

Washington State Motorcycle Safety Education Advisory Board meeting transcript

September 19, 2024

Willis, Robert (DOL) started transcription

Willis, Robert (DOL) 0:10

Just a public awareness. This meeting is being recorded and transcribed. If you do not wish to be recorded or transcribed.

That is your notification.

And.

You can consider yourself notified.

I'll say notification one more time just so that you know that you've been notified.

You see on the screen in front of you the agenda.

Syd Nunez 0:35

Yep.

Willis, Robert (DOL) 0:37

We will be following that as we move along.

Syd Nunez 0:37

Play.

Willis, Robert (DOL) 0:42

Kathy has that with her. And with that, I will turn the meeting over to you.

Syd Nunez 0:46

Play.

Kathy Gill 0:48

Okie dokie. So with that I'll call the meeting to order.
We'll begin with introductions. I'm Kathy Gill.

Syd Nunez 0:54

Play.

Kathy Gill 0:56

I am the outgoing chair.
This is the last time I will be at a meeting as a board member.

Syd Nunez 1:03

Hmm.

Kathy Gill 1:04

At least unless I decide to, you know, saddle up and do it again.
I am currently in Southwest Georgia.
I'm originally I live in Lynnwood.
I am a motorcycle.
Safety have been a motorcycle safety instructor for 20 plus years, from which I have
retired and I just retired from the University of Washington this summer.
So yeah, I don't think there's anything else you need to know about me.
Doug.
Introduce yourself unmute.

Nick Haris 1:44

You're still muted. There you go.

Doug 1:45

How about now? OK.
I'm on Doug Bowers.
In Goldendale WA sunny warm.
Motorcycles are still running.

Kathy Gill 2:01

OK, Brian.

Jackson, Bryan M (DOL) 2:06

Oh, evening everybody.

Brian Jackson, I am the assistant administrator here at the Department of Licensing with our licensing, endorsement, and Traffic Safety section.

That means I get to deal with motorcycles and cars, and if you guys promise not to tell anybody, I like dealing with motorcycles better.

So there we go.

Syd Nunez 2:25

This.

Kathy Gill 2:26

OK.

Alright, so Nick, you're the first new member. So we are expecting a little longer introduction from you.

Nick Haris 2:33

Oh, it'll be huge.

I'll bore you.

Robert will cut me off after a little while. I, Nick Harris resident these days of Edmonds, grew up in Washington state, moved away for a while, came back a couple years ago.

So this is my first meeting as as a member of the committee.

I also am the Western states representative for the AMA. And now, after the last year and a half, I also run the government relations department.

Got my license in Washington state back.

Well, I I originally didn't even need a license.

I had a Yamaha YSR 50. This is 49 C CS.

So I had that under the under the under the 50CC thing back when we had kind of a.

Multiple tiered licenses in this state and used to commute from Green Lake to Kirkland to Fast Company where I worked for a while and I don't know written in 48 states.

Written in a lot of other places and I'm just happy to be here.

I'm also on the California Motorcycle Safety Program Advisory committee. Even though I left the state, they said they had no concerns with that. So I kind of on wearing two hats, I guess in that respect.

Kathy Gill 3:32

Which is good, we appreciate.

We appreciate both of those hats.

John Fincher.

Willis, Robert (DOL) 3:38

Barbara.

Kathy Gill 3:40

Oh, that's Barbara.

john fincher 3:40

Yeah, actually there it is, Barb.

Good evening.

Glad to be here.

I live in Spokane, WA and.

Yeah, still riding weather is beautiful.

So life is good.

Kathy Gill 3:55

OK. Sorry, babe. I'm literal tonight.

john fincher 3:55

Thanks.

Kathy Gill 3:58

Barbara. OK, so mark.

There's a mark. There we go.

Mark Quenneville 4:06

Oh, marked from the public. So my name is Mark quango and I'm here because it's a public meeting and I have a passion for motorcycles and would like to hear what's going on.

Kathy Gill 4:17

Alright.

And said.

