

# Washington State Motorcycle Safety Education Advisory Board meeting transcript – June 27, 2024

**Lee Parks** 1:08  
Can you hear me?

**Willis, Robert (DOL)** 1:09  
This is awesome.

**Kathy E. Gill** 1:09  
I can hear you just fine, lady.

**Willis, Robert (DOL)** started transcription

**Kathy E. Gill** 1:11  
Thank you.

**Lee Parks** 1:11  
OK, great.  
Thanks for inviting us.

**Kathy E. Gill** 1:18  
We're just waiting on Roberts connectivity to let him get the recording started.

**Willis, Robert (DOL)** 1:19  
Bear with.

**Lee Parks** 1:23  
No problem.

**Kathy E. Gill** 1:26  
OK.  
OK, the recording has been started by Robert.  
By attending this meeting, you consent to be included in a recording.  
Robert, shall I start?

**Willis, Robert (DOL)** 1:42  
You.  
Yes.  
Please, Kathy.  
Uh, I may be dropping in and out.

**Kathy E. Gill** 1:45  
OK.

**Willis, Robert (DOL)** 1:49  
I have between one and two bars of signal here, so I I hope that this goes well.  
Do you need what speaker?

**Kathy E. Gill** 1:58  
OK.

**Willis, Robert (DOL)** 1:59

I can try to live again.  
I want to see.

**Kathy E. Gill** 2:02

Alright, so I'm.

**Willis, Robert (DOL)** 2:03

I don't think I didn't make that happen.

**Kathy E. Gill** 2:04

I'm so I'm calling the meeting to order.  
It is 6:06 PM.

Umm, thank you all everyone who is here with us will begin with introductions.

I am Kathy Gill.

I am acting as chair.

I am currently in Lynnwood and I'm very sorry that I am not down there at the meeting with you all and MSF instructor writer for a really long time, UM advocate for the sport.

So with that, I will turn to board members who would like to just get started introducing themselves.

And then Lee and then anybody that can introduce them or that Robert or Doug can introduce from the meeting itself.

**Barbara Fincher** 2:57

Can you hear me?

**Moniodis, Xenofon N (LNI)** 2:57

It well, I guess so.

**Kathy E. Gill** 2:58

We can hear you, Barbara.

**Barbara Fincher** 3:01

Ohh, good Barb Fincher.

I'm a Member of this board, a coach for 20 years.

I'm happy to be here.

**Lee Parks** 3:09

Yep.

**Kathy E. Gill** 3:11

Thank you, Barb.

**Moniodis, Xenofon N (LNI)** 3:14

Yes.

My name is Xenophon Minotis.

I am a member of the board since 2018 long time motorcycle rider.

It's a actually hard to believe it's it's getting close to 50 years that I've been riding.

Believe it or not, so definitely enjoy the sport and an advocate for it as well as the safety to thank you.

**Kathy E. Gill** 3:33

Thank you, sinophone.

Let's see.

I have someone from the.

I have a chip and I have a mark and I have a Lee Umm and I have two one staff member. So, Vicki, why don't you introduce yourself before we go to the general public?

**Johnson, Vicki (DOL)** 3:55

Hi, I'm Vicky Johnson.

I'm with the motorcycle safety program as the administrative analyst.

**Kathy E. Gill** 4:02

Thanks for being with us.

OK, Christopher.

**Cavner, Christopher@CHP** 4:09

Hello everyone.

My name is Chris Kappler.

I'm a Sergeant with the California Highway Patrol and I hold the position as director of the California Motorcyclist Safety Program.

**Willis, Robert (DOL)** 4:18

Correct.

**Cavner, Christopher@CHP** 4:20

So I'm here tonight to learn a little bit more about your program and hopefully collaborate with you all in the future.

**Kathy E. Gill** 4:28

That's great.

Thanks for being here, Chris Lee.

**Lee Parks** 4:32

Hi, I'm Lee parks.

I'm the owner of Total Control where the program manager for the California Motorcyclist Safety program and you guys joined us for our Advisory Board or committee meeting. So we thought we'd like to see what's going on in your world and we are actually in the process of submitting our curriculum to you guys so that we can hopefully start providing some training in your state as well.

**Kathy E. Gill** 4:55

Okie Dokie, good to see you.

**Lee Parks** 4:57

Yeah.

**Kathy E. Gill** 4:58

Umm hello Spencer?

You have to unmute yourself, Spencer.

**Bayha, Spencer@CHP** 5:08

Ohh, it wasn't a muting issue, it was this whole screen decided to like move everything around.

Hi, good evening.

I'm a Christopher Kavner's officer level program assistant.

**Willis, Robert (DOL)** 5:18

Uh officer level of program assistant if it that's so, that's yes.

**Bayha, Spencer@CHP** 5:19

If it, that's the.

And I'm getting a little bit of reverb, but that's who I am and I'm here checking things out as well.

**Kathy E. Gill** 5:27

OK.

Well, thanks for being with us.

You did me, Mark.

**Mark Quenneville** 5:41

Hi there.

**Kathy E. Gill** 5:43

Hi there.

**Mark Quenneville** 5:45

So my name is Mark Quinville.

I'm a here for the public forum section.

Umm.

I'm a retired flight control system engineer and led the Boeing 777 flight control system design and FAA certification.

I have a private pilot license in the US and a private pilot's license and instrument endorsement in Canada.

I'm formerly on the ABS Special Committee for Underwater Systems for Human occupied submarines.

I'm very familiar with the transportation risk scenarios.

I'm a long time motorcycle rider.

50 years this year and I'm here to seek your help in a particular situation for my endorsement.

**Kathy E. Gill** 6:41

Okie dokie.

Thank you for being with us and I don't know if you heard Xenophon, who also said that he had been writing for 50 years. Yeah.

**Mark Quenneville** 6:50

I did and.

I can I?

I hear that.

I understand it's it's a big deal.

50 years is a long time, and to survive on a motorcycle.

**Kathy E. Gill** 7:00

It is and and because I only have 26.

**Mark Quenneville** 7:05

Ohh.

**Lee Parks** 7:06

See Kathy, I have 42.

**Kathy E. Gill** 7:07

I started.

**Lee Parks** 7:08

I thought I was doing pretty good, but I'm just the younger these two here.

**Moniodis, Xenofon N (LNI)** 7:10

Well, yeah.

**Kathy E. Gill** 7:11

Yeah.

Well, I'm a youngster I started late in life, you know.

**Moniodis, Xenofon N (LNI)** 7:13

For what?

Yeah.

For, for what it's worth, I I got hung up on my words.

Lee, I've been reading about you since about the 80s, so I couldn't believe it goes.

This is the same guy the the motorcycle racer and trainer and all that.

I can't be a coincidence, so I was like, almost in shock.

**Kathy E. Gill** 7:34

I was excited.

**Lee Parks** 7:34

That's a lot like you.

You guys invited us, so we're we're happy to to come be a partner.

**Moniodis, Xenofon N (LNI)** 7:38

No, it's it's great.

I can't believe it's great.

Great that you're here.

**Kathy E. Gill** 7:42

Yeah.

**Lee Parks** 7:42

Awesome.

Thank you.

**Kathy E. Gill** 7:43

OK, so now we're gonna hope that Robert can say something from the actual physical location.

And perhaps Doug can introduce himself from the location as well.

**Willis, Robert (DOL)** 7:56

Well, we've, we've modified the my approach here and we've joined by my work cell phone and we'll see how well this works out for us.

I I'm Robert Willis.

I'm the motorcycle safety program manager for the Department of Licensing.

I've been with the program for about 2 years.

Uh, Lee and Chris, it's great to have you here and see you again, virtually.

And I'm I'm excited to to have you at the meeting.

And it's it's great to have such a large attendance.

I'm I'm looking forward to what we've got going on tonight.

**Kathy E. Gill** 8:40

About Doug.

**Willis, Robert (DOL)** 8:41  
The Ohh Doug Bowers board member.  
He's been around for.

**Kathy E. Gill** 8:47  
No.

**Willis, Robert (DOL)** 8:51  
Six years ride bikes this year.

**Kathy E. Gill** 8:51  
Come on.

**Willis, Robert (DOL)** 8:54  
Everybody cares.

**Kathy E. Gill** 8:55  
How long?

**Willis, Robert (DOL)** 8:57  
It's 65.

**Kathy E. Gill** 9:00  
OK.  
Alright.  
Thanks Doug. Thanks.

**Willis, Robert (DOL)** 9:03  
And then we've got we've got four members of the public here as well.  
Kathy, if you'd like them to introduce themselves, I'll start here with cat.

**Kathy E. Gill** 9:09  
Certainly.

**Willis, Robert (DOL)** 9:13  
Hey, Kathy, it's cat.  
Umm.  
Then coming to the meetings for quite a while, I started late in life.  
In 13 years I've, I've heard 130,000 miles of I'm catching up.  
Umm.  
Retired firefighter, paramedic and.  
I'm always interested and go to the black Fridays and Olympia where we talk about our legislative needs and talk about bills that we're working on through Washington state of eight.

**Kathy E. Gill** 9:46  
Yeah.  
Tell them what you did last year.

**Willis, Robert (DOL)** 9:49  
What do you mean?

**Kathy E. Gill** 9:50  
You went to Hawaii?

**Willis, Robert (DOL)** 9:52

Oh yes, I go to Maui.

I was there for four months after the line of fire.

I worked with residents on their medical needs and I'll head back in five weeks again.

**Kathy E. Gill** 10:02

Oh wow, I didn't realize that, so thank you.

**Willis, Robert (DOL)** 10:05

It's the one year.

So they're expecting large crowds.

**Kathy E. Gill** 10:09

Right.

Thank you for your public service.

Text, Robert.

**Willis, Robert (DOL)** 10:16

Hi, I'm Kim Adair.

I live in Bremerton.

