/15-12/31/15, (3)1/1/16-3/31/16, and (4)4/1/16-6/30/16. Companies that fail to report or that submit reports indicating less than an 80% catch-up rate by the end of the fourth quarter may be subject to statutory penalties, including license suspension. If you did not report and evidence indicates failure to perform safety tests, the company may face statutory penalties to include license suspension.

This proposal provides a means to begin enforcement of the civil penalty where appropriate and provide a method to monitor the elevator companies' level of compliance and take action against companies who fall short (rather than continuing to penalize owners).

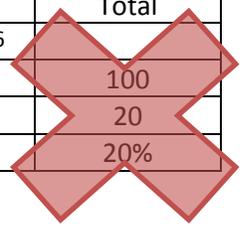
On the next page, see the examples of what will be accepted. Please provide any feedback by close of business 7/6/2015, by emailing [elevatorsect@lni.wa.gov](mailto:elevatorsect@lni.wa.gov).

Sample Quarterly Reports

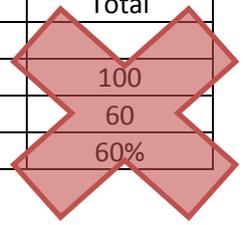
Quarter	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
Dates	7/1/15 – 9/30/15	10/1/15 – 12/31/15	1/1/16 – 3/31/16	4/1/16 – 7/1/16	
Planned	25	25	25	25	100
Completed	1	5	25	50	81
Percentage	4%	20%	100%	200%	80%



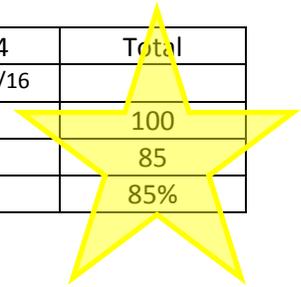
Quarter	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
Dates	7/1/15 – 9/30/15	10/1/15 – 12/31/15	1/1/16 – 3/31/16	4/1/16 – 7/1/16	
Planned	25	25	25	25	100
Completed	5	5	5	5	20
Percentage	20%	20%	20%	20%	20%



Quarter	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
Dates	7/1/15 – 9/30/15	10/1/15 – 12/31/15	1/1/16 – 3/31/16	4/1/16 – 7/1/16	
Planned	25	25	25	25	100
Completed	5	10	15	30	60
Percentage	20%	40%	60%	120%	60%



Quarter	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
Dates	7/1/15 – 9/30/15	10/1/15 – 12/31/15	1/1/16 – 3/31/16	4/1/16 – 7/1/16	
Planned	25	25	25	25	100
Completed	15	30	15	25	85
Percentage	60%	120%	60%	100%	85%



1 DEPARTMENT OF LABOR AND INDUSTRIES

2 STATE OF WASHINGTON

3  
4 \_\_\_\_\_  
5  
6 ELEVATOR SAFETY ADVISORY COMMITTEE MEETING

7  
8 TRANSCRIPT OF PROCEEDINGS

9  
10 Tuesday, August 18, 2015  
11 \_\_\_\_\_

12  
13 BE IT REMEMBERED, that an Elevator Safety Advisory  
14 Committee Meeting was held at 9:00 a.m. on Tuesday, August  
15 18, 2015, at the Department of Labor & Industries, 12806  
Gateway Drive South, Tukwila, Washington.

16 Committee members present were: Swen Larson, Robert  
17 McNeill, David Spafford, and Clyde Wright. The Department  
18 of Labor & Industries was represented by Jack Day, Chief  
Elevator Inspector; and Becky Ernstes, Elevator Technical  
Specialist.

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

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

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

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August 18, 2015 - Tukwila

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## PROCEEDINGS

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## Introductions/Purpose

MR. DAY: Good morning, everybody. My name is Jack Day, Chief Elevator Inspector of the State of Washington. I represent the secretary position on this subcommittee. However, we don't have a full complement yet. There's a few more that need to be added. So I have asked the folks sitting up front that we postpone the chair and the vice chair until the November meeting when we have a full complement of people sitting up in front at this table.

With that, the first thing I want to do is people that are up here to introduce themselves to the group. And if we could start on that end.

MR. LARSON: My name's Swen Larson. I represent the licensed -- represent elevator constructions.

MR. McNEILL: My name's Rob McNeill, and I represent the licensed elevator contractors.

MR. SPAFFORD: David Spafford, City of Seattle, AHJ.

MR. DAY: I've already introduced.

MR. WRIGHT: Clyde Wright. And I'm an architect and work for an owner developer.

MR. DAY: Thank you.

The purpose of the committee, I want everybody to

1 take a moment to peruse the purpose of the Elevator Safety  
2 Advisory Committee and what it's to do, which is to advise  
3 the Department on the adoption and regulations that apply  
4 to conveyances, methods of enforcing and administering the  
5 elevator law -- and the elevator law is 70.87 RCW --  
6 matters of concern to the conveyance industry and  
7 individual installers, owners and users of the conveyance.  
8 If a member is unable to fulfill his or her obligation, a  
9 new member may be appointed. An advisory committee member  
10 may appoint an alternate.

11 So everybody that's up here, you may appoint an  
12 alternate for your position in case for some reason you  
13 can't be here. These meetings are four times a year. But  
14 there's also some background work that you may be involved  
15 in and you may want some help.

16 Items 1 through 8 here I will not go through. I  
17 think the most important part for us to know is the  
18 advisory is set in place to advise the Department on how  
19 to implement. And we take those suggestions seriously,  
20 and we do want to hear from each and every one.

21 I do also want to let folks know that there's two  
22 other positions that are just short of being approved by  
23 the Director. Once they are, we will have those on our  
24 Web page.

25 And also to end with, we're still looking for a

1 person that will represent the non-licensed elevator  
2 mechanics under RCW 70.87.270. These folks are not  
3 required to be licensed, but they must have training and  
4 they must have a log indicating they are, and they are  
5 specifically pointed towards the conveyances that generate  
6 energy, produce grain, storage of grain, those kind of  
7 places. So it's special purpose types of conveyances out  
8 there. And in the past it's been places like Longview  
9 Fiber or the grain industry itself.

10 So if anybody knows of an entity out there willing to  
11 fulfill a role of the advisory, if you could pass them  
12 along to me, I'd appreciate it.

#### 14 Chief's Report

#### 16 Scorecard/Accidents

17  
18 MR. DAY: The next item on business is the Chief's  
19 Report. If you could turn to the page that says  
20 "Inspections Scorecard," it looks like this (showing).

21 The Inspections Scorecard is a wrap-up of the  
22 previous 12-month cycle. Our new calendar year ended on  
23 June 30, 2015. And I'll point you towards the top  
24 "Statewide" graph. But these are broken up as to Unit 1  
25 and Unit 2.

1 Unit 1 is King County and north. Unit 2 is the rest  
2 of the state. It's minus the City of Seattle and the City  
3 of Spokane.

4 I'm going to follow down the blue FY15 year-to-date.  
5 There were 17,385 conveyances in the state of Washington  
6 to be inspected. We completed 7,156 of them or 41  
7 percent. 2,869 we consider were done on a timely basis.

8 This is our annual inspection scorecard, which means  
9 basically we're only completing 41 percent of our annual  
10 inspections per year.

11 Is there any questions so far on this scorecard?

12 I'm moving down below to the notes. The notes will  
13 help explain some of the reasons why and what's going on.

14 I think for everybody, we're all recognizing each of  
15 us are struggling with labor and having enough to get the  
16 job done.

17 And suffice it to say the elevator inspector position  
18 is a unique one, which creates its own unique training  
19 requirements. So getting a hiring person and then  
20 training them is one aspect of the rationale here.

21 We are working on a budget proposal it sounds like in  
22 the coming year. But I don't know how effective that will  
23 be yet.