Syd Nunez 4:23

Hi, I'm Sid Nunez.

I'm a writer coach since about 1998 and.

Was I started active duty and now I'm working for a contractor that teaches DoD in active duty at Keyport WA and I live in Bremerton and I speak metric speak Harley Trike Spider and two wheel.

Kathy Gill 4:47

Alrighty, Mr. Willis.

Willis, Robert (DOL) 4:51

I'm Robert Willis.

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

I've been in the position since 2022.

I spent 20 plus years in the United States Army and during that time I did six years as a motorcycle safety foundation rider, coach and.

Worked with organizations from the size of four soldiers all the way up to 1600 soldiers riding.

Riding up motorcycle safety policy and and mentoring the riders of those organizations.

So I that instilled a passion for me.

I've had my motorcycle endorsement.

Actually, I've had a motorcycle license longer than I've had a driver's license.

I grew up in a state where you could have a motorcycle license before you could drive, and so I've had my motorcycle endorsement for.

41 years now.

Syd Nunez 5:53

Cool.

Willis, Robert (DOL) 5:53

And I haven't been writing all of that time.

Kathy Gill 5:53

OK.

Jackson, Bryan M (DOL) 5:55

Since you were three.

Willis, Robert (DOL) 5:56

Yeah, yeah, yeah, yeah.

Kathy Gill 5:57

Yeah.

Thank you.

Good. Thanks Robert.

Vicky.

Johnson, Vicki (DOL) 6:05

Hi, I'm Vicky Johnson.

I'm the administrative analyst for the motorcycle safety program.

I've been a lifelong rider. I learned how to ride when I was 11.

I've been endorsed since I was 18.

Bought my first bike at 18 and I'm just thrilled to be here.

Kathy Gill 6:21

Good to see you, Stanley.

Stanley Bragg 6:25

Hey everybody, I'm Stanley.

I'm a two and three wheel motorcycle instructor both on and off road.

Been on the board for a little bit now and yeah, motorcycle's on our passion.

Kathy Gill 6:36

Ready, Sean?

It's in the upper right hand corner.

I hide it. It's not.

It's not where it is on zoom.

Ah, got you. Got you. Sorry.

Hi it's for the for the recording. Sean did sign language.

OK, Randy.

Spaulding Randy 7:09

Hi, I'm Randy Spaulding. New to the board.

I my day job is in education policy.

I live here in Olympia.

And been riding 38 plus years.

Originally endorsed in Montana and then been through a couple of different kinds of classes here.

Two and three wheel really enjoyed.

Kathy Gill 7:37

Loud pipes, OK.

Willis, Robert (DOL) 7:40

John, I see you found the unmute button.

Did you want to introduce yourself?

Sean Grimm 7:45

If this'll still work, I have my I have my mic and.

Kathy Gill 7:49

Yes, go ahead now. OK.

Sean Grimm 7:49

I.

Willis, Robert (DOL) 7:49

Affection.

Sean Grimm 7:51

Did that come through?

Willis, Robert (DOL) 7:53

Yes.

Kathy Gill 7:53

Yes.

Syd Nunez 7:53

Yeah.

Sean Grimm 7:54

Oh, my box didn't light up, so I didn't see anything.

So I'm like, I'm hoping. Hi, my name's Sean Grimm.

I'm a high school teacher.

I currently work for Edmond School District.

I work in the auto shop.

I also teach honors English.

I've been a lifelong writer and I've had this opportunity put in front of me because people say.

My family for the long time has said, you know, no motorcycling is dangerous and I'm like, no, it doesn't have to be. As long as you know what you're doing, right.

There are risk there.

Is there a higher risk?

Yes, but there's also the.

There's also, you know, you have to just understand it's not.

It's not like driving a car. If you have to pay more attention, you have to be more involved in and aware of your of your, of your surroundings. And I love it and my students love the fact that I'm the teacher with a motorcycle.

Because I'm like the only one and.

That makes me the cool teacher by default I guess, which is weird, but it's also kind of cuz I never in my life thought myself of that.