I've been a motorcycle endorsed writer for 20 years and uh involvement motorcycles for 43 years.

Umm I'm the Legislative affairs officer for keeping insula abate, and I'm not a strong motorcycle awareness advocate.

And I'm just here.

To learn about what you need to do and Kathy.

At the time get any any any.

**Kathy E. Gill** 10:44

OK.

And we got reverb from somewhere.

**Willis, Robert (DOL)** 10:48

Times byline.

She, as the admin on the watchman state motorcycle fatalities page on Facebook.

And she gives factual stuff on to us and try to try to help us out with that.

So kudos to her.

**Kathy E. Gill** 11:03

Thank you.

Next.

**Willis, Robert (DOL)** 11:12

Hi, I'm Andy McAfee.

I'm the state coordinator for a beta Washington and been running for 20 years, but and I'm currently a firefighter EMT and I would personally like to thank Andy for getting us our indoor slash dry location for this meeting today.

But it's a big step up from where we were last year and I really appreciate it.

This is this is probably the the best place I've had a meeting for the Advisory Board and thank you so much Andy for for your efforts on this.

**Kathy E. Gill** 11:50

So is it raining there?

**Willis, Robert (DOL)** 11:54

Off and on. Yeah.

Yeah, pretty wet.

**Kathy E. Gill** 11:55

Yeah, it is often on raining up here too.

OK, so this is umm a meeting is gonna be pretty much like Robert all the time.

**Willis, Robert (DOL)** 12:05

We've got.

**Kathy E. Gill** 12:07

Oh, did is there someone else?

**Willis, Robert (DOL)** 12:07

Got one? Yep.

**Kathy E. Gill** 12:08

OK.

Sorry, sorry, sorry.

**Willis, Robert (DOL)** 12:12

My name is Bill die.

I am the two year deputy coordinator for the Washington State.

I've been around bikes for 20-30 years, very like on trusts.

Presently I worked washpot.

She loved that.

So but it.

**Kathy E. Gill** 12:36

Ohh OK.

**Willis, Robert (DOL)** 12:37

Alright, last.

**Kathy E. Gill** 12:39

Last.

So that if you can see the agenda, you can see that this is going to be a form of tonight is I'm all Robert, all the time just about Roberts speaking to give me going.

Robert is going to be giving us a lot of reports on activities that have been ongoing.

And so with that, Robert, I hope your Wi-Fi stays good.

**Willis, Robert (DOL)** 13:09

Uh, what?

My work phone has good solid signal, so we're gonna keep going with that.

First up is the social media campaign and.

Uh, postcard.

Outreach that we've done recently, we've been, we've the social media campaign and postcard uh.

Campaign that we've done is an effort to reach our unendorsed motorcyclists who own motorcycles here in the state at the beginning of May, we send out a just shy of 49,000 postcards to individuals who own motorcycles in the state of Washington who do not have the requisite motorcycle endorsement. Umm.

Excuse me on that card was a QR code.

It the the card said something to the effect of our records indicate that you own a motorcycle

without the appropriate endorsement.

We encourage you to get training.

Here's a QR code to get you the opportunity for a voucher to save \$100 on training.

Then they scan the QR code it took them to a site that gave them the opportunity to answer 2 questions.

When they answered those two questions, do you live in Washington?

Have you ever trained for on on motorcycles before?

Uh, the 1st 200 people that answered those in the if that answered those in in the appropriate way, yes, I live in Washington.

No, I've never taken motorcycle training before.

We sent them those vouchers we sent out all 200 of those vouchers in the first.

Ohh, roughly seven days.

Seven days.

We sent out 200 vouchers, so that accounts for or will account for approximately \$20,000 in in training subsidy going directly to individuals here in the state.

So far, in the first two weeks of those are in the first month of those being out, about eight of them have been utilized by by students already.

Additionally, we've had are we started.

Umm, social media ads you may have seen them on your Facebook and your Instagram or or Google that have been popping up encouraging motorcyclists to enhance their skills and enhance their ride to go from being a squid to being a legend, or from being a newbie to being bossy or something along that line.

And what we're trying to do is so encouraged to to make writers think of motorcycle safety training.

Not as.

Hey, you suck it riding, but to make motorcyclist see training as a way to make themselves better at writing to enhance what they already know, to make their instincts better.

So when they're on the roads, they're instincts are higher, so their skill sets are better.

So they're right.

Is is better for them we know.

From our studies that a better trained writer is a better writer is a safer writer.

What we hope will come out of that is that riders will get the training and when they get the training they will.

We know that once they finish a basic course, they will automatically get the the permit level testing done.

Once they got the permit level testing done at that level, they could very easily add the endorsement level testing for about another \$100 that we have already saved them on by giving them that voucher and hopefully that won't encourage them to get their endorsement added to their credential.

Umm, reasoning behind that is the fact that in the state of Washington in the year 2020, two 50% of our motorcycle fatalities were unendorsed riders years 50.

Umm, the the the really hard statistic for me to to deal with there.

I'm.

I'm gonna spit out a whole bunch of numbers here in a in a in a rapid fire manner.

We have approximately 450,000 endorsed motorcyclists in the state of Washington.

We have approximately 240,000 registered motorcycles in the state of Washington.

I just told you we sent out 49,000.

I'll say that again four 9000.

Postcards to unendorsed riders who have a motorcycle that's 25% roughly 20 to 25% of our motorcycles in the state of Washington are owned by people who do not have an endorsement.

And those people make up 50% of our motorcycle fatalities.  
And that just that, that makes the hair on the back of my neck stand up.  
Doug, you've got my hand at the halfway through the year.  
What's our body counts of?  
I I don't have that total for you, Doug.  
I can tell you that our that the statistic from last year is 141.

**Kathy E. Gill** 19:04

At this time, at the halfway point of the year.

**Willis, Robert (DOL)** 19:05

And.

No, no.

The the statistic for 2023 is 141.

I don't have the number for.

**Kathy E. Gill** 19:15

For the entire year.

**Willis, Robert (DOL)** 19:17

Yeah.

Which up from 2022, which is up from 2021.

Uh yeah, 2022 was a 30% jump over 2020. One 2024 are.

Sorry, 2023 is.

Only about a 10% jump over 2023.

But that that doesn't help us.

The only the only.

Silver lining in this cloud for me is the fact that in 2022.

The individuals, the the individuals who died in in Washington on their motorcycle, who had been endorsed after we made the change to our endorsement tests in 2020.

The.

Were only made up 9% of our fatalities.

That was nine fatalities.

Uh, in the year 2023.

And that is umm.

That that is a number that, well, is still too many is into the realm of now.

We can start looking at how what what actually is is causing those.

Umm my my overall strategy for trying to get after Target 0 is trying to get from the overrepresentation of motorcyclists and fatalities where we are 3% of crashes, 3% of all crashes and seven correction.

I take them in that that's the wrong number.

We are 2% less than 2% of all crashes in the state and 17% of all fatalities in the state.

That's wrong.

We I mean we know we know it's because we don't have cages around us.

We, our our riders, don't wear the right gear.

Our riders?

No.

Etcetera, etcetera.

There's all sorts of factors that go into that, but if we, yes, ma'am.

**Kathy E. Gill** 21:47

Robert.

My I interrupt for a moment and ask California question.

**Willis, Robert (DOL)** 21:56

Sure.

**Kathy E. Gill** 21:58

So we saw this big increase post COVID in fatalities.  
Did you all see a similar phenomena in California?

**Cavner, Christopher@CHP** 22:08

It was the worst.

These are, you know, idea.

It depended upon the type of impact we actually saw a drop during COVID and when we were post COVID, we saw an increase, but it wasn't as.

A.

Dramatic as some some other states have been people, I mean, we saw speeds in California during COVID increased dramatically to where our officers were stopping motorcyclists and regular motorists, you know, for speeds of 100 to 130 miles an hour. Plus, just because the roadway just because the roadways were open.

**Kathy E. Gill** 22:55

Ohh.

**Willis, Robert (DOL)** 22:58

Yep.

**Cavner, Christopher@CHP** 22:59

You know, post COVID you know, we we did have a slight increase in the number of fatalities but our.

Our our numbers are not 100% approved yet.

I think right now I think while we have is steady numbers for 2021, we're still gaining information on 2022 and 2023.

**Kathy E. Gill** 23:30

Thank you, Chris.

Thank you, Robert.

**Cavner, Christopher@CHP** 23:31

Yep.

**Willis, Robert (DOL)** 23:33

Yep.

Uh Cat has a question here.

The DOT crashed down that Washington produces.

Do we know the lag time on those a month, two weeks, a week?

I don't.

I know that I don't get.

**Cavner, Christopher@CHP** 23:49

We.

**Willis, Robert (DOL)** 23:53

Full.

Confident fatalities statistics for the year until about March.

**Lee Parks** 23:55

This.

**Cavner, Christopher@CHP** 24:00  
People is that is that or somebody was making.

**Willis, Robert (DOL)** 24:00  
So of course, yeah.  
Uh-huh, right.

**Cavner, Christopher@CHP** 24:04  
I am just like regular resurrection.  
This may happen just like the 51 intelligence agents are made, just like the human being with the 16 economists are thought to save.