24 The second page --

25 MS. BREWER-SCHINDLER: I have a question.

1 MR. DAY: Christine, yes.

2 MS. BREWER-SCHINDLER: Christine Brewer-Schindler,  
3 Elevator Corporation.

4 So budget proposal for 2016 session. So that -- but  
5 that would have to be submitted before our next meeting?

6 MR. DAY: Yes. Yes, it should be. If it isn't, it  
7 won't be.

8 MS. BREWER-SCHINDLER: So is it to add staff or --

9 MR. DAY: It's to add staff, yes.

10 MS. BREWER-SCHINDLER: And inspectors?

11 MR. DAY: Yes, ma'am. It is to add --

12 MS. BREWER-SCHINDLER: Or like -- I was thinking or  
13 technical staff for you or -- okay.

14 MR. DAY: It's inspector staff is what it primarily  
15 is suggesting.

16 MS. BREWER-SCHINDLER: Okay.

17 MR. DAY: Accident Counts Per Quarter, if everybody  
18 could turn to that one.

19 What we've enjoyed, it looks like, is a downturn in  
20 the accidents for 2015. The accident count is actually a  
21 count by the year. So it's this quarter representing  
22 January, February, March. The second quarter is April --  
23 is up through July.

24 Any questions on the accidents? Yes.

25 MR. NIEMAN: Are the recorded accidents only

1 accidents that require medical or are they --

2 MR. DAY: Treated by a physician or a disability of  
3 more than one day. Either one of those two has to be  
4 reported to the Department and then investigated. So this  
5 doesn't represent minor -- anything minor.

6 MR. NIEMAN: Okay. Thank you.

7 MR. DAY: Okay, no more questions on that.

8

9 Old Business

10

11 Elevator/Escalator Safety Tests

12

13 MR. DAY: We're about five minutes ahead of time.  
14 And I would like to start a discussion on the old  
15 business. And the old business has to do with  
16 elevator/escalator safety tests. That's where we'll  
17 start.

18 Over the past several months, we've been working with  
19 the elevator industry to figure out a plan to get caught  
20 up with elevator safety tests. These are the category 1  
21 annual safety tests and the category 5 which is the  
22 five-year safety test.

23 With the help of Rob McNeill and others, there was a  
24 solution to be put in place, which if you turn to your  
25 packet, it starts with notes regarding civil penalties for

1 failing to perform safety tests. It goes into background,  
2 then the proposal. The proposal being on the second page  
3 of that. And then a sample of what we would be looking  
4 for.

5 What I would like to know from the group is: Are  
6 there any concerns? And we would like to be in a position  
7 to start engaging this plan this month. So if we could  
8 open that up for concerns or comments, at this time I  
9 would turn it over to the group.

10 MS. HOLCOMB: What if you have customers that are not  
11 agreeing to pay for the testing? Are you going to fine  
12 and penalize the elevator company in a situation like  
13 that? Because we got to take into account all these  
14 oddball ones that don't have that in their contracts.

15 MR. DAY: The intention is not to take that into  
16 account. If you'll look at the proposal, the proposal  
17 will cover those customers you have on your contract,  
18 whether you have them on your contract now or a month from  
19 its time to perform the safety test, but that you have  
20 under contract. So your reporting will be based upon  
21 that, not the customers that reach you. So the intent  
22 here is for us to be in a position to impose the civil  
23 penalty next year to the customers who are not agreeing to  
24 do a safety -- or pay for the safety test.

25 MS. HOLCOMB: So that wouldn't -- the elevator

1 company would not then be liable for those instances?

2 MR. DAY: Correct.

3 MS. HOLCOMB: Okay. I just wanted to make sure.

4 MR. DAY: Tom. Tom McBride.

5 MR. McBRIDE: Tom McBride, National Elevator  
6 Industry, Inc. And there may be some other comments from  
7 the member companies at NEII. But I do want to say  
8 publicly, I want to thank the agency for its work on this  
9 program.

10 We share the agency's concern in our efforts to get  
11 back up to speed and get on track with these overdue  
12 tests. And it's important. It's important for public  
13 safety. It's important for our industry.

14 So thanks very much for finding a compromised  
15 solution to help move this forward.

16 It's certainly -- it's a major undertaking by both  
17 the companies that are doing the work and the agency and  
18 others. So it's -- we got a big task ahead of us, and  
19 we've got a lot of work to do to make it work. But I  
20 think this puts us on a path to get back up to speed.

21 So thanks for your work on this program.

22 MR. DAY: You're welcome.

23 Anybody from the committee? Rob.

24 MR. McNEILL: I'm really pleased to see this. This  
25 has taken a long time to come to fruition. And it's

1 what's necessary for us to as elevator companies to get  
2 back on target and to make sure that we can keep the  
3 public safe and the equipment safe.

4 So thank you for moving this forward. And I'm  
5 looking forward to getting this going as quickly as  
6 possible so we can start planning accordingly to complete  
7 all our testing.

8 MR. DAY: One of the questions that I received from a  
9 building owner about a month ago was: What's to keep this  
10 -- the predicament that we're in today from happening  
11 again in two or three or four years?

12 And this is the thought that I want us to be thinking  
13 about is what's -- we don't want to be back here again.  
14 Building owners do not want to be back here again. I  
15 don't believe the State of Washington wants to be back  
16 here again. So "back here" meaning some kind of  
17 concession for the safety test not being done.

18 We want to end up being assured that they're going to  
19 happen when they're supposed to happen. And I think the  
20 dialogue will increase towards how to hold those  
21 accountable for their actions or lack thereof. I think it  
22 should go to that degree so that we don't have to do this  
23 again. We shouldn't have to do this again.

24 Hearing no questions, I believe the Labor and  
25 Industry, the elevator inspection department, is in a

1 position to sign this proposal off and begin training of  
2 our own staff so our own staff know how to handle the  
3 maintenance control program logs, category 1 and 5, when  
4 they run into them.

5 I've had a certain amount of communication with the  
6 two cities. I believe they're sticking to the path that  
7 they're already on, and they don't expect to go down this  
8 avenue. So do not confuse this avenue here with the City  
9 of Seattle or the City of Spokane. This is the State's  
10 path. Follow the direction of the cities as you are in.  
11 Okay?

12 So we will want to send this out, the primary point  
13 of contact list, this month. So the implementation begins  
14 -- you can consider it to begin today for those of you  
15 that are here.

16

17 Maintenance/Performance

18

19 MR. DAY: One of the next items that I will want to  
20 address -- it is old business, but I don't know that we're  
21 ready yet -- is the maintenance of the conveyances out  
22 there and a similar path we may need to go down in order  
23 to ensure that the maintenance is taking place on the  
24 conveyances as well.

25 For this, we're going to need a lot more involvement

1 with the owner and the elevator company, but primarily the  
2 owners. But I would like to open it up if there's any  
3 discussion regarding the maintenance and any ideas to  
4 bring to the November advisory regarding maintenance and  
5 how best to enforce it. Any thoughts?

6 MR. NIEMAN: Is there minimum hours required for  
7 certain pieces of equipment, you know? If not, why not?  
8 Because I think what's happened prevalently throughout the  
9 industry is, you know, for the last 15 years it's been  
10 going through who's the cheapest bid, and everybody knows  
11 that at the end of the day, the only way that you can  
12 cheapen the bid and still survive is to decrease the  
13 amount of service that you're getting.

14 We certainly saw it on our portfolio. So we've gone  
15 back to internally developing with a large base a required  
16 amount of maintenance for each piece of equipment that the  
17 contractors have to bid to versus who can do it the  
18 cheapest. And, you know, I don't know how much work it  
19 would take to do this. But it would seem to me to be  
20 beneficial to adopt as the regulating agency certain  
21 requirements in terms of amount of time.

22 You know, it's one thing to say, well, you got to do  
23 a clean-down on an escalator. Well, everybody's  
24 definition of a "clean-down" through the industry is  
25 different. So there needs to be some hard and fast

1 guidelines that a building owner can look at rather than  
2 just relying on a contractor to say, well, yeah, we're  
3 doing what we're supposed to do. Because it's written  
4 into our contracts that the testing be done and this be  
5 done and that be done. But unless you've got some type of  
6 documentation that is supported by the state or some  
7 other, it's very difficult to hold anybody to a guideline  
8 because there really isn't a guideline.