But the more they asked me about bikes, the more I start taking safety seriously, and the more I start hearing about how you know they want, can they ride their mini bike to school?

Can they, you know, show up and all is all the knucklehead stuff that we did when we were kids.

I'm like, yeah, that's a terrible idea.

You shouldn't do that.

So that being understood, I I was made aware of this opportunity through WMST and.

I want to hear come by and see what you guys had to say.

Kathy Gill 9:23

Well, welcome. We we appreciate having members of the public here and you and I can have coffee sometime. 'cause. I'm in Linwood.

Syd Nunez 9:24

You're welcome.

Sean Grimm 9:30

Nice. OK.

Kathy Gill 9:31

OK.

So the first item of the fall agenda is board orientation.

And it's not just orientation for the two new board members, but it's a reminder for those of us who are already on the board, and I will turn it back to Robert.

Willis, Robert (DOL) 9:53

Last year we went into some some really in depth.

Board proceedings and.

And and Robert's rules of order, etcetera, etcetera.

And in the time since then.

Brian and I and our administrator, Dan.

Dan Cook have had some discussions and spoken with our assistant Attorney General.

And asked for some opinions about whether or not.

This board is considered to be subject to the open Public Meetings Act because of the way that the open Public Meetings Act is written and the way that this board is structured.

This because this board is structured in a way that does not create rule that that does not.

Create.

Regulation for any for a governing body.

The opinion of the Attorney general is that this meeting.

Is not subject to the open Public Meetings Act and what that does is it frees this meeting up or this board up for.

A lot.

A lot more free communication.

For those of you who have been on this board for a considerable amount of time, you know that if we wanted to send emails.

To the entire board that has been considered a public meeting or an act of a public meeting and we.

Had concerns on surrounding that.

We no longer have to worry about that.

So when we when we move into the discussion of the Charter and Brian will be talking about that, there will still be public meetings that we will conduct.

Under Robert's rules of order with full public agendas published.

30 days in advance with.

Those will be the the meetings that we traditionally would hold in, in public spaces.

With.

That that would have.

Presentations from both the the the Department of Licensing and and other members of the board.

But.

The rest of the time there will be the ability for the board to be able to.

Work in.

In a more free communication manner, both by in committee and in open communication with one another.

Kathy Gill 13:02

Brian, I mean, Brian, listen to me, Robert.

I still think these meetings should be conducted with the informal Robert's rules of order that we've been using.

Willis, Robert (DOL) 13:11

Absolutely, absolutely.

There, it's not going to be just.

Open interrupt me whenever you feel like it sort of things, but.

I think I think you're right, Kathy, that Robert's rules of order should still should still apply when we that we should address.

Old, old business, new business. We should make motions to to pass new business. We should.

Second, those we should take votes. All of the things that apply.

The general business meeting should, should, should still be there. However we we don't need to.

Be as.

And help me out here my my brains, my brains getting slippery.

Kathy Gill 13:57

Circus.

Jackson, Bryan M (DOL) 13:59

Yeah, you're all good, Robert.

So I think, yeah, I think Kathy, you bring up a good point.

We don't.

We're not looking to really make changes to how the board is operating, more so to allow the board more freedom to get together and do work and it not have to be a meeting. You know previously the, the, the, the idea was that if we had a group.

Of people who constituted a forum or forum, a quorum, which was previously three members, now 4 members.

It was a meeting the public had to be invited.

It had to be on the website.

We had to record it and that really made it hard for you all to get together in work groups and do things.

You know when that level of a quorum was achieved.

So I think the idea here moving forward is that we will keep the same structure that we're doing now, the quarterly public meetings, you know either zoom or in person or hybrid, just like we've always done.

It's just now we will be able to have additional meetings.

An additional workgroups where there is you know the bulk of the membership together, but we don't have to treat all of those as a public meeting to allow you all to do more work and create more you know do more you know studies make advisements back to D.

Without having to get bogged down in the minutiae of, you know, following the Public Records Act and everything that comes along with it.

So really this will not take away from the public.

We still want the public to be there. We just.