**Willis, Robert (DOL)** 24:07  
Yeah, yeah, yeah.

**Kathy E. Gill** 24:10  
Can you, Robert?

**Willis, Robert (DOL)** 24:14  
Something.

**CC** **Cavner, Christopher@CHP** 24:15  
Thing 51, intelligence.  
They can say that, yeah, it's.

**WR** **Willis, Robert (DOL)** 24:16  
So so can't see what cat is saying is without knowing the the lag time in the DOT crash statistics, she pulled up their their dashboard and she's seeing 29 so far this year, but that great serious the 200 serious injuries that may not account for the eight over the past eight days or so and and some last night even.  
Umm so I I say all of those, all of those words and statistics to say our efforts are aimed specifically at the unendorsed rider.  
Very specifically at the unendorsed rider.  
And so we we sent postcards to individuals that we knew were unendorsed.  
We are, uh, flooding their the feeds of.  
Umm.  
People who are looking at motorcycle stuff when people are searching for motorcycle parts in the state of Washington, they're going to get something in their Google searches.  
That is an ad from Washington state that says, hey, enhance your skills, enhance your ride, take a look at this, maybe find a, find a school.  
Umm.  
From those ads, we've had 54,000 visits to the web, the web page.  
The landing page that will can direct people to those schools from over 29,500 specific individuals.  
Umm, I can't tell you how many people have clicked beyond there because when we were setting this all up, we did not allow the PR company to and I'm collect those data click because we were worried about personal personal information and data security.  
I I'm working on seeing if we can start collecting that but.  
The data the data security is is important and so we have to be careful about it, but.  
We we are making some progress and we're hoping to to to make some impact.  
Uh, so yeah.  
What you got, Andy?

It's really quick.

Just wondering the data you've used you gave us was fantastic and I I really appreciate that. I'm a data guy, so you are aiming 50% at the non non enforced motor.

Just I get that right there with you.

My question is, are we are we trying to track?

Is there a way to track what caused this?

An accident?

Is there something that we could do to fix that other than the 50 right there?

Absolutely, absolutely we are.

And and in September, I'm giving another presentation.

Every September, I give a talk about our fatalities.

I'm beginning weekly meetings with their data analysts next week.

Next week, next week, I'm meeting with our dad analyst to start talking about last year's crash data, and we'll break that down as far as we can.

I can tell you from the from the Traffic Safety Commissions dashboard, almost 60% of motorcycle fatalities involved alcohol or drugs or account.

Add or we're limited to the data and the and their data isn't the best and we don't know if that is the driver, the the motorcyclist, both I we don't know.

We that's not really clear when I start looking at it, our data analyst has the crash report the the we get all of it.

I can pull, we get the the driver's license numbers.

We look at everything, we'll we will know down to the minute.

Show what happened and the data is limited to the check boxes that the share of the State Patrol.

Then click and put in that we we we will know how that person died.

We will know.

We will have to talk geology reports from the fatality.

We will know what happened.

We don't just get the crash report for a fatality.

We have everything.

We I will be able to tell you when Cat died on her motorcycle, what happened to Cat.

So that is more than what's in trouble.

I've seen because because what happened when when a crash happens and a crash report is put out the there is there is a crack and then there is a fatality report that is different and I don't know how those I don't know that those are publicly available.

I I I just can't speak to that.

So I know that at our level we have the ability to see fatality reports that that says that tells us more, umm, the blood alcohol level.

All of it.

This.

That's my my bottom line question is that.

Did not have a man just throwing something up against the wall and says it's just working.

What is causing this and can you fix that?

Absolutely.

And Andy the the whole reason the I think you've heard me say it, you probably heard Brian say it many times.

The reason that we made the change to our endorsement test wasn't just because we made the change to our to our to add the endorsement tests because of statistics.

We knew that between 2013 and 2017, just over 70% of our motorcycle fatalities were single vehicle and of those, just over 40% were in a curve.

We knew our motorcyclists were unable on their own to negotiate a current and stay alive,

and so that's why we we and and the second leading cause behind negotiating the curve was motorcycle striking.

**Lee Parks** 30:43

Yeah.

**Willis, Robert (DOL)** 30:58

That's why we added a higher speed, quick stop and the the high speed curve or the the the curves that we have.

Yeah, Doug, motorcycle type.

Do you tracking that?

We do, but I I wonder.

I'm.

I'm I'm focused on support, right?

I I I understand that we we know that and and we're we're off topic a bit we have let's let's push these conversations to the public forum at the end I'm more than happy to discuss it at the end.

But I so the next the next step here is public input and outreach.

We have.

This year, Abate has seen this at a couple of places.

You've seen this at the Spokane motorcycle show and sale, where we were set up for several days on the east side trying to make sure that we saw as many motorcycle as Poss as possible.

There we were at Black Friday trying to talk to as many of of your Members as Poss.

Uh had some really interesting conversations there.

Some of them were fruitful.

Some of them were beneficial, umm.

And then we, we're we're we're here as well.

This isn't really an outreach for us so much as it as an opportunity to be with the public.

And currently I have a team at the Tour Tech Rally just up the road in plain and they will be there through Sunday.

They will see hundreds and hundreds of riders and talk to them about motorcycle safety, endorsement training, etcetera.

And we were really surprised last year to find out how many of those writers didn't think about the need for endorsement because they're ADD writers and they write back trails and don't think about the amount of time that they may be.

Not on a back trail, and that when they aren't on those when they aren't on dirt that they do need an endorsed.

So they had some really good conversations there as well.

**Lee Parks** 33:22

Yeah.

**Willis, Robert (DOL)** 33:22

In September, my team will also be at the Oyster run.

Umm, we'll see a few folks there.

Who were set up across the street from you all last year and that's where we get to have some.

Again, we we have some some good conversations.

We pass out a lot of our schwag.

We pass out the motorcycle operator manual.

We have conversations with people, pointing them in the direction of our schools.

We point them in the direction of training and and try to encourage people of all ages, but there there are people my age and older complaining that motorcycle training isn't for them because they don't need it.

They've been riding all their lives.

Ever have to ride them?

Why should they ever have to go get motorcycle safety training?

And when I tell them that when we look at the bell curve of who is dying in our state equal halves at the top of that bell curve are the 18 to 20 fours that we all think are the ones who are dying and the 55 to 70 fives that don't think that they need to be trained.

**Lee Parks** 34:40

Rubber.

Can I interrupt you for a moment here real quick?

**Willis, Robert (DOL)** 34:44

Second, I got somebody here in the room that that had their hand up and was speaking, and then I'll come right to you.

**Lee Parks** 34:50

Great.

**Willis, Robert (DOL)** 34:54

Yes, 7 year old that retires and goes absolutely we've got that too pausing percent.

**Kathy E. Gill** 35:02

You've got what?

Robert, you have to repeat it.

We can't hear it.

**Lee Parks** 35:05

OK. Thank.

**Willis, Robert (DOL)** 35:05

Yeah, he said that the the other, the other consideration there is the the 50 to 70 year old that just retired and said Ohh I just watched bike riders or I just watched hog wild and I think I need to buy a motorcycle and that's a tough time to learn to ride a motorcycle without getting going to a training course.

**Lee Parks** 35:22

Yes.

**Willis, Robert (DOL)** 35:28

Alright, who?

**Kathy E. Gill** 35:28

Yeah.

**Willis, Robert (DOL)** 35:28

Online, there was somebody asking a question.

**Lee Parks** 35:31

Yeah, I was Lee.

**Willis, Robert (DOL)** 35:35

OK.

**Kathy E. Gill** 35:36

Early.

**Lee Parks** 35:36

Yeah, so interestingly enough, May 15th and 16th I was up in Washington state and I was doing a presentation at a conference called WATAI, which is the Washington State Accident Investigators Association.

I forgot the exact what that stands for exactly, but we had about 45 people that attended. I would say 80% of them were law enforcement, so I actually had to go and research all your laws to do a presentation, among other things, and all the Washington state laws related to two and three Wheelers.

And in fact, some of the research I did, Christian Spencer just saw when I did some of the things on three Wheelers up in California.

But what was interesting to me was because like you guys, I'm I'm all about looking at the data and so few people in law enforcement really know.

I mean, we had, like I said, maybe 44 people, there's a lot more police officers in Washington that are doing accident investigations and reports.

There's so much stuff, so many questions and things that they don't put in their police reports or questions that they ask that would make the data so much more valuable.

So I was just curious if you'd ever reached out to, to law enforcement in the state in terms of trying to be specific with them about some of the things that would make all of our jobs easier in terms of, you know, what would we like to see when they when they get on scene that can just help us all make better decisions and so forth?

**Willis, Robert (DOL)** 37:03

We are in the process of trying to set up a a coalition through our Traffic Safety Commission with law enforcement, Department of Transportation, Department of Licensing and our Traffic Safety Commission to be able to have decision makers and individuals who can have these conversations to say, hey, what what's important to you?

What's important to me, how can we make each other better as we move forward from motorcycle safety?

**Lee Parks** 37:33

OK.

**Willis, Robert (DOL)** 37:34

Umm.

And and we do have, we do have a a lawn, a law and justice liaison who is constantly training our Washington State Patrol and our Washington share, a Washington association of sheriff's and Police chiefs personnel on what is important to the the the Department of Licensing for for data in these crash.

But you know, uh, getting getting the information from us to the very last person in the patrol car is the hard job.

So I I appreciate the input Lee.

**Lee Parks** 38:16

That.

**Willis, Robert (DOL)** 38:18

I I I gotta say, you come to my state.

You don't call, you don't write that.

That hurts, man.

**Lee Parks** 38:24

Well, well, for in my defense, we were basically just in and out, but we I have another business that does motorcycle specific accident reconstruction and forensics. And so we're constantly doing research and really detailed investigations that that's basically how we learn what kinds of changes to the curriculum we want to make in terms of where, how are people actually getting injured or killed on the motorcycle.

**Willis, Robert (DOL)** 38:40

Yeah.

**Lee Parks** 38:49

And when you do these really in-depth investigations and you see these things, it becomes really clear sort of, you know, where where the soft points are. Obviously with with you guys that 50% number is very scary to me as well. That's our our, I think I think Chris 30% feature.

**Willis, Robert (DOL)** 39:04

Yeah, it's, it's.

**Kathy E. Gill** 39:07

So guys, so guys, I'm gonna.  
I'm gonna.  
I'm gonna Robert late.

**Lee Parks** 39:12

Good.