9 MR. DAY: I'll try to answer part of your question,  
10 but I can't answer the whole thing. I think that's what  
11 we probably might be tackling this cycle.

12 As a general rule, most of the states adopt the  
13 national standard. It's called an ASME A17.1. In the  
14 national standard, it outlines the guide -- it's how this  
15 thing is to be designed or installed or what it is to  
16 perform to or perform like. So in that, for maintenance,  
17 it doesn't give a time necessarily. What it says is the  
18 interval for doing such task -- and it will define the  
19 interval. It will say for -- it will be specific for a  
20 clean-down for an example. If it isn't specific for a  
21 clean-down, part of my job is making sure that it is. And  
22 part of the advice that the committee will give is yes, we  
23 agree. Okay? But today, it says as to age, use,  
24 environmental condition and inherent design of the  
25 equipment. And that makes it very, very difficult to say

1 that you're going to spend one hour per year on a door  
2 operator, for example. It makes it very difficult.

3 I followed a few other states in Canada, and what  
4 they tried to do or have attempted to do -- so that we  
5 don't recreate some of the same problems that they have,  
6 but like Canada would give for hoistway door airlocks,  
7 since most of them are created fairly equal, it's easy to  
8 say or fairly easy to say for an airlock, this is the  
9 time. And if you're low, medium or heavy use, this is the  
10 interval. When you get to other equipment, especially  
11 newer equipment, that becomes very difficult to do.  
12 Extremely difficult. You know, there are -- you know,  
13 there's no moving parts on some of this anymore. And  
14 there's lubricationless bushings and bearings now where  
15 there didn't used to be. So coming out and saying  
16 specific times now is very difficult unless you're a  
17 manufacturer. So that -- and that's where it would get  
18 cumbersome.

19 I've seen this happen for a low use, fairly new  
20 hydraulic elevator in a assembly, a church or something  
21 like that. It's very difficult to justify once a year for  
22 the door operator. You see may I mean?

23 MR. NIEMAN: Sure.

24 MR. DAY: So we go back to the code. Age, use,  
25 environmental condition, inherent design quality, which is

1 what it says. And then go, now it's the determination of  
2 your elevator company. Thus they're to put on their  
3 maintenance control when it should be done, but nothing  
4 says how long it's to take.

5 So in your question, how long is it to take, I'm not  
6 sure how we would tackle it overall. But maybe there's  
7 certain components that we may be able to tackle in their  
8 generalities.

9 MR. NIEMAN: And, you know, that's where we as owners  
10 have difficulty, right? Because we don't have -- outside  
11 of our hired hands, obviously, we don't have experts in  
12 the field, so we really rely on the elevator company  
13 and/or the State to recommend, you know, certain -- and  
14 that's where it gets down to this bidding war, you know.  
15 Because effectively what happens is it goes away from a  
16 preventative maintenance program to a break-down  
17 maintenance program.

18 MR. DAY: Uh-huh, yes.

19 MR. NIEMAN: And that's where -- that's why things  
20 have gotten --

21 MR. DAY: It is.

22 MR. NIEMAN: -- in the condition that they're in.  
23 And especially when you're dealing with pieces of  
24 equipment that are 30-plus years old. And, you know,  
25 they're 15 years into a downtrend, sooner or later --

1 MR. DAY: It is a machine.

2 MR. NIEMAN: Yeah.

3 MR. DAY: It's a machine, and it needs maintenance.

4 And you can't do without it.

5 MR. NIEMAN: No.

6 MR. DAY: Becky.

7 MS. ERNSTES: Companies are required for every item  
8 on the maintenance control program to have a written  
9 procedure. So we have reviewed all those written  
10 procedures for each company. So those written procedures  
11 should be the same for a clean-down for one company versus  
12 another. And if you are doing competitive bidding, maybe  
13 you need to look at those procedures and hold them to the  
14 procedures. Because you have a right to ask for those  
15 procedures. And if you have that, you might be able to  
16 make a better informed decision on who will provide you  
17 the level of service that you want.

18 MR. DAY: Well, suffice it to say, we didn't review  
19 all. We reviewed them, but as time goes by and as  
20 developments and processing and their own effective and  
21 efficient procedures change, we haven't reviewed them for  
22 some time. But maybe that's one of the solutions is some  
23 of these procedures are outlined -- you know, we get a  
24 group together and we outline the procedure. I don't  
25 know.

1 I hear what you're saying, and it needs to be worked  
2 on.

3 MR. NIEMAN: No, I appreciate the position you guys  
4 are in. You're squashed by the sheer numbers of equipment  
5 that are out there. And I'm confident that the program  
6 that we currently have in place is working and getting  
7 better as time goes on. But we've got 122 units on site,  
8 soon to be 170 plus, and it's an arduous task to play  
9 catch-up.

10 MR. DAY: Uh-huh, it is. It is. Which is what we're  
11 doing with safety test right now.

12 And this discussion right now in old business is what  
13 do we need to do in maintenance now to do something very  
14 similar at which we're doing more safety tests is what do  
15 we need to do. And to open the door for it -- for some  
16 discussions, I'll being prepared for it in November.  
17 Because we can't sit here in this certain place knowing  
18 that maintenance is not taking place.

19 Speaking of that a little bit, my position, my job  
20 says that I'm to inform you, building owner, that you're  
21 not getting blank thing. And you're to take make --  
22 you're to ensure that you do get it. So this is kind of  
23 -- this spot we're in here is to figure out how.

24 And then just like I have said for safety test, we  
25 don't want to be back here again. We don't want to be

1 doing this over. We want to set something in motion so  
2 things can get caught up. And then from there on have the  
3 proper expertise and a plan in place, the enforcement in  
4 place to make sure -- to help make sure that it happens  
5 instead of letting us get to where we're at today.

6 Anybody else? Rob.

7 MR. McNEILL: The sooner we can get on this, the  
8 better, Jack.

9 You've heard me mention in these meetings before that  
10 the way that inspections occurred this year for most  
11 elevator companies, we were at times in my company, as an  
12 example, 225 percent of the run rate on inspections. So  
13 that caused us to move our resources to complete  
14 inspections so our customers didn't get fined. And then  
15 we neglected some of the NCP issues.

16 So the state annual and five-year tests aren't  
17 mutually exclusive from the inspections. We really need  
18 to look at how we can level load the full year with the  
19 inspections and then collaborate with the state so we can  
20 coordinate -- I mean, level load the full year for the  
21 safety test, then collaborate with the state so we can  
22 sync our inspections with those dates so we aren't doing  
23 double work and you aren't doing double work and we can  
24 accomplish everything at the same time.

25 So I am looking forward to seeing some movement on

1 this soon.

2 MR. DAY: Well, I'm open to ideas from everybody. So  
3 it's an open discussion.

4 Anybody else? No? Okay. We're pretty close to on  
5 time.

6

7

#### New Business

8

9 MR. DAY: New business. Several committee members,  
10 this is their first time. They haven't been before you at  
11 all. They're going to need some time to learn what they  
12 need to do.

13 So what I'd really like to open our next segment for  
14 is ideas in dialogue, things that we may want or need to  
15 address as far as the rules go in the state of Washington  
16 and how they're enforced. So I really want to open it up  
17 with the panelists first -- I mean, with the committee  
18 first, and then have them listen to you all.

19 Can I start with Swen? Swen, can I start with you?  
20 Anything you'd like to be addressed this four-year cycle?

21 We have so few things future business down there as  
22 thoughts and ideas.

23 MR. LARSON: I just have some general thoughts at  
24 this time for our industry.

25 Training. Getting people trained in the code

1 language I think's important. Right now it's kind of hit  
2 and miss. Getting the field people trained I think is  
3 going to be important moving on.

4 The other thing. We talk about manpower all the  
5 time. Every agency out there is talking about manpower.  
6 And they talk about workforce development. What we missed  
7 this last go-around was workforce retention. We had a  
8 trained workforce that's basically, they got thrown out.  
9 Some of them have come back. Some of them will never come  
10 back. And that's -- I think it's short-sighted just to  
11 look at workforce development if you don't look at  
12 workforce retention.