Want to allow the board to do other things in between those meetings to their benefit?

Kathy Gill 15:35

Thank you very much and I I'm thrilled.

Willis, Robert (DOL) 15:41

You you should have.

You should have seen the the look of joy in Brian's eyes when we got that e-mail back from our assistant attorney general.

The fact that we can now say now, now we can send an e-mail to everyone on the on the Advisory Board and say what are your thoughts on this, have a discussion and.

And and let that be an open communication. Is is really exciting for for us.

And and the the.

That we don't have to say, let's have a let's let's make sure we only send this to three people.

Let's decide who gets to have, who gets to be part of this communication.

It it's.

Jackson, Bryan M (DOL) 16:27

Having to do it all on the blind CC line so that nobody was in full interaction with one another and making decisions.

So you know, now you can send an e-mail to everybody and everybody can reply all and everybody can, you know, exchange and that is not going to be construed as a, you know, public meeting and and just to reiterate, you know, what kind of what Robert said is.

It really came down to the Public Meetings Act was to put transparency on boards and committees.

That have policy making decisions. This board advises the Department of Licensing the Department of Licensing has a director, not a governing board.

So that was the difference here.

So it it it doesn't change how we're going to be meeting and the conversations and the

topics and the public's involvement, it just makes it a lot more free and a lot more, you know, meaningful for the members.

Kathy Gill 17:26

Well, so you all, I'm sure the two of you laughed at my little comment at the bottom when I sent out and said you all need to have one another's e-mail addresses. But don't reply all.

Willis, Robert (DOL) 17:40

That's that's why several times during our interviews, I was saying. That we're working on the Charter, there are going to be some changes we're working on the Charter.

Kathy Gill 17:50

Yeah.

Willis, Robert (DOL) 17:51

There's going to be some changes. So as we as we move forward, you're going to see lots of those things coming up.

Syd Nunez 17:57

Replay.

Willis, Robert (DOL) 18:01

As we move into the new business, you're going to see what we're talking about and. I will step back and let you have the board back, Kathy.

Kathy Gill 18:12

I would like to turn to Vicky for a moment and put her on the spot.

Can you do like?

A.

\$0.25 introduction to what people need to do to get reimbursed when they travel.

Johnson, Vicki (DOL) 18:26

Sure.

Syd Nunez 18:26

Yeah.

Johnson, Vicki (DOL) 18:29

Before there's a meeting somewhere where people may travel for it will send out an e-mail, will tell you what you need to submit to us. If you have not travelled within the last year, you may have to.

Resubmit paperwork with the Office of Financial Management for what they call a vendor account so you can be reimbursed for your travel. But before the time comes. We'll send out an e-mail.

We'll tell you exactly what we need, and then we'll reimburse you for your your mileage or per diem and lodging. If you were to go like to the Spokane show in March, we have several Members that travel for that.

Kathy Gill 19:15

So the two, the two meetings that we have in recent history.

Done publicly are the Spokane motorcycle show and the Abate Spring opener.

And so for those meetings where we're hybrid, if you travel to the meeting, you get your travel reimbursed.

And Vicky will hold your hand. That's.

Willis, Robert (DOL) 19:42

Figuratively.

Kathy Gill 19:43

And then she'll try, and then she'll crack the whip. Literally.

Nick Haris 19:44

Just a quick.

OK.

Quick question that that's not.

Johnson, Vicki (DOL) 19:47

I I will nag you with the emails.

Nick Haris 19:50

Make sure that I'm just just to clarify though, that's not required, right?

Not the travel, but the reimbursement.

I don't need the reimbursement, so OK.

Kathy Gill 19:56

No, no, no, it's not.

It's no, no, no.

That's just, that's for those of us who.

Nick Haris 20:02

Sure. I just was on one board where they were very adamant they had to do it because they didn't want it to be some other things and most don't care, OK?

Jackson, Bryan M (DOL) 20:09

Don't do it.

You have to buy everybody dinner.

So that's the other end of the spectrum.

Nick Haris 20:12

There you go.