**Kathy E. Gill** 39:13

I'm gonna.  
I'm gonna stop you all from talking now, because we're moving off off topic.  
So we can get through the rest of the agenda and bring this back to general public discussion.

**Willis, Robert (DOL)** 39:19

Yep.

**Gill, Guy (WSP)** 39:24

Hey, Kathy.

**Willis, Robert (DOL)** 39:25

Yeah, I didn't touch.  
By trooper.

**Gill, Guy (WSP)** 39:32

I just want to let you guys know I'm being sorry.  
I was a little late checking in, but I'm here now.

**Kathy E. Gill** 39:37

I saw you when you came in.  
Thanks, guy.

**Gill, Guy (WSP)** 39:39

Thanks.  
Happy Yep.

**Kathy E. Gill** 39:42

So, Robert, Are you ready to move to new business?

**Willis, Robert (DOL)** 39:43

Umm.

I did.

I did wanna touch one last thing when we're talking about our opportunities for public input and outreach, my team is constantly looking for ways to reach the writers that aren't going to be at touratech or the Spokane motorcycle show on sale or the Oyster run.

Because not all bikers, not all motorcyclists, are bikers and.

Hi I'm out because that that that's the one that that hurts my heart is when I'm trying to figure out how do I reach the the.

20% a motorcycle owners who don't have an endorsement.

Where am I going to find them and how do I get to them?

Umm.

And and so if if the people in this group, if the people in in, in this meeting have thoughts or ideas on where those would, where those people are in large quantities, you know we've thought about.

With slight about the the spring fair, we've thought about the the State Fair.

We've thought about the Spokane fair, but like the the State Fair is a two week commitment and I don't have to four week commitment.

You're right, it's a four week commitment.

I don't have four weeks to to turn off my business and and be there.

I don't have.

There, there's those sorts of things.

So I'm trying to be places where motorcyclists might be that aren't the places that bikers are.

Does that make sense?

So if you've got ideas, by all means, I've got my card on me.

Get ahold of me and I will.

I'll, I'll give you my card and we can we can talk offline.

That's where we stand there.

And that's the end of new business.

**Kathy E. Gill** 41:53

OK.

**Willis, Robert (DOL)** 41:55

You want me to move on to the next Lee's got his hand up.

**Kathy E. Gill** 41:57

That's like like, that's the end of old business.

**Willis, Robert (DOL)** 42:02

Yeah.

Did I say new?

I mean old.

**Kathy E. Gill** 42:04

You did?

**Willis, Robert (DOL)** 42:04

Yeah, but I see Lee.

**Kathy E. Gill** 42:05

Yeah, Ellie.

**Lee Parks** 42:06

Yeah, I was just going to say we have recently done some events in like the Overland Expo kind of places where you know not traditional motorcycle events, but a lot of these guys ride especially off road because that goes with the Jeeps and the trucks and the sprinter vans and and everything else.

And you were talking about how a lot of the folks that are ATV riders maybe don't think it's that important because they, they write a lot of off road and the the overland Expos were just really good places to be able to, I think, reach that audience that don't go to biker events.

**Kathy E. Gill** 42:40

Bark.

**Willis, Robert (DOL)** 42:41

Yeah.

**Kathy E. Gill** 42:44

Park, you have your hand up.

**Mark Quenneville** 42:44

Hi I was.

Hi.

You know, in as far as unendorsed riders go there are, there is a forum on Reddit called Pacific Northwest motorcycle Riders and the same I think that's the same forum on Facebook, all social media platforms.

And I know that there's a healthy dialogue amongst riders without endorsements on on those two platforms.

Just thought I'd let you know.

**Kathy E. Gill** 43:16

Thank you, mark.

**Willis, Robert (DOL)** 43:17

But.

Thank you, mark.

I engage quite frequently there.

Umm I the the hard thing is getting traction.

Umm, because there's it's you.

You don't get to address everyone, you get you.

The.

I'm I'm a government official, I get treated as one when I'm online.

And I'm also online and when you're online, umm, the the treatment is different than when you're speaking face to face.

So we're we always, we're always trying.

We are always trying.

I've had some good conversations.

I've reached out through DM's to individual specifically to to have some conversations offline so that we can engage without going back and forth.

Uh.

In public and and we get there.

I I I just keep I I need.

I need a I need Mass Effect and so I I keep. I keep trying.

Thank you for the input and and we will.

I will keep being in Pacific N PNW writers, the Washington Motorcycle Safety Association, the Washington motorcycle fatalities, the Washington the the Every, every Washington and PNW writer, the group that I can find on on social media.

I am in and I engage with frequently and then I get smacked by their administrators frequently also so uh.

**Kathy E. Gill** 45:13

Shifting to charter charter status, Robert.

**Willis, Robert (DOL)** 45:17

I see another hand.

**Kathy E. Gill** 45:20

I'm going to postpone general discussion unless we're talking specifically about.

**Willis, Robert (DOL)** 45:20

Cathy.

**Kathy E. Gill** 45:27

Outreach we really need to move that to public forum so we can get through the business. Is that OK, Chris?

**Cavner, Christopher@CHP** 45:35

That's totally fine.

I was just going to talk about what we're doing for outreach, but we can hold that till later.

**Kathy E. Gill** 45:39

OK.

Thank you.

Robert Charter status.

**Willis, Robert (DOL)** 45:44

OK.

Ohh so.

I'm gonna couch this as carefully as possible.

Umm, the Charter for this organization has been about how things are done and not what should be done.

Umm my administrators and I feel that the Charter for this organization should be more about what this organization should do and not necessarily how this organization should do those things.

So we are in the process of rewriting the Charter to reflect that we intend to have that completed before the end of August, at which time we will conduct the interviews to fill the new positions for the, for the board members who are whose positions will be.

Vacated.

Uh.

Or whose positions end at the end of this month.

**Kathy E. Gill** 47:02

So hang on, Robert.

**Willis, Robert (DOL)** 47:02

The way go ahead.

**Kathy E. Gill** 47:04

Hang on, Robert.

I want to restate what Robert just said and a slightly different words.

Everybody knows that we have new board members.

Come on.

At the beginning of the fiscal year, which is a lie, and we have people who have applied to be board members.

Because Robert and I have discussed the recommendations that came out of our group about how we might change the update, the Charter and we've talked about to other people and looked at other organizations, the big question that we've been wrangling with in every one of our meetings pretty much for the last year is what exactly should we be doing?

So until we can get the bylaw, this or the Charter revised and approved both by the department and the Board, then we're holding off on replacing old outgoing board members with new board members.

That's also part of the state law that allows us to do that or they gives the department the authority to do that.

**Willis, Robert (DOL)** 48:23

Correct.

**Kathy E. Gill** 48:24

So Robert, back to you.

**Willis, Robert (DOL)** 48:27

Uh, that that covers all of the things that have my name on it, Kathy.

I can take a break and drink some water.

**Kathy E. Gill** 48:37

OK.

You gotta take a break.

And drink some water well.

**Willis, Robert (DOL)** 48:39

Hold on.

I I've got a question here in the room, it's cap.

**Kathy E. Gill** 48:43

OK.

Question from the room first, how many?

How many board member applications did we get 7?

**Willis, Robert (DOL)** 48:49

8.

**Kathy E. Gill** 48:50

8.

**Willis, Robert (DOL)** 48:52

For three positions.

And.

**Kathy E. Gill** 48:55

Questions from the room.

And would you repeat them so that we can all know what was said?

**Willis, Robert (DOL)** 49:01

I'm sorry.

So you asked me how many applications we got and for how many positions.

They got and for how many positions we got eight applications for three positions and the we have because we are waiting until all the end of August to make those appointments.

We reopened that and it is open until the 4th of July.

**Kathy E. Gill** 49:27

Ohh that's that's good, that's good.

So questions from if there are questions then would you repeat her question so that we can all hear it?

**Willis, Robert (DOL)** 49:33

Uh.

Cat has a cat.

Had a I will.

So I've been coming on nine, 10-12 years.

I thought I remembered probably in the Brandt administration he reviewed, or we thought about changing the charter land.

Do we know it?

Those came to fruition, so there is a charter in place at the moment, but the Charter that is in place at the moment is very specifically you'll follow Roberts rules of order.

This is how you file the travel voucher.

This is not it is procedural things.

How things are done?

Yeah, how things are done and not why things are done and what needs to be done and and so that's that's really we're really trying to put some teeth into what this board does umm to get to the.

Uh, the the history of it is this board was established in the in the mid to late 80s when the state really didn't even have an endorsement.

The state was looking to create a motorcycle safety program.

The state was trying to figure out how to make motorcyclists become safe and become indoor start of endorsement program etcetera.

I mean how?

How recently was it just the the mid 2000s the the early 2000 teens that they started requiring insurance here three years ago, three years ago, the early 2000 twenties, they started it in requiring insurance for the state, for motorcycles in this state.

So.

So in 9th in the mid to late 1980s, this board was established to to try to make motorcyclists safer.

The board had goddess to where we are, but now there's there needs to be a shift in the focus and moving us forward.

And so we're trying to get us realigned to to the the legislative requirements and the the future needs and and away from the just the the.

The how TOS that that have been the way it's been functioning in the past, in the in the recent past.

So that's what I've got for now.

A Kathy.

I'll hand the meeting back to you.

**Kathy E. Gill** 52:31

OK, I've turned all my things back on.

Umm, one of the things that we have tried to do in the past is roughly schedule out the meetings for the following year.

In the last meeting of the fiscal year and so.

Without.

In a further ado, I will take discussion or emotion.

We should probably have a motion before we have a discussion on.

First, second, third and 4th meetings for next year.

If you would like me to give you the calendar, it the first meeting has normally been in the month of September, the second has been in December, the third has been with the Spokane show and the 4th has been for the last two years with Bates Spring opener.