13 That's about all I have.

14 MR. DAY: Thank you. The State of Washington looking  
15 into retention as well, as a solution.

16 Rob.

17 MR. McNEILL: I had the privilege of being on here  
18 for the last four years, and I've learned a lot. And this  
19 is giving me an opportunity for another four to get some  
20 things done that I either wasn't able to help contribute  
21 with or didn't have enough experience to do so  
22 effectively.

23 So there's a couple things I'd really like to get  
24 done in the next four years, some of them sooner than  
25 later.

1           The first thing is Class A permits. And I did talk  
2 to the State recently about reviving the opportunity for  
3 Class A permits for elevator contractors.

4           Right now, our customers are suffering considerably  
5 after a repair when they have to wait ten days to get an  
6 inspection after we've completed the work to get their  
7 unit running again.

8           So the first priority I'd like to work on this year  
9 with the permission of the State and my shareholders is to  
10 get these Class A permits up and running, put together a  
11 good definition and a good process and procedure so we can  
12 minimize the amount of time the units are down, and also  
13 take the burden off of the State for redundant  
14 inspections, so to speak. We're going to take the  
15 State's resources right now and go do that inspection when  
16 we really could be using the State's resources in other  
17 places.

18           So that's the first item I'd like to attack with help  
19 from all the shareholders. I can't do it by myself. And  
20 also the board.

21           The second one is the adoption of the 2013 code. So  
22 the last code adoption cycle was very informative for me  
23 looking from the outside before. We need to do it much  
24 quicker. We need to do it sharply and crisply. And we're  
25 going to need a lot of help to do that and compare what we

1 have versus what the new code is and determine with the  
2 State what they'd like to apply in the WAC.

3 Those are my two pain items. And I think that'll  
4 keep me pretty busy.

5 MR. DAY: That'll keep us busy.

6 As Rob and I spoke earlier, I included -- if you turn  
7 to your handout towards the -- it's the last several  
8 pages. It's called the "Elevator Advisory Analysis Form."  
9 It's labeled 005-2014. And I believe this was our last  
10 analysis with some comments in the margin as it relates to  
11 Rob's proposal for a Type A permit. This is where we left  
12 off with it with this analysis.

13 So Rob, can I ask you a question in regards to the  
14 Type A? What's your timeline?

15 MR. McNEILL: I'd like to start right away to tell  
16 you the truth and have some action ready by the next  
17 meeting. So really the first quarter so we could review  
18 what we've had, determine where the gaps were and where  
19 the blockages were between parties and come up with some  
20 recommendations, and see where we can go from there.

21 I really don't want to drag -- I know last year we  
22 ran into a time crunch which we're going to run into again  
23 this year in November with getting any RCW laws changed so  
24 we can actually allow these permits without an inspection  
25 as the law requires now. So we have to get it done before

1 November or we're going to lose another year.

2 MR. DAY: Yes, yes.

3 I also see a -- I see a couple challenges. That's  
4 one.

5 The other challenge is the technology to make sure  
6 that our database is capable of actually doing this. So  
7 we have two challenges.

8 How would you like to proceed after today for  
9 something -- it sounds like you want something more  
10 tangible by November on that analysis. How would you like  
11 to proceed moving forward? Is there anybody here besides  
12 myself to get involved with this project?

13 MR. McNEILL: I'd like to develop a task force with  
14 the State and any shareholders that want to be involved  
15 and start meeting and going over what we have and coming  
16 up with a solution. So if that's acceptable for us to  
17 do --

18 MR. DAY: It is. I think it's going to need to be  
19 aggressive to some degree, an aggressive timeline.

20 MR. McNEILL: It's a challenging timeline for the  
21 elevator companies because they're all going to be  
22 starting their budgets in September. But I think we need  
23 to really work on this in September and October so we have  
24 some momentum and direction going into the next meeting.

25 MS. HOLCOMB: I have a question.

1 MR. DAY: I know it's --

2 MS. HOLCOMB: Could I ask a question or -- no?

3 MR. DAY: Just -- you can't -- hang on a second.

4 Part of this as well is I don't know if the entire  
5 group here understands what it is; they're new. So what  
6 this entails is for some news like residential incline  
7 chair lift for an example. Some alterations like phones,  
8 door reopening devices, hydraulic valves, things of that  
9 nature. It is allowing an elevator company to perform  
10 that work and it not be inspected by a state or a -- in  
11 this case we're going to stick with the state inspector;  
12 the cities can do what they want, if they want to chime in  
13 or not. But allow this happen.

14 In essence if you follow the logic here, an elevator  
15 company would be in a position -- as long as they're in  
16 good standing, be in a position to pull a book of ten door  
17 reopening device coupons for lack of a better word. And  
18 then as each one of them is being used, the elevator  
19 mechanic would log onto our Web site and say this is where  
20 we're doing this at.

21 To keep it safe or to ensure it's safe, this company  
22 -- this book of ten, one of them would pop up as a "this  
23 needs a physical inspection." It will have to have an  
24 inspection. And then coordinate that inspection.

25 And as long as that inspection passes, the company

1 stays in good standing. That's one of the methods to stay  
2 in good standing.

3 If it doesn't, then the company could head down a  
4 path of falling from good standing and then unable to do  
5 that any longer, or at least until they demonstrate the  
6 ability to do it right moving forward.

7 So that in essence is what we're talk about. There's  
8 more detail to it than that, but that's what we're talking  
9 about.

10 The intent and the idea if a company can demonstrate  
11 that they can install a residential incline chair lift  
12 without issue, then they're signing off that they can  
13 continue to do that. But again, we will spot check each  
14 one, at least one out of that group.

15 And the same thing going for a door reopening device  
16 or a phone or whatever else that the -- that we would deem  
17 needs to fall towards a Class A type of permit. Similar  
18 to -- some of you may recognize that this is done by the  
19 electrical department for low-voltage type of  
20 arrangements. The difference being the electrical  
21 department let's anybody do -- I mean, it's not closed to  
22 any electrical company where we would be requiring good  
23 standing.

24 Rob.

25 MR. McNEILL: So just to summarize, and I'll need

1 some help with this as we go on. We need to define what  
2 the minor alterations are. We need to determine what the  
3 definition for "good standing" is that's easily understood  
4 and clear. And then we're going to need to work on  
5 verbiage, then produce a bill to alter the RCW now to  
6 allow us to define "minor alterations," correct?

7 MR. DAY: What we would need for the RCW 70.87,  
8 currently the RCW says all news, all alterations must be  
9 inspected by the Department employee and passed prior to  
10 release to use. So must pass an inspection. That's what  
11 it says.

12 So with issuing these types of permits, that has to  
13 be modified. Otherwise, it's a deal breaker if that's not  
14 modified.

15 One of the things we -- as we went through this last  
16 time, we need to define it better, more acceptable and  
17 very straightforward with logic definitions so it is not  
18 misinterpreted in any way on what this means.

19 So that's what we need to work on. And I believe  
20 those definitions, they're on page 4 of 6 if anybody would  
21 like to look at them. That's where they start at the  
22 bottom.

23 Does that answer --

24 MR. McNEILL: Yes. That helps me. And I'll need  
25 some help on that.

1           And then anyone interested could contact me, and  
2 we'll start some regularly scheduled meetings.

3           MR. DAY: The regularly scheduled meetings -- and I  
4 know the Department has interest in this, so we want to  
5 post those meetings on our Web page so that everybody  
6 knows when and where they are.

7           MS. HOLCOMB: Are you guys taking into consideration  
8 the current growth over the next three years and keeping  
9 up with that possible demand? I mean, if you've got  
10 Amazon saying, "Here's 200 elevators. I want them all as  
11 Class A permits," what are you going to do? I mean, that  
12 could eat up everything right there.

13          MR. DAY: If they're --

14          MS. HOLCOMB: I mean, just as an example.

15          MR. DAY: We wouldn't be -- yeah. We wouldn't be  
16 doing that. But they may have 200 elevators of that and  
17 they want to update the phone. And then that would be.

18          MS. HOLCOMB: So is that -- because there's three  
19 years of crazy development and elevators being released  
20 left and right. Is there going to be a cap on how many  
21 can be requested at one time or -- you know, because it's  
22 -- it could be kind of --

23          MR. DAY: There will be a cap as far as how many can  
24 be requested.

25           It was discussed for an example, a residential

1     incline chair lift would be capped at five. A series or  
2     booklet for ADA phones, for example, 2.27.2 phones,  
3     communication device, that would be capped at ten. No  
4     more than ten at a time. And you couldn't pull a booklet  
5     -- you couldn't pull two books of ten. One at a time.  
6     And it was specifically no elevators, no escalators,  
7     nothing like that. We're looking at very simple, simply  
8     designed, easily installed and inspected items.

9           MS. HOLCOMB: Because it -- I mean, a phone's not  
10    going to put your elevator out of service for a week. So  
11    that's kind of another situation. But I'm just seeing,  
12    you know, the numbers 2015 to 2018 are going to be way  
13    higher than 2014. So it's just -- you know, that's going  
14    to be a big demand if --

15           MR. DAY: It could be where we expect the big demand  
16    to be really is, again, the residential side of things for  
17    the incline chair lift. This is not intended to be the  
18    residential elevator or any complicated device like that  
19    at all. Those -- this is not intended for that. So we  
20    have to make sure the definitions are -- that's one of the  
21    reasons we need to work on the definitions because it  
22    doesn't and it won't include the 200 elevators at Amazon.  
23    It may include some of the door reopening devices that are  
24    being altered at blank facility, but not the installation  
25    of it.

1 MR. NIEMAN: So this would or would not be an example  
2 for, say, a carpet replacement in a commercial elevator?

3 MR. DAY: Those kind of things are up in debate.  
4 We're not sure about carpet replacement.

5 What we want to be able to do is -- one of the things  
6 we want to work on is the RCW giving us the authority to  
7 create what those minor alterations are. Define "minor  
8 alterations" and then produce a list of them. We don't  
9 want the list produced in RCW because it's too difficult  
10 to modify. But we would like it produced in rule, WAC  
11 296-96, because it's not as difficult to modify. And  
12 therefore, you come up with a plan for the flooring. But  
13 that plan for the flooring for our part, we want to make  
14 sure that it's the proper material. That's our position.

15 MR. NIEMAN: Sure.

16 MR. DAY: And not a trip hazard. Put it in writing.  
17 So they need to be talked about.

18 Tom McBride.

19 MR. McBRIDE: So in terms of timing, I don't know  
20 what the deadline is for submission to L & I -- an L & I  
21 bill to the Governor's office for approval. But if we  
22 intend to try to get something "T"ed up for the 2016  
23 session, it's probably not realistic to have it as an  
24 agency-request legislation -- legislative piece.

25 MR. DAY: I would agree with you because it's August

1 right now, and it's past time, which may affect ...

2 MR. McBRIDE: I know we got into this last year too.

3 And certainly a bill could be presented from another

4 source.

5 MR. DAY: Oh, absolutely.

6 MR. McBRIDE: And so it sounds like if it can't be

7 done to the Governor's office, there's still support from

8 the agency to move it forward for the 2016 session to get

9 it on a fast track, get it approved November EAC and get

10 it prepared for a bill in 2016; is that right?

11 MR. DAY: (Nodding affirmatively.)

12 MR. McBRIDE: Okay.

13 And is there any chance --

14 MR. DAY: Fast track.

15 MR. McBRIDE: Okay. Thank you.

16 And is there any chance the Governor's office might

17 make an exception? I know it's difficult, but ...

18 MR. DAY: I can't speak for the Governor's office at

19 all. That's a -- yeah.

20 And don't -- you can't say, "Jack said, Governor,

21 you'd do this." It won't work that way.

22 MR. McBRIDE: Is the agency willing to see if there

23 might be a way?

24 MR. DAY: There is support in the agency for this.

25 The agency's interest is that we not be in a position that

1 reduces our mandate for public safety. So the agency is  
2 not in a position to say, "This thing is not an  
3 alteration."

4 We are in a position to say, "This thing can be  
5 considered a minor alteration." We are in that position.

6 What is the minor alteration and what it consists of  
7 are things that will be discussed at a group like this.  
8 What are they, for example, you know, when I gave a few  
9 examples. And others, maybe. But that'll take a group to  
10 discuss is that -- is that going to keep the citizens in  
11 the state of Washington safe. And that's where we're at  
12 with it. I'm not sure. I was -- I'm referring to the  
13 flooring.

14 MR. McBRIDE: Okay. Thank you.

15 MR. ROLF: Pardon my lack of knowledge as far as  
16 owners go. But is there a means of modifying the rule  
17 without making a new rule? My reference -- like to WRD's,  
18 there's nothing of that nature for elevators that --

19 MR. DAY: WRD's?

20 MR. ROLF: WISHA regional directives. It's  
21 safety-related items, construction standards, things of  
22 that nature where it provides construction safety and  
23 health officers with the ability -- it adds to the  
24 inspection manual basically and creates I don't want to  
25 say rules but --

1 MS. CRAWFORD: Guidelines.

2 MR. ROLF: Thank you. I was going to get there  
3 eventually.

4 But some means of guidelines for inspectors or  
5 inspections or the alterations like replacing a carpet  
6 item. I don't know if there's anything like that or if  
7 there's an ability to do that --

8 MR. DAY: Is there a guideline for that?

9 MR. ROLF: -- without doing rulemaking. Because I  
10 know the process of rulemaking is arduous.

11 MR. DAY: Yes, yes.

12 MR. ROLF: So I know that the Department has their  
13 WRD's, WISHA regional directives, for construction  
14 standards.

15 MR. DAY: And that's an open-ended question that I  
16 can't answer because it depends on the subject and the  
17 opinion of many people around me and above me.

18 MR. ROLF: I just wanted to throw it out there as if  
19 that's even an option.

20 MR. DAY: We would like to pursue those types of  
21 options when we can and then test them out as policy.

22 For example, this safety test thing. There you go.  
23 There's an example. But we like to pursue those as --

24 Another example is the policy for education of the  
25 licensed elevator mechanic. How is that working before we

1 put something like that into a rule. So it depends on  
2 what it is.

3 So yes. But sometimes no.

4 MR. ROLF: Yeah, sure.

5 MR. DAY: It depends on what it involves and what  
6 actually has to be modified in order to make that --

7 MR. ROLF: I didn't know if that would --

8 MR. DAY: -- standing --

9 MR. ROLF: -- benefit the stakeholders more easily --  
10 more quickly by going down the road of some things of that  
11 nature, if it even existed.

12 MR. DAY: And it can, yes.

13 I'll give you some items. The example I used was the  
14 licensing, education for licensing for the mechanics.  
15 This was something pulled together by a stakeholder body  
16 from the advisory; it stemmed from there. Many entities  
17 from the elevator community got together and went, okay,  
18 for this training, this is what needs to be the minimum  
19 before a person has a license.

20 So they got together. They produced this. We  
21 currently have that as a policy right now for evaluating  
22 is a person qualified to be a licensed elevator mechanic  
23 in the eight different categories that we have for  
24 licensed mechanics.

25 So yes. But we have to make a determination on if we

1 can, and if there's interest of the stakeholder group to  
2 do it.

3 Okay. So I'm going to -- one more thing. Is there  
4 interest right now from folks -- and Rob, I'm going to ask  
5 you to take down their name, anybody that would like to  
6 work on the Type A permit.

7 (Various hands being raised.)

8 MR. POP: Rob, I'll be on it.

9 MR. DAY: Marius. Great.

10 Keep your hands up until Rob says your name.

11 Did you get Dave Nieman?

12 MR. McNEILL: I have Marius Pop who actually has  
13 expressed interest before as --

14 MR. DAY: Yes, he has.

15 MR. McNEILL: -- one of our constituents.

16 Dave Nieman.

17 MR. NIEMAN: Nieman (correcting pronunciation).

18 MR. McNEILL: Nieman. Tom McBride. And Mike Wilson.  
19 Great. Great group.

20 MR. DAY: I will need to be on that as well.

21 MR. McNEILL: Then we'll post the --

22 MS. BREWER-SCHINDLER: Jack, I just want to -- the  
23 Department convened a group last year. And I remember we  
24 were in this room. And most of those people were in  
25 there. I just would suggest maybe looking at that list to

1 see. Because I think some of those reps aren't here  
2 today.