So with that, I opened the meeting for a motion or motions and discussion.

**Willis, Robert (DOL) 53:36**

8 Kathy, let's hold off on that because we are going to be addressing that in the new Charter.

**Kathy E. Gill 53:45**

I think we should discuss the next meeting.

**Willis, Robert (DOL) 53:45**

The the new chart.

Next meeting will be September, yeah.

**Kathy E. Gill 53:50**

Yours.

Yeah.

The next meeting should be in September.

**Willis, Robert (DOL) 53:54**

Yeah.

**Kathy E. Gill 53:57**

So we have historically been in September, Umm and so I'm asking if I'm looking at today and I try to get this September, if we stick with the schedule that we've normally had, it would be on the 19th, the 3rd Thursday.

Our welcome emotion.

**Willis, Robert (DOL) 54:25**

Yes, come from a board member.

It has to come from a board numbers.

It does OK, it make a motion.

We have like being September 19th.

**Kathy E. Gill 54:37**

OK.

Doug has moved.

Do I have a second from the peanut gallery?

**Syd Nunez 54:42**

I'll second it.

**Gill, Guy (WSP) 54:42**

Yeah, that works for me.

**Barbara Fincher 54:43**

I'll second that.

**Kathy E. Gill** 54:44

Thank you.

OK, guy and barbos.

OK.

All those in favor say aye.

**Syd Nunez** 54:50

Aye.

**Kathy E. Gill** 54:51

Opposed, nay.

**Gill, Guy (WSP)** 54:52

Aye.

**Barbara Fincher** 54:52

I.

**Kathy E. Gill** 54:54

Was that an 8?

That was at 8.

OK, alright.

So our next meeting is September 19th.

So now we have non actionable discussion and one of the pieces of discussion was a carryover from an assignment from our last meeting.

And Doug, are you prepared to talk about your research?

**Willis, Robert (DOL)** 55:16

Ah, there we go.

OK.

Uh, my assignment last meeting was California, and I connected with Argent kavner and he's with us tonight.

I was invited to their Advisory Board meeting or last week 19th of June.

Very informative and.

A lot of parallels in the programs I think as far as funding outreach of California has the same problems we do.

Then the percentages of fatalities seem to be about the same, and although they have greater population, probably they wind up with bigger numbers. But.

One of the takeaways from their meeting was the.

International Institute for Hwy.

Insurance Institute for Hwy.

Safety.

There was a a presentation by Eric Teo of that organization and it is crash testing, autonomous vehicles and recognition of motorcycles or non recognition of motorcycles biotonic US vehicles.

Uh, get up.

**Kathy E. Gill** 56:36

Boy.

**Willis, Robert (DOL)** 56:37

It's online, very informative.

I think everybody ought to get involved with that because that's something that's coming and.

**Kathy E. Gill** 56:46

So.

So, Doug, excuse me, Doug, did you say that the report is available online?

**Willis, Robert (DOL)** 56:52

It is and it's it's.

**Kathy E. Gill** 56:53

Will you send me if you will send me the URL I will send it out in an email.

**Cavner, Christopher@CHP** 56:58

If you, ma'am, if you'd like, I can share my screen real quick and put up a couple of cute.

**Willis, Robert (DOL)** 56:58

Good.

**Kathy E. Gill** 57:02

Oh, certainly, Chris.

**Cavner, Christopher@CHP** 57:03

I'm sorry, Chris Kavanagh from the CHP, if you'd like, I can share my screen real quick and put up the QR codes for Eric's presentation.

**Kathy E. Gill** 57:08

Yeah.

Sure.

Vicki, can you let Chris share?

**Willis, Robert (DOL)** 57:17

He's just gotta push the button.

**Cavner, Christopher@CHP** 57:19

I just gotta push the button here.

Here we go.

**Kathy E. Gill** 57:21

I will get out.

**Cavner, Christopher@CHP** 57:21

Let's see.

Let me make sure I'm in here.

And.

You all should hopefully be seeing my screen right now.

**Kathy E. Gill** 57:34

Yes, Sir.

**Cavner, Christopher@CHP** 57:34

So Eric, I met Eric toe at SMSA last year and he had a great presentation with regards to frontal crash prevention technology and involving motorcyclist safety.

And so we invited him to our advisory committee meeting back on the 19th, and he put together a great presentation.

Here are two QR codes that we shared with our a participants from our meeting one to their landing page and then one to an article related to that.

So please feel free to click on either one of those and use that for your research.

**Kathy E. Gill** 58:16

Thank you very much, Chris.  
Appreciate it.

**Cavner, Christopher@CHP** 58:18

You're welcome.  
Just let me know when you like me to take that down, ma'am.

**Kathy E. Gill** 58:22

What?  
OK.  
Well, you could take it down and Vicki could put the agenda back up.

**Cavner, Christopher@CHP** 58:26

OK.

**Kathy E. Gill** 58:28

We're in.  
We're in general none.  
Actionable meat for board discussion.  
And then we'll move to public forum and we do have a member of the public who has a question he would like to bring up.  
So do any other board members have anything that they would like to discuss that does not require action because because it's not on the agenda?  
When I count to 3.  
Silently.  
OK.  
So Mark, I believe it was you who had a question about your endorsement.

**Mark Quenneville** 59:11

I do and.  
That's.  
I'll just first start off by saying that it's a pretty long story.  
It's a pretty simple situation now.  
I've worked very hard and to comply with all the laws and regulations and as a side comment, I don't use the open up an introduction with the lengthy.  
I was.  
I didn't intend to brag about my experience in transport risk scenarios and so on, but as I was researching the wax in RCW's to see how I could.  
Further request a waiver to the dual director.  
I came across a job posting for this board and it intrigued me because it well, I I'm very interested in motorcycles and and so on and so I actually applied for it.  
I the state system, I got to the point where it asked for my motorcycle endorsement and driver's license in the application and the the state system shut it down from there.  
So anyways I I was, I'm very curious and I applaud the work that you guys are doing on on new charter your your existing charter is impressive.  
It's it's great to see that there's a group of people thinking about motorcycle safety that aren't and attached to the Department of licensing and have their own charter and priorities and goals.  
I think that's pretty cool and whether or not I I I continue my interest in joining the board, I'll definitely be keeping watch on you guys and would.  
Like to continue to attend the meetings?  
Umm, so my short story, I'll try to make it as short as I can.

**Kathy E. Gill** 1:01:22

But can I can I can I interrupt before you move into the other story?

**Mark Quenneville** 1:01:26

Sure.

**Kathy E. Gill** 1:01:27

So are you saying that the that when you were trying to apply for the job of being on the board that the system had a system failure or I I I I.

**Mark Quenneville** 1:01:38

There's a there's a checkbox, there's a checkbox.

Can we can we search your your driver's license record and another check box that said are you?

Do you have a motorcycle endorsement?

**Kathy E. Gill** 1:01:52

And so you did not.

**Mark Quenneville** 1:01:52

And if so, I don't have a motorcycle endorsement, which is a subject of my request for your assistance here.

**Kathy E. Gill** 1:01:53

You did not select those two boxes.

Gotcha.

OK.

Thank you.

**Mark Quenneville** 1:02:04

So I was 16 when I got my motorcycle endorsement in Ontario, Canada.

And when I moved to Washington State in the early 90s, I tried to transfer the door endorsement to my Washington State drivers license and the DOL refused.

So Fast forward to 2021.

Umm I took a rider safety course.

I decided I was gonna get it.

Get my endorsement?

By by the process which is take all take the four tests.

Umm, before I took the tests, I took the motorcycle safety training course with Cascade motorcycle safety here in Bellingham and you know, I just wanted to get comfortable riding in Washington state and familiar with the rules in Washington state.

**Kathy E. Gill** 1:03:00

Mm-hmm.

**Mark Quenneville** 1:03:11

I've written motorcycles in Canada and Mexico.

Europe throughout the Caribbean, that does.

That's the best motorcycle riding, actually, is the the touring uh, vacation touring and so umm, it turns out that I took the test in 20, 2020, 2019.

I think the training and.

It I got my my permit no problem.

I just took the test and the training applied for the permit.

You know, it takes a couple of days for the test results to make its way to DOL went into the

DOL office and it was, you know, it worked perfectly, permit issued got my my new license and the mail at the time the UM, the motorcycle operator training manual, I said that you could renew your permit once in five years and that the permits expired in 180 days well here in Washington state you know 180 days after your you take the test and get your permit.

It's the time when you put your motorcycle away in the garage, and so I did that.

And then in the spring the following year, I tried to renew my permit based on what it said in the motorcycle manual and and just wouldn't work ohh online or in person.

That was also when.

When the state was in the emergency situation for COVID, and so sometimes the URL site didn't work the way it's supposed to, umm, and there were times when the DOL office wasn't available.

You can go in during that time.

Anyways, I didn't get my permit renewed, but based on the information in the book, Umm, I thought, well, OK, it's time I should just get my endorsement.

I went and applied for my endorsement.

I I did the test, both the knowledge and skills test.

And went to the DOL to get my endorsement and it was refused and and apparently since the time umm, since the time I got my permit, the motorcycle manual had changed to require a valid permit.

Umm.

To get the endorsement and.

At the time I I went to the the DOL, I asked for a waiver and just either renew my permit and then get the the the endorsement it was.

It was kind of a administrative debacle and.

I returned.

**Willis, Robert (DOL)** 1:06:20

And mark?

**Mark Quenneville** 1:06:22

Yeah, go ahead.

**Willis, Robert (DOL)** 1:06:23

This is this is Robert.

I'm the I'm the motorcycle safety program manager for the Department of Licensing here in the state of Washington.

If you want to have a conversation about your motorcycle license and the permit and all of the laws that are of that surround it.

I will more than happily have that conversation with you.

Not in a public forum.