3 But the rules -- Sally was there, and I forget the  
4 other girl's name.

5 MR. DAY: Alicia.

6 MS. BREWER-SCHINDLER: Yeah.

7 And had a list of -- but all the contractors were  
8 there, plus -- so anyway, I'm just suggesting maybe look  
9 at that list. I think that would be a great place to  
10 start because that group discussed many of these items  
11 that we discussed today.

12 MS. CRAWFORD: Rob, we should probably have a --  
13 well, not should; we will. We'll have a representative at  
14 that meeting too from Adaptive Installations.

15 MR. DAY: Amy Crawford.

16 MS. CRAWFORD: Amy Crawford, Adaptive Installations.

17 MR. McNEILL: Thank you.

18 MR. DAY: Okay. Dave, do you got any input for  
19 future -- new business?

20 MR. SPAFFORD: Well, I actually follow the lines of  
21 both Swen and Rob and what they -- I'd follow the same  
22 suit. Although, my position up here is changing quite  
23 quickly.

24 MR. DAY: Yes.

25 So code --

1 MR. SPAFFORD: Code review and education is a must  
2 for everybody on board. That is -- if you fall behind on  
3 that, you're going to fall behind on installation.

4 So that would be my biggest thing is code review  
5 training for everyone, not only the companies but for the  
6 mechanics that are out in the field.

7 MR. DAY: So some thoughts that I have surrounding  
8 that is: First, continuing education in the state of  
9 Washington is eight hours every other year. And many  
10 other licensed professionals in the state of Washington  
11 enjoy the fact that they have at least eight hours and/or  
12 more every year. Every year. I won't get into those  
13 other entities, but suffice it to say for the intent of  
14 public safety and the need for not only learning the piece  
15 of equipment and how it works and functions, and that  
16 could be part of continuing education, but as you guys are  
17 saying, code, knowing what the code says about maintenance  
18 or an examination or the device itself.

19 Would we, Swen and others, be interested in -- it's  
20 eight hours every year and -- for an example -- eight  
21 hours every year and at least every other year that's  
22 eight hours of code, for example.

23 Anyway, something to think about and be prepared to  
24 bring back.

25 I'm going to skip my turn at this time and turn it

1 over to -- what do you think?

2 MR. WRIGHT: Well, it's my first meeting. So ...

3 MR. DAY: I don't want to put you on the spot.

4 MR. WRIGHT: That's okay.

5 But just to maybe expand on the code issue, you know,  
6 from an architect's perspective, we have obviously the  
7 elevator code but we also have the building code. And  
8 what we're finding, especially now with firemen and  
9 service elevators and changes into input from fire  
10 departments and into the building code, a lot of cities  
11 now are adapting the model codes to suit their own needs.  
12 And we're starting to see that infringe a little bit on  
13 the elevator code and, you know, creating some gray areas  
14 of which code do I look at, who has authority, who is --  
15 what happens when there's a conflict or an interpretation  
16 difference between the elevator code and the model  
17 building code, and especially as municipalities start to  
18 do their own modifications to the model building codes,  
19 and sometimes it's in direct conflict. You know, we're  
20 seeing a lot of different interpretation on fire proofing  
21 and spreader beams, you know, as an example. How does  
22 that impact the operation and long-term -- longevity of  
23 the elevator equipment? And maybe that's not a great  
24 example. But, you know, there are certain things now that  
25 it's getting very complicated and figuring out as an

1 architect how do we design those openings, how do we  
2 design the shafts that are protecting the equipment, the  
3 elevator machine rooms, sprinklering of other systems,  
4 whether it's pits or elevator machine rooms, or how do we  
5 keep water out of shafts on, you know, firemen and service  
6 elevators. So all of those things are starting to have  
7 impacts on not only building design, but also I would  
8 think elevator manufacturers and their confusion as when  
9 the local building jurisdiction has authority or when does  
10 the state have authority. 20 years ago it wasn't a  
11 problem, you know. The code changes of 2013 greatly  
12 impacted it, and I'm sure the next code will also.

13 MR. DAY: It will. It will.

14 MR. WRIGHT: And then also, you know, to expound a  
15 little bit on Rob's part, you know, as a building owner,  
16 you know, having -- you know, everybody complaining about  
17 lack of personnel to handle all these inspections and  
18 everything, and then we do a minor modification inside an  
19 elevator cab, and we've got an elevator mechanic there  
20 sitting there watching the whole time, you know.

21 God bless you, Rob.

22 We need some help there.

23 MR. DAY: I'm curious if that's normal.

24 MR. WRIGHT: I am too.

25 MR. DAY: What the rule says is that they're there to

1 supervise.

2 MR. WRIGHT: Right. But somebody's still standing  
3 there watching.

4 MR. DAY: Interesting. Maybe that's something  
5 between Rob and Swen that needs to be discussed and  
6 brought back. Do we need to modify that in some way? And  
7 to become a type A permit.

8 Well, those are good. Very good. Thank you.

9

10 Future Business

11

12 Residential Maintenance Licensing

13

14 MR. DAY: So a few things that come my way on a  
15 regular basis. And I'm focusing my attention right now on  
16 future business.

17 Residential maintenance licensing comes my way -- it  
18 hasn't really for a few years. So in this, I'm not sure  
19 if it should remain on future business.

20 I would like to hear from those folks in that market  
21 about residential elevator maintenance licensing. Right  
22 at this time it's actually exempt. So should it stay the  
23 same? There was some interest of it not.

24 If there is -- if there's any more interest, please  
25 get with me either now or in the short term, or my

1 intention will be to remove it from future business.

2

3 Acceptable LULA Applications

4

5 MR. DAY: There's LULA. LULA elevators. Limited use  
6 and access elevators.

7 Currently in Washington, we restrict them quite a  
8 bit. And one of the reasons is that it isn't defined very  
9 well in any codes of where they will or where they can't  
10 be used.

11 I was even looking in the Federal department under  
12 ADA for any idea of what they say for LULA's or where they  
13 would want them or restrict them or something. And there  
14 isn't much in there as far -- I couldn't find anything.

15 So there has been interest in the past for the  
16 ability to use LULA's in more places. But there needs to  
17 be an interest in defining where, under what circumstance.  
18 Since they are limited use, they can't go in anywhere.  
19 But right now we only have them --

20 Becky, please correct me if I say something wrong.

21 But they're limited right now for existing buildings,  
22 specifically churches and schools.

23 Is that right, Becky?

24 MS. ERNSTES: Private clubs.

25 MR. DAY: And private clubs. That's their

1 limitations at this moment.

2 Should they be allowed to be expanded? I would like  
3 to hear from others on this subject.

4

5 ANSi A10.4 Maintenance

6

7 MR. DAY: Something that does need to happen is the  
8 maintenance criteria for A10.4.

9 A10.4 does do a fairly good job of defining  
10 maintenance. But they like the rest of the folks have a  
11 problem with manpower and making sure it happens.

12 I don't know if there's any -- A10.4 are temporary  
13 personnel of construction hoists for either the assembly  
14 or disassembly of a building. You see them on the side --  
15 they're usually attached to the side of a building and  
16 they take personnel material up and down for the  
17 construction or demolition.

18 There is a need. This is one of the most dangerous  
19 accidents that we have in the state of Washington per  
20 capita. More happen on this than almost any other  
21 conveyance out there. So it is an important need of  
22 ours.

23 I don't know if there's anybody from that industry in  
24 the audience. It doesn't look like it.

25 But I would definitely like to pursue this avenue

1 with them in order to rectify a few safety things that's  
2 going on.

3

4 FAID: Consider Re-Evaluation

5

6

7 MR. DAY: Two years ago, Rob, FAID -- Fire Alarm  
8 Initiation Device -- two years ago, about? A year and a  
9 half? Something like that?

10 MR. McNEILL: It's been a while.

11 MR. DAY: It's been a few years.

12 Rob worked on a subcommittee dealing with fire alarm  
13 initiation device. And we were -- the advisory committee  
14 at the time was in a position to want to re-evaluate how  
15 well it's working and is it working currently.

16 Where Rob and his group left us off was the criteria  
17 that we have for logging, the log for initiation devices,  
18 which is part of the maintenance control program. How  
19 well does that work? Is that log working?

20 MR. SPAFFORD: No.

21 MR. DAY: I hear a "no."

22 I don't know if -- Becky.

23 MS. ERNSTES: Well, what I hear is since the  
24 mechanics are actually supposed to check the phase 1 and  
25 phase 2 recall that it functions, that they're finding a

1 lot of issues that the previous companies year after year  
2 just sign it off and say, yep, it's good. Then the  
3 mechanics come along and they're with the fire person who  
4 -- because elevator mechanics don't deal with the fire  
5 panel. But what they're finding is a lot of those systems  
6 aren't working properly, yet somebody has signed them off  
7 year after year. So the mechanics are finding problems.  
8 So the people who are signing those don't have clear  
9 direction as to what their task is and verification of  
10 what the elevator's supposed to do.

11 That's what I've been getting from the mechanics.

12 MR. DAY: So people in the past -- but now that  
13 mechanics are present -- per code, mechanics are required  
14 to be there once a year to do the actual phase 1, phase 2,  
15 entire operation. But not necessarily -- but to simulate  
16 the initiation device and smoke detector.

17 So is this -- so I'm confused by what you said. Is  
18 the current method we have for logging it as being done  
19 working?

20 MS. ERNSTES: I think as long as the mechanics know  
21 what their role is, it will work. I think some of them  
22 are still not fully trained in how things work.

23 The other thing that I think we need to maybe think  
24 about putting in rule is that it's posted what the main  
25 recall and what the alternate is. Most people know where

1 the main is because it has a star. But many, many people  
2 do not know what alternate landing it's supposed to go to  
3 because there's nothing in the machine room that tells  
4 that person doing the test that this is the alternate  
5 landing. It either needs to be recorded right on the MCP  
6 page or it needs to be posted. Because those people may  
7 not know where the alternate is.

8 I've had a lot of questions from mechanics. Where is  
9 it supposed to go?

10 And I say, well, that was set up initially.

11 MR. DAY: Okay. So I think this one will stay on as  
12 business for sure. I have the intent of bringing it up in  
13 November as a new business item to be discussed. It would  
14 be helpful if some of us gathered more information in  
15 regards to it so we would know.

16 The intention basically, to get back to this, was  
17 during alteration inspections, the state and city elevator  
18 inspectors found out that the fire alarm system was not  
19 code compliant in a lot of cases. It was not. It was  
20 correct at the time it was new, but for whatever reason  
21 something happened to the system, and then here we are  
22 doing an alteration to something, the code requires an  
23 initiation device test to go with whatever it was, and  
24 then find out that the initiation device were not  
25 functioning, or were not functioning to the capacity that

1 would call or tell the elevator to do what it was supposed  
2 to do, which is take the elevator out of service at a  
3 landing designated for it to go to.

4 And so were we, did we or will we need to expand the  
5 safety of this by requiring some type of licensing, or  
6 make it mandatory that the elevator mechanic must be with  
7 somebody that the building owner designates for at the  
8 same time that the initiation device fire service test is  
9 to happen.

10 So the hope Rob came up with -- or not hope, but the  
11 intent was follow this log. If you follow this log, we  
12 should be able to catch that if we follow this log.

13 So I think a recurrence may be something different,  
14 but I'm not sure what. But we're going to bring it back  
15 up in November for a formal discussion.

16

17 Proposal for Comb Impact Device

18

19 MR. DAY: Okay. Comb impact device. This is  
20 something that I've been waiting for ASME actually to put  
21 into place. American Society of Mechanical Engineers.  
22 And I need to find out how close they are.

23 If ASME put it into play for existing equipment, it  
24 would make it mandatory. So we -- if they're not, we  
25 probably need to address to -- I need to address this with

1 the group in some way down the road of what we can do with  
2 comb impact device.

3 For those of you who don't know a comb impact device  
4 is, on a newer escalator --

5 What year? '92 and newer?

6 MS. ERNSTES: I don't know.

7 MR. DAY: Something like that. '92 or newer, those  
8 escalators have a comb impact device, which means if  
9 something is entrapped between the step and underneath the  
10 comb, if something goes under there or something pushes on  
11 it with a certain pounds per square inch, it will  
12 automatically shut the escalator off. So it's intent is  
13 to limit the amount of damage caused by if something is  
14 under it or impacts it.

15 There's a couple companies that do make a retrofit  
16 kit for this out there. And so the idea is do we need to  
17 do it in the state of Washington?

18 There's other states that have done that. Very few  
19 of them have done it, but there are the states that have  
20 done that.

21 And the reason for doing that is to limit or prevent  
22 the entrapment and the dangers associated with that part  
23 of the escalator.

24 So in the future I'd probably want to see if there's  
25 more folks that want to address this.

1 Christina.

2 MS. BREWER-SCHINDLER: So is your intent -- so it  
3 would be pre-1992? So it would be requiring retrofits on  
4 pre-1992 escalators? That's what you're looking at?

5 MR. DAY: Well, that's what we would look at if we  
6 brought it back up.

7 I mean, I don't want to say at this moment --

8 MS. BREWER-SCHINDLER: No, right. But I'm just  
9 trying to --

10 MR. DAY: -- that we're enforcing that.

11 MS. BREWER-SCHINDLER: So ASME is coming out with  
12 potentially that requirement?

13 MR. DAY: There is a proposal at ASME in A17.3 for  
14 retroactive comb impact devices. So that would make it  
15 much more palatable instead of the state coming up with  
16 their own criteria for it if it's a national criteria.

17 And this is really coming to its own because of the  
18 entrapments on escalators.

19 That's all that I have for the group.

20 MR. RYAN: As an owner of a residential inclined  
21 elevator, I support your deletion of removing the  
22 potential maintenance licensing from future business.

23 My thought on that is we have some different  
24 environmental conditions being outdoors that require  
25 maintenance that is of non-technical nature such as brush

1 removal, additional corrosion control, painting, that sort  
2 of thing. And typically when, you know, we see something  
3 that says "only licensed individuals can perform  
4 maintenance," although those are maintenance tasks,  
5 they're clearly non-technical. So -- and I think it's  
6 really hard to identify -- to differentiate a list of  
7 maintenance items what the owners can do and what is  
8 technically required.

9 So I support your thought of getting rid of that.

10 MR. DAY: Well, I'd like to hear more from the  
11 industry about it as well, Andy, so get a broader view of  
12 it. And if it is, I would hope if we ever did, there  
13 would be certain things just like we have now in RCW -- I  
14 mean -- in WAC 296-96-00902, these things are excluded  
15 from, these things can be done by a person trained in this  
16 thing and not necessarily regulated by us. We'd probably  
17 need to see more of that these days.

18 MS. ERNSTES: I think that we need some clear  
19 defining about testing for residential conveyances.

20 The intent of the RCW was to exempt maintenance from  
21 licensing. It was not the intent to exempt that  
22 maintenance took place or that testing took place. And I  
23 think that it's not clearly written that all residential  
24 conveyances are supposed to be tested annually and five  
25 year by a licensed elevator mechanic, that we need some

1 way to state that clearly because the residential  
2 community, some of them that I talk to thinks they're  
3 exempt from anything having to do with their conveyance.

4 MR. DAY: This is -- this is -- what Becky's saying  
5 is a fact. It did exempt licensing as a general rule, and  
6 the annual inspection criteria. So it becomes a very  
7 difficult task to enforce obviously, you know.