You can email my program at [motorcycle@dolbutwhy.gov](mailto:motorcycle@dolbutwhy.gov) and we will more than happily research and review your situation.

This board has no has no authority to impact your license or have any authority to.

To leverage to me or the law to make any changes over that at this time or in the future even.

**Mark Quenneville** 1:07:21

Well, that's good because I was kind of at my words end in trying to figure out how and who to whom I should appeal because I have already submitted a a waiver request letter to the Director and that was denied. So.

You know, in desperation and also in interest of your Charter and so on.

I OK I came here.

The board the current board members will receive any I sent an email to all the current board members today.

I'm not sure if you're on that, Robert, with the draft letter, I intend to send to the director for attempt #2 for the waivers, but I found your.

**Willis, Robert (DOL)** 1:08:04

I I would have need to do.

**Kathy E. Gill** 1:08:06

So, Mark, hang on, hang on a second, Robert.

So let me let me reinforce what Robert just said.

We appreciate your letting us know that you had a problem.

However, there is no one on the board who can help you resolve that problem, and the Director of the Department of the Director of DOL is actually not the right person to go to either the the person to go to is is is Robert and his program, or perhaps Roberts boss, but not if you.

If you try to go at the top, it's just gonna come back down to the bottom eventually and take longer.

**Mark Quenneville** 1:08:44

Let's see.

**Kathy E. Gill** 1:08:45

That's just the way it's systems systems work.

**Mark Quenneville** 1:08:45

Well, I.

I appreciate it.

And I.

**Kathy E. Gill** 1:08:51

And and on on an OK and on a on a on an.

**Mark Quenneville** 1:08:51

And so I will contact Robert.

And and go from there.

But I also enjoyed the conversation earlier here about how many unendorsed motorcycle riders they are, and I kind of put my hand up saying, you know, that there is a subgroup of those not.

Not all.

Not all drivers that come here or to Washington state and seek an endorsement.

Our new writers.

And so there's a subset of your 44,000 unendorsed riders that just have an administration administrative issue.

**Kathy E. Gill** 1:09:27

Well, it's not to to be pit today, antic.

It was not an administrative issue when the state did not accept the the license from Canada.

That was a legal one.

That was the the state, the Department of license was not legally allowed to accept that endorsement.

**Mark Quenneville** 1:09:47

I understand well.

**Kathy E. Gill** 1:09:48

Yeah.

**Mark Quenneville** 1:09:49

Anyways, I will contact Robert.

**Kathy E. Gill** 1:09:52

Thank you. Uh.

**Mark Quenneville** 1:09:54

And thank you for for hearing me out on this.

Appreciate it.

**Kathy E. Gill** 1:09:58

Welcome.

So, Robert, I believe you had suggested there was another conversation for the public forum, something with the California folks.

**Willis, Robert (DOL)** 1:10:07

Uh, hold on just a second.

Kims got her hand up here. Question.

**Kathy E. Gill** 1:10:13

OK.

**Willis, Robert (DOL)** 1:10:15

I just wanted to validate what Mark is saying by the fact that if there's no reciprocity through the states that he needs to contact his legislative representative so that those laws can be changed because the hands are tied it to lol and it's it's it's a it's a lawful situation.

And so I can understand where that could actually happen for multiple states, if there's not, reciprocate that we're losing the potential to endorse these riders.

So I just wanted to to validate that because he's probably not the only one who has tried to get a license and done.

It's possible.

Did you hear that?

**Kathy E. Gill** 1:11:02

I it was.

**Mark Quenneville** 1:11:02

I.

**Kathy E. Gill** 1:11:03

Yes, it was very clear and it should be on the recording.

**Mark Quenneville** 1:11:06

I got that and I would like to also add that there is no hearing process or appeal process at the DOL to have your no published one.

**Willis, Robert (DOL)** 1:11:07

OK.

**Mark Quenneville** 1:11:17

Now, I appreciate what Robert has offered today, but for a guy that goes in and has some kind of administrative issue, with valid tests and has passed all the OR met all the criteria for endorsement and it's still refused it, there's no Ave to appeal or for a hearing or other than the DOL tells you to write the director.

So that's what I did.

**Willis, Robert (DOL)** 1:11:48

So I can I can speak to the reciprocity issue and I will address all of your other concerns.

**Kathy E. Gill** 1:11:48

OK.

**Willis, Robert (DOL)** 1:11:56

A.

A outside of this meeting.

The reciprocity currently Washington State has reciprocity with all US territory are all U.S. States and territories.

British Columbia and Japan.

And no other of foreign entities.

We British Columbia, is the only Canadian territory or province that we have reciprocity with. Umm.

And I'm not certain why, but I do know that that is the only British province or territory that we have reciprocity with and I agree with with Kim that if that that, that would be something that needed to be addressed through through the legislative branch to be able to make any changes.

And and Mark, I I will happily address all of your other concerns offline.

**Kathy E. Gill** 1:13:00

Are there any other questions, Robert, from the physical meeting or in the observations from the folks there?

**Willis, Robert (DOL)** 1:13:09

Uh.

Andy's got his hand up.

Talk loud, Andy.

So just go to jail, but all the.

Are we tracking safety and education companies and their pricing support training with their charging with understand where I'm going with it, with a captured audience and they're not being watched or controlled in some fashion or the price is kind of like our fuel prices.

So we do not, we do not cap what they charge.

There used to be a cap for what they charge when the state was the only program in the uh are the only training model off offered.

The state created the the instructors.

The state provided the training model.

The only thing they provided was was land and and motorcycles, really.

That has changed and for them to be able to procure the land for, cure their own, create their own training models to create their own instructors, etcetera, etcetera.

We do not cap what they're charging.

The average across the state is the same.

I don't see anybody going over about \$320.00 for a two day course.

So we should somebody should track we we we keep it we haven't we have our eye on it but we don't have a legislative authority to cap it.

I don't have the ability to say you can't charge more than this, so if I'm if I'm interpreting your your wiggly fingers there, Mr.

Burns, you are encouraging me to ask the legislature to be more big government and and put a I'm.

I'm.

I'm being I'm being sarcastic, being sarcastic thing.

**Kathy E. Gill** 1:15:25

Well, but actually Robert does is the same thing as the earlier point.

**Willis, Robert (DOL)** 1:15:26

I but ohh years.

**Kathy E. Gill** 1:15:31

If you want to change the law, talk to your legislators we.

**Willis, Robert (DOL)** 1:15:36

Now I got it.

I've got this, Kathy.

I got this.

Kathy, here's the thing.

**Kathy E. Gill** 1:15:40

OK.

**Willis, Robert (DOL)** 1:15:41

Here's the thing, I 100% agree that that training is is important and imperative.

However, comma for those motorcyclists who feel that they are capable and and competent a course is not required.

All they have to all a motorcyclist in the state that is over the age of 18 is required to do is take and pass those two tests and those two tests cost approximately \$200.00.

I'm sorry those four tests, those four tests combined cost about \$200.00 anywhere in the state.

Umm.

And and that we do keep an eye on there there, there is those tests can be scheduled at any of our schools.

Those tests can all at any of our schools, will allow you to schedule those tests, possibly all four, within the same day.

Especially like in this if you were to go to Yakima or Wenatchee, Moses Lake, those schools that are really in in a training desert that you may have to drive two or three hours to get to they they are very specifically gearing themselves to people who can, who who need to be able to get that done in one day.

Those those in the urban centers have a little bit more.

Uh.

Leeway because motorists motorcyclists can get to them much more easily.

We audit them every year.

We audit.

Their we audit their administrative files every year.

We audit their ranges every year to make sure that they're are within compliance for where they're paint is the on the east side.

You know, there's the folks on the east side are having to repaint almost every year because of the the snow on the ice and everything that comes and goes.

So we we audit those markings every year for every range we audit the the paperwork for

every for every school, every year we we do our working on.

So there's a we we audit the uh the training model because this the state sets the curriculum standard, we say this is what is required to be in your to to be taught within your training model how they teach that is up to the school but so so you have to teach them how to use a clutch you have to teach them how to use an accelerator how to use the brakes you have to teach them how to.

Manipulate a curve, etcetera, etcetera.

We have all of those step by all of those stages, but we don't say, uh, you have to do a power walk.

We don't say you have to.

Uh, you.

We don't, we don't say the specifics of how something has to be taught.

We just say the thing that has to be taught and then we evaluate the new training models as they come in to make sure that they are training those and we are working on over the next couple of years finding a way to create.

And in classroom evaluation program for the schools to make sure that there isn't any drift in their program from the original training model.

We do have a within the licensing, endorsement and Traffic Safety program in in the that that motorcycle safety is a portion of we have an education and assessment program that's newly established a bunch of prior educators and they are creating a lot of a lot of that for us reevaluating our curriculum standards, reevaluating umm, how those things can be a if can be.

I keep saying evaluation, but they're they're how how?

You can sit in the classroom and make sure that it's that the adult training module is still being followed, that people are because for for motorcycles specifically, we're using the adult training model and making sure that the what's been presented to us is still being presented to the student.

Kim, I just wanted to say when Lee was talking about the outreach outreach to law enforcement with the data and how and you were talking about the coalition being created.

One of the things that we was talking about is they were coming up with different data points and for California.

And my question to that is, what is California getting our data?

What data points are those, and are they available to be known?

So can we look at ohh what's different in the way that California collects data versus Washington right now?

Like, what does?

What does he have that's different than what we have here?

That guy on Earth can give you an answer right now. We can.

Can you address that directly?

**Lee Parks** 1:21:27

I can't address that directly right now because I'm not sure what you guys are collecting so, but I would be more than happy to do a little analysis.

Robert, if you wanna share with us kind of what you guys are doing over there, I mean part of why we're all members of the state and Motorcycle Safety Association is to share best practices and figure out, you know, what can we all do collectively that you know, what can we learn from other state programs?