8 Are you getting -- are you -- is your alteration done  
9 by a licensed elevator company? Are you doing your safety  
10 test? Because the code didn't exempt these folks from  
11 that. Still supposed to do it. It says in RCW all  
12 conveyances shall be da-da-da-da-da.

13 So as it says that, but we don't show up on an annual  
14 basis or every other year to see that it happens. It's  
15 kind of that good will.

16 So I don't know how to -- or do we need to fix it.

17 Andy Ryan, he is of one opinion. I'd like to hear  
18 other opinions, you know, from the others in this  
19 stakeholder group.

20 Amy.

21 MS. CRAWFORD: Amy Crawford with Adaptive  
22 Installations. I very much agree with Andy with the idea  
23 of brush removal and some other cleaning up of equipment  
24 or some things that would not impact the equipment.

25 What we're continuing to see as well in the

1 residential market is people buying off the Internet not  
2 only parts, but a used piece of equipment from someone  
3 else who had say a vertical platform lift or a residential  
4 stair lift. And they're buying another one that they  
5 think is a like product from someone who is now wanting to  
6 resell their parents' equipment that's no longer being  
7 used and wanting to switch out parts or wanting to  
8 maintain, you know, whether it be rollers or whether it be  
9 battery chargers or whether it be, you know, higher  
10 component parts.

11 And that's a huge concern when I have a customer last  
12 week who calls me and says, "My battery charger caught on  
13 fire, and I've got a fire at the base of my stairs."

14 Well, lo and behold, we find out that they bought  
15 another stair lift from somebody off of CraigsList and  
16 they swapped out battery chargers. I mean, it's not, you  
17 know, something that we could stay consistent with or be  
18 -- you know, it was one of our customers, but their son  
19 decided to help them out and buy this piece of equipment  
20 and swap out even a battery charger which would seem to be  
21 simple.

22 We can't, you know, really determine the cause of the  
23 fire necessarily. But they bought something offhanded,  
24 and it wasn't working out.

25 So that's a concern. That's a safety issue.

1 MR. DAY: I've been here over ten years, and I've  
2 heard it for over ten years. But that -- but how to  
3 address it ...

4 MS. CRAWFORD: The manufacturers are getting better  
5 thankfully at now wanting to sell products, you know, to  
6 somebody -- some of them not wanting to sell product to  
7 just, you know, a homeowner who calls for, you know, a  
8 piece of equipment.

9 MR. DAY: Yes. But we also know there's  
10 manufacturers who will.

11 MS. CRAWFORD: Yes.

12 MR. DAY: Regardless.

13 MS. CRAWFORD: Or the CraigsList piece of old  
14 equipment that's, you know, early '90s or before and  
15 swapping things out.

16 MR. DAY: Ideas for how to address that -- the last  
17 best idea I heard was last year from Swen. And that  
18 becomes a solution more in line to the sale of the home.  
19 How do we police that? I'm open to ideas. But we have to  
20 be careful.

21 MS. CRAWFORD: Right.

22 MR. DAY: The best way for that is when it breaks  
23 down, you, the licensed elevator company in Washington,  
24 you hand it to us to deal with, and then we can.

25 I do want to let folks they cannot advertise on

1     Craigslist.  If folks do that, they're subject to some  
2     civil penalties that I don't necessarily have, but the  
3     Labor and Industry does.  Under contracting laws, they're  
4     not supposed to advertise the sale of it.  And that's --

5             MS. CRAWFORD:  Sorry.  Clarify sale of what?

6             MR. DAY:  The sale of a conveyance or the  
7     installation thereof.

8             They must be a licensed elevator contractor, and it's  
9     installed by a licensed elevator company.

10            So they can be -- they can get in trouble for that --  
11     doing it.

12            MS. CRAWFORD:  So do you want me to, you know,  
13     anything that I see to send -- I mean, your mail would be  
14     flooded.

15            MR. DAY:  It is flooded already.

16            MS. CRAWFORD:  Including some major manufacturers who  
17     are doing the same thing.  Marius and I are laughing  
18     together on this, knowing what's going on.

19            MR. DAY:  I'll tell you what I typically do with  
20     those.  I turn them over to fraud, our fraud  
21     investigators.  I hand it to them to investigate.  That's  
22     typically what I --

23            MS. CRAWFORD:  Through L & I's fraud investigators?

24            MR. DAY:  Through L & I's fraud investigation, yes.  
25     That's what I do with them.  And let them carry that

1 through the process. Okay?

2 So yes, we would like to -- when you run across it,  
3 we need to know.

4 Actually let me back up just a little bit. You're  
5 required to tell us when you run across that. It's right  
6 in the licensing law. It's part of the criteria that we  
7 can use to suspend your company if you don't do it.

8 MS. CRAWFORD: When I see it in the --

9 MR. DAY: It's called the tattletale law.

10 MS. CRAWFORD: Right. When I see it in the field,  
11 not necessarily if I see advertisements or -- I mean --

12 MR. DAY: No, no.

13 MS. CRAWFORD: -- we have --

14 MR. DAY: But if see that, we'd like to see them.  
15 You know, we'd like to turn it over to our fraud  
16 investigation team and have them investigate.

17 MR. ROLF: Is it a state or a national requirement  
18 for being licensed?

19 MR. DAY: State.

20 MR. ROLF: Okay. So technically the company selling  
21 on the Internet or whatever may be -- he may be able to  
22 buy that in another state as a homeowner --

23 MR. DAY: He can.

24 MR. ROLF: So that's a difficult -- they may have  
25 fine print somewhere that says "not for sale in

1 Washington" or whatever. It's like you can't buy certain  
2 non-compliant products out -- inside the state of  
3 California or ...

4 MR. DAY: I guess I need to back up and readdress. I  
5 believe I said "advertise to sell." Anybody can advertise  
6 to sell -- excuse me -- it's advertised to sell and  
7 install. "Install" being the critical component.

8 The other side of it is, you know, whoever sold it,  
9 you can't -- whoever bought it, you can't put it in. You  
10 can't do it. It's not legal for you to do.

11 So in essence the purchaser becomes the subject of  
12 interest for this.

13 But on the contractor side, it's also advertising.  
14 So that's why we turn it over to fraud for advertising.

15 MS. CRAWFORD: Well -- or you call the company and,  
16 you know, they say they'll have an installer, whichever  
17 one, we've dealt with, but -- or I think is being dealt  
18 with.

19 MS. ERNSTES: We're working on it.

20 MR. DAY: And typically what we do when these places  
21 get caught, as long as there's not a intent. It's a lack  
22 of knowledge and it's only one or so.

23 Typically what we do is steer them towards a licensed  
24 elevator company in the state of Washington and have them  
25 pull a permit and get it inst -- get it safety tested.

1 That's typically what we do. We typically just want that  
2 conveyance to be code compliant and safe to use. Or when  
3 we're talking about a residential incline chair. Unless  
4 we get somebody habitual with it. And that has happened  
5 as well.

6 So we try to really play a good card there. Hire a  
7 licensed company, get it safety tested. But then we'll  
8 have folks that really take advantage of that as well.

9 So we need to know so we can keep track if there's  
10 somebody that's taking advantage of. If you just take  
11 care of it without us knowing, then we don't know if this  
12 is the first time, second time or 20th time.

13 MS. CRAWFORD: There's others that call and suggest  
14 for the homeowner but, you know, and go ahead, or that's  
15 what you see on the Internet.

16 MR. DAY: But I can probably let fraud know just  
17 start looking on Craigslist.

18 MS. CRAWFORD: Yeah. As well as just any Google  
19 searches for stair lifts or porch lifts.

20 MR. DAY: Okay. Anything else?

21 Okay. What we want to do is I'm going to call the  
22 meeting over. And I would let you know that we want to  
23 reconvene at about 10, 15 minutes for the stakeholders.

24 (Whereupon, at 10:35 a.m.,  
25 proceedings adjourned.)



August 18th, 2015

Elevator Safety Advisory Committee Meeting Sign-in

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August 18th, 2015

Elevator Safety Advisory Committee Meeting Sign-in

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Please Note: This sign-in sheet is a public record, and the information provided is open to public disclosure under the Public Records Act (RCW 42.56).