That's why I don't want to speak for Chris and Spencer.

But I'm assuming that's why they're here too.

Like I am to say, hey, what else can we learn that you guys are doing?

Like I love the fact that you guys have the postcards that you send out to people who own

bikes but are not endorsed.

I'd love to get a copy of that, because maybe that's something that we can incorporate as well.

And you know, there's a lot of things that we do also on the quality assurance side and other things that I think are pretty unique that you know, help us with our program.

But yeah, if you want to share kind of offline sort of the stuff that you guys are doing, we're we're happy to the shipper, Kate, with the information that we have.

But since I don't really know, I can't speak to that right now, but happy to get that info and come to the next meeting and we can have a discussion on them.

**Willis, Robert (DOL)** 1:22:41

Sure.

I'll get you an email with the post card and we can talk about data.

**Lee Parks** 1:22:43

Yeah.

**Willis, Robert (DOL)** 1:22:46

Probably something, probably a phone call is gonna be a little bit easier.

**Lee Parks** 1:22:49

Sure.

Yep, absolutely.

**Willis, Robert (DOL)** 1:22:54

Yeah.

And then there were there was something.

Lee and and Chris, you both had some comments that you wanted to bring up.

**Cavner, Christopher@CHP** 1:23:08

Yeah.

Thanks.

I you know, I just wanted to address back when you were talking about your outreach and and the different uh ways to connect lately what we have been doing.

I know you have.

I think it's four different contractors up there providing services.

We have been enlisting the assistance of total control and its subcontractors or you have 1010 contractors, OK.

**Willis, Robert (DOL)** 1:23:35

10.

**Cavner, Christopher@CHP** 1:23:37

So we, you know, total control is the contracted training company for the state of California and then they subcontract out to training vendors to assist with facilitating Lee's program.

What we have started doing is attending multiple types of community events, such as what Lee talked about, the outdoor Expo we attend statewide, we attend.

Multiple bike nights at all of our cycle or not all but a lot of our cycle gear stores throughout California.

We attend motorcycle competitions as far as police motorcycle competitions, AMA competitions, anything that where we believe that we could touch and people who are interested in the sport of motorcycle riding and when we do that, we enlist the help of our instructors at our schools and bring those instructors to these events with us doing so.

The Highway Patrol, through our funding, pays for booth space at these types of events.

And then we invite the instructors to come out to help represent the the the CMSP.  
In addition, we reach out weekly, sometimes multiple times weekly through our social media accounts, putting out safety messages and such to help generate interest in in our program. And just just like I did before, let me just share a quick thing with you guys.  
This is just kind of like a little snippet, another QR code that we shared at our meeting with our Members and the individuals at our meeting.  
Umm, this is something that we put together for our.  
For the State of California, and it's just an Instagram account, which is a QR code that goes straight to the California Motorcyclist Safety program and regularly we are trying to put out different safety messages and public service announcements, event reminders and training site showcases to let individuals know where, what, what's happening.  
And then we make every opportunity to or make every attempt to go to these events to represent the program.  
So I don't know how, doll.  
What kind of funding you guys have to attend different events or what type of funding you have to pay for booth space and invite your schools to come out and help represent, but this has been a great success for us for for not only Lee, but for all of his sight sponsors too.

**Willis, Robert (DOL)** 1:26:51

Yeah, I've.

I got money.

It's the.

I, Chris, Chris, you and I have you and I have talked about my funding in the past.

I I have everything, not not your tabs.

Every time, every time a motorcyclist in the state of Washington renews their motorcycle endorsement or adds a permit to their license, I get that that that fee goes into the motorcycle Safety Education Fund and that is the budget for for my program.

And we use that to fund our subsidies for the program.

We use that to.

A the to fund some of our travel, we also have Traffic Safety grants from National Highway Traffic Safety Association that we used to fund some of that outreach as well.

So yeah, there there is funding for some of those things.

And I would happily talk with you some more.

I'll shoot you an email when I get back to my office tomorrow and we can discuss some of those, and I'll.

I'll we'll definitely see you at at SSA in September.

**Cavner, Christopher@CHP** 1:28:04

Yeah.

Spencer and I want your motorcycles that you guys get to ride to all of your events, by the way. So.

**Lee Parks** 1:28:12

Well.

**Willis, Robert (DOL)** 1:28:13

That those those are those are just super tenor rays that that my program bought and then we put some put some graphics on them that's.

**Cavner, Christopher@CHP** 1:28:22

Yeah.

Well, just so you know, we are both motor officers with the Highway Patrol and unfortunately our department has not yet authorized us to utilize our motorcycles for events to actually ride

out to the events.

So when you told me about what you have or what you're afforded, we both got really giddy and have started to try and petition our upper management for similar types of promotional displays.

**Willis, Robert (DOL)** 1:28:52

But you're your chips, your chips and ponch.  
And John can't go to these events.

**Cavner, Christopher@CHP** 1:28:57

Yeah, I know it's well, we can go to the events.  
They just don't want us.

**Syd Nunez** 1:29:00

And if you're scared right through a motor, your work bike.

**Willis, Robert (DOL)** 1:29:01

But you just.

**Lee Parks** 1:29:03

They just can't ride.

**Willis, Robert (DOL)** 1:29:04

Yeah.

**Cavner, Christopher@CHP** 1:29:06

Ask Lee.

**Willis, Robert (DOL)** 1:29:06

That's a bummer.

**Cavner, Christopher@CHP** 1:29:07

Lee has asked us multiple times.  
Hey, ride your bikes down here.  
Do our courses with your bikes.

**Lee Parks** 1:29:13

Yeah.

**Kathy E. Gill** 1:29:13

Yeah.

**Lee Parks** 1:29:14

You know, it's something I would add is I think one of the reasons that that the California program works as seamlessly as it does is the way I like to say it is CHP is the one who has to clean up the mess when training fails.

So in other words, we're all in alignment.

We're all in the same goal.

We're all in the same sort of mission.

We don't have to convince them because without naming any names, we work in a lot of other state programs where the people who make decisions don't ride never have taught, don't know any.

You know, they're just kind of general bureaucrats who are just this could be any other job and trying to get them to understand why training is important and what's different from different types of training and start like CHP guys because they had to go through tons of training themselves.

They understand the value of it.

And like I said, they're the guys that clean up the mess when it doesn't work.

It just it makes it really easy.

Something else, though, and this is important, I think in terms of being careful when you're marketing because you you made that that interesting statistic earlier where you said 50% of the fatalities are are non endorsed.

Well, this was the problem that the motorcycle training industry went through.

Really, in in in the 90s and that was it used to be that 70% of the motorcyclist fatalities were not endorsed and 30% were endorsed.

So we made the mistake as an industry.

This is even before my time of saying, Oh well, we just need to endorse more people.

And so unfortunately, what ended up happening is the only metric for a program doing well was are we training more people and what ended up happening is they did outreach at different events.

And I'm just gonna use this as kind of a a silly example, but hey, grandma, you look really sexy on a Harley.

You should come take one of our classes.

It's like, no, we should not be convincing non writers to become writers.

So our philosophy at total control which PHP supports is our job is not to convince non riders to become riders, but to take people who have already made the decision to ride a motorcycle and to give them the training and the judgment to decide.

Number one is that the right decision for them, and if so, to give them the skills and the judgment to be able to do it as safely as possible, because you cannot make motorcycle riding safe, you can only make it less dangerous.

And so our job, I know we would all, we all love the idea of going to goal zero and getting 0 fatalities, but as long as motorcycles are the way that they are, which is part of the appeal, there's going to be some certain inherent risks that there's there's no way to fix.

Things like Chris talked about earlier with the the safe systems approach where you've got these highways and vehicles that don't necessarily even see motorcycles.

You know, we're gonna be legislated out of existence if we don't figure a way to kind of work cooperatively together with the car manufacturers and the politicians and everybody else, because really for many years the the the goal zero, motorcycles weren't even mentioned and that that's that.

That was all over the country.

Was like that.

So finally, with committees like this, we're starting to get a little bit more traction and getting people to, you know, take us a little bit more seriously.

Ah, but it's it's really whenever you're doing outreach and marketing, you you have to.

And it's hard because it's it's a conflict of interest for all the companies that are in the training business, myself included, because it's, you know, the more people you train, the more money you make.

So it's very tempting to just wanna try to convince everybody you know that they should ride a motorcycle and all of us in total control.

Not only do we ride, we're all enthusiasts.

Many of us race, we love doing events.

We love traveling, Chris and Spencer.

They ride and take fun trips on their, you know themselves when they're not working.

So it's it's hard to not share that enthusiasm, but we always have to temper that with our just give you one example, one of the things that I talked about at that wattage presentation was the fact that three Wheeler Washington state is Ground Zero for three Wheelers.

You have more 3 Wheelers per capita.

I think than anyone else in the country you know for for various reasons and one of the things I discussed was five distinct types of three Wheelers that all behave very differently. And really, we don't even have in California a separate license or endorsement for three Wheeler.

You only need a car and license to ride a 3 Wheeler, which still seems crazy to me.

Yes, I know it's it seems absolutely insane.

So we're hoping that our equivalent of your committee here can kind of get the sort of cohesion together to get some legislation put together to, you know, sort of address that issue because as they're becoming more popular now, we're starting to see more and more injuries, more and more fatalities.

I know I'm an expert witness on on several of them right now and there has been 7 three wheel training fatalities in this country in the last four years, one of which was in Washington state.

So people are dying in combat training classes for get out on the road.

You know this.

This is something that definitely, you know, needs to be addressed on on multiple levels.

And I you know, I I think we've got all the people that we need to to make it happen.

One of the things that I like about our advisory committee that we have in California is we have a pretty diverse group of people.

So obviously we have ourselves, we have CHP, we have the modified motorcycle association, the American Motorcyclist Association, the California Motorcycle Dealers Association, base of California, the Bay Area rider form, there's all these different groups and we're all able to kind of come together.

The nice thing is motorcycle safety is not a partisan issue, so we typically don't have issues with politicians, you know, saying, oh, this is just a Democrat or just a Republican thing.

It's like, no, everybody benefits from that.

In fact, when we had to get the to get a change in legislation nationally, we were able to get 19 federal California legislators, Democrats and Republicans all design on a piece of paper to the Department of Defense.

Some needed changes.

They needed to have in their policies so that we wouldn't have some of the issues that that that we've been having kind of nationally in this and and if you can get 19 politicians from different parties to all agree on the same thing that I think there's hope for for all of us in these in these state programs.

So anyway, that's my \$0.02 worth on that.

**Kathy E. Gill** 1:35:51

So.

So, Lee, I'm gonna have to tell Wendell.

Dave went all your your comment about Ground Zero for three Wheelers.

**Lee Parks** 1:35:59

Yeah, yeah, he's.

And he's a part of that Ground Zero for sure.

**Kathy E. Gill** 1:36:02

Yes, he is.

**Lee Parks** 1:36:03

Yeah, yeah.

**Kathy E. Gill** 1:36:04

Yes, he is.

Do we have any other public forum comments?  
Counting just.

**Moniodis, Xenofon N (LNI)** 1:36:13  
Kathy, I just had, I just had a question.

**Willis, Robert (DOL)** 1:36:14  
Uh.

**Kathy E. Gill** 1:36:15  
Yes, on the phone.

**Moniodis, Xenofon N (LNI)** 1:36:17  
Uh, Lee, this is directed to you.  
Did I hear you correctly it right at the start of the session today?  
Did you say you were looking at offering training and Washington state?

**Kathy E. Gill** 1:36:29  
Yes, he did.

**Lee Parks** 1:36:29  
Yes, absolutely.  
We you guys sent us the requirements.  
So we had we don't have to make much, we had to make a few changes to to meet the Washington state requirement.  
So yeah, we're probably, I know a couple weeks away from making the submission to Robert over there.  
So I'm sure if there's any issues, they'll let us know it needs to be tweaked, but yes, that is our intention is to be able to start offering our program there in Washington state as well.

**Moniodis, Xenofon N (LNI)** 1:36:54  
Well, that's definitely good news.  
I I actually ended up buying a new motorcycle to supplement by 1989 trans help, and I was looking at.  
I haven't had.  
I typically every few years I take a repeat training just to refresh, but because of COVID and everything I I realize it's been over five years.  
So I looked in the area, there wasn't anything really available around Olympia.  
I'd have to go up north, so I decided.  
OK, I'm gonna wait.  
So what I did, I got several training books, but I haven't bought anything.  
While I'm not making this up two weeks ago I went and bought your book.

**Lee Parks** 1:37:29  
Hey there you go, alright.

**Moniodis, Xenofon N (LNI)** 1:37:30  
And this this is excellent.

**Lee Parks** 1:37:32  
I absolutely, by the way.

**Moniodis, Xenofon N (LNI)** 1:37:32  
So this is excellent, but I need the the real world stuff.

**Lee Parks** 1:37:37

Interestingly enough, we have about 33 training locations in the state of Pennsylvania and this is something I've been trying to get California to do as well.

But their funding model is based on endorsements, not on registrations like we are in California and in I think like you guys, we have about twice as many people with endorsements then we do registrations and so literally that could double the budget of our state program if we just switched which were which we're working on right now from going to from getting the the money from it.

So for people like us that have multiple bikes, we'd actually be paying less because we only have one endorsement, even though we have multiple bikes.

But the program would have doubled the the revenue, and in Pennsylvania, all motorcycle training is free.

Let me explain to you what that means.

That means beginner classes are free.

Intermediate classes are free.

Advanced classes are free.

Three wheel classes are free and I just came back along with a bunch of our team where we trained in four days.

We trained 140 riders at two race tracks, Pocono Raceway and pit race Raceway, and we had everything from full dress, Harleys on gold wings, all the way up to race bikes and everything in between, and the state paid for all of that.

So no one has to pay a penny to to do that.

**Willis, Robert (DOL)** 1:38:54

How?

**Lee Parks** 1:38:56

And the things that you're able to learn, we're not racing.

**Willis, Robert (DOL)** 1:38:58

If they.

**Lee Parks** 1:39:00

We're not teaching them to, you know, we're not doing lap times during that.

But the things that you can learn at actual St speeds as opposed to a parking lot speeds.

I mean, there is no replacement for that.

And so it's just really exciting that they found a way and there's no reason any of us can't do the same thing that that they're doing in Pennsylvania in terms of how they're funding goes.

And you know, so it's it's, it's really exciting.

I think I saw Roberts hand came up.

**Willis, Robert (DOL)** 1:39:26

Ohh I I I was going to ask a question but I'll send it to you by email.

**Lee Parks** 1:39:30

OK, no problem.

So, but yeah, hopefully they'll fine.

We'll we'll be out there sooner rather than later so.

**Moniodis, Xenofon N (LNI)** 1:39:38

Sounds good.

**Lee Parks** 1:39:39

OK.

**Kathy E. Gill** 1:39:40

Any other public forum questions or comments?

**Willis, Robert (DOL)** 1:39:46

Cat has a question this room.

**Kathy E. Gill** 1:39:48

Take care.

**Willis, Robert (DOL)** 1:39:53

This the part that Mark talked about about the six month permit or the permit being valid for six months.

It's not the first time I've heard we have a climate weather here, and sometimes we only have 5 months or six months raining season.

I have had people ask me well, now it's too cold.

I'm not gonna ride.

And I'm permanence due.

So do I have to start all over while your permit is valid?

You have the opportunity to either go onto license express if you do not have an enhanced drivers license, or into a driver's licensing office, and extend your permit while it is valid for an additional for an well, you still have to add that permit back to your credential, and now that we've changed the uh, that the wack has changed and extended the length of the validity of your permitting tests.

Umm, the permit tests are now valid or all motorcycling tests are valid for 365 days.

So if your motorcycle tests are still valid, then you can add your permit back again.

You are.

You are allowed to have two permits within five years.

You can extend a.

You can extend a valid permit one time that gives that is your second permit within five years, but you cannot extend a permit after it has expired.

OK.

Second topic, just really quick, I'm just catching up with Dad before the meeting began, you had talked about previous meetings going out to other States and seeing what they're doing for their motorcycle safety programs and things.

I would like to put in their Arizona me, Arizona is a premier point.

I have Theresa Martinez info.

She's moved from Chicago to Phoenix, 20 plus years ago, and her credits are Arizona now subsidizing not only endorsements elements and this accident scene management course, which teaches them bike or what to do when the another biker goes down before the ambulance showed up.

All that the state is paying for now, and it's been great, our relationship for them and their safety foundation is working really.

**Kathy E. Gill** 1:42:20

And Cat Arizona is on our list.

**Willis, Robert (DOL)** 1:42:24

Yeah.

Yeah, it's one of it's been assigned to one of the board members to research for presentation.

There are remember that when we talked so it's just send you there's information.

Awesome.

**Lee Parks** 1:42:40

That's funny.

**Kathy E. Gill** 1:42:40

Anymore.

**Lee Parks** 1:42:40

I she didn't tell me she moved.

I mean Theresa, rather from Chicago, that's where I met her.

**Willis, Robert (DOL)** 1:42:45

He's.

**Kathy E. Gill** 1:42:47

Any additional public forum comments?

That I will entertain a motion for adjournment from a board member.

**Willis, Robert (DOL)** 1:42:57

Make a motion to adjourn.

**Syd Nunez** 1:42:58

I move we adjourn.

**Barbara Fincher** 1:42:59

Ohh go ahead.

**Kathy E. Gill** 1:42:59

Said has moved to adjourn.

Do I have a second?

**Barbara Fincher** 1:43:04

I'll second that.

**Gill, Guy (WSP)** 1:43:05

Yes, OK.

**Kathy E. Gill** 1:43:06

And a second from Barbara, all in favor say aye.

**Syd Nunez** 1:43:09

Hi.

**Willis, Robert (DOL)** 1:43:10

I.

**Barbara Fincher** 1:43:10

I.

**Gill, Guy (WSP)** 1:43:10

I.

**Kathy E. Gill** 1:43:10

Parkos a post saying they.

We are adjourned.

Thank you all for coming.

Thank you.

Our visitors from out of state for being with us, thank you for sticking with us, mark.

Through the whole meeting, UMI will see you all in September.  
I will be talking with several of you before then.  
I'll have an email out shortly with the summary of things and those QR codes from California.

**Lee Parks** 1:43:36  
Great.

**Syd Nunez** 1:43:37  
Thanks, Kathy.

**Willis, Robert (DOL)** 1:43:37  
California, for sure.

**Lee Parks** 1:43:37  
Thank you, everyone.

**Willis, Robert (DOL)** 1:43:38  
Yeah, that, that being Chris will emails.

**Lee Parks** 1:43:39  
Bye bye.

**Syd Nunez** 1:43:40  
Keep getting better, Kathy.

**Cavner, Christopher@CHP** 1:43:43  
Alright, sounds good.  
Appreciate it.  
Look forward to talking with you.

**Willis, Robert (DOL)** 1:43:46  
Yep, by.

**Kathy E. Gill** 1:43:46  
Okie dokie.

**Cavner, Christopher@CHP** 1:43:47  
Bye bye.

**Johnson, Vicki (DOL)** 1:43:48  
Fine.

**Moniodis, Xenofon N (LNI)** 1:43:48  
Thanks everybody.

**Johnson, Vicki (DOL)** 1:43:48  
Thank you.

**Willis, Robert (DOL)** 1:43:50  
It's nice to meet you.

**Willis, Robert (DOL)** stopped transcription