Willis, Robert (DOL) 20:12

Yeah.

Nick Haris 20:13

There you go.

That sound?

That sounds fair.

Yeah, but even that I've been on boards where you can't do that. So you know, you just to be clear on it. But yeah, yeah. OK, no worries.

Kathy Gill 20:16

So I wanna take.

So I'd like to put Randy and Nick on the spot right now. Since we're talking orientation and new members questions that you that might have come up.

Either since your interview or in the last 20 minutes.

Nick Haris 20:43

I'll let Randy go if he wants anything.

I just spent a couple days with with two of these folks at the Smsa and I don't know that I have any specific questions.

Kathy Gill 20:51

OK.

Spaulding Randy 20:54

I live my daily life in opma, so I'm not.

Syd Nunez 20:58

Yeah.

Spaulding Randy 21:00

I'm somewhat relieved, actually, that, that, that.

Kathy Gill 21:00

OK.

Spaulding Randy 21:04

That's not necessary, although it sounds like we're gonna still do things in an open way, which I appreciate 'cause I think it is important to do that so.

Kathy Gill 21:12

If if we go into jargon or we are leaving you behind because we're talking about something that's in the past and we don't realize that we are leaving you by you both are adults, you know, step in and say I don't what y'all are talking about.

Nick Haris 21:28

Say that a lot, so don't worry about it.

Kathy Gill 21:30

OK.

Jackson, Bryan M (DOL) 21:31

Do we all have to act like adults, Kathy?

'Cause that's a little bit of that's kind of a high expectation for me. So please don't set me up for failure.

Kathy Gill 21:36

I know.

I especially.

Syd Nunez 21:38

That would be a change in the way we do business, Randy.

I mean, Brian, so don't bother that. I got your back, man.

Jackson, Bryan M (DOL) 21:42

I think, he said.

Kathy Gill 21:44

Yeah.

Right with that, is there anything else, Robert, you were thinking of in terms of orientation?

Willis, Robert (DOL) 21:53

I.

I I think that covers everything that we were gonna be looking at right now, Kathy. If anything, if anything comes up, we do have now that we have more open lines of communication, we will be happy to, to, to send it out and and make sure everybody is aware.

Kathy Gill 22:12

Kidoke and let's move to old business and I don't know which one of you is speaking, but it sounded like it might be Brian.

Willis, Robert (DOL) 22:21

It's going to be Brian and.

Kathy Gill 22:23

Alright, Mr. Brian.

Willis, Robert (DOL) 22:25

I'm going to bring up the Charter.

Jackson, Bryan M (DOL) 22:25

About the OK, perfect.

Kathy Gill 22:26

The charter.

Jackson, Bryan M (DOL) 22:29

So while Robert is doing that, I'm going to just kinda, you know, start the discussion about the Charter and you know where we are and and and where we're going.

So for those of you who have been around for a while, you know there has been a charter in one form or another that dates back beyond all of us, but it hadn't really been updated and it wasn't, you know, kind of it wasn't current with what the

Board is doing here so.

Robert and I and and you know, with our boss Dan, have, you know, made some taken some time to put some work into this to kind of set out, you know, the the the framework of what the board is going to do.

So how this is going to work is what you know. We've put together what we're calling. You know it's draft.

This is nothing is finalized.

It is going to be submitted to the board for the board to review.

Make suggested edits absolutely and then send back to us and then upon you know.

I imagine there will probably be a couple back and forth involved there and then at some point at a future board meeting, the board will hopefully vote to to adopt this newest version. A lot of what is in here and I'll just kind of go by you know.

With this, you know through the sections, the purpose is pretty self-explanatory. That comes right out of the the the Statute, and you'll see that a lot of this comes right out of the statute.

There's not a lot here that is, you know.

In the way of how things are done.

The duties and responsibility are also pretty kind of they come out of what?

The intent of the board is in the law.

There's a little bit more detail involved here.

Same with the composition, the composition and #3. You're going to see that is directly out of the statute.

We did add some, you know, some discussion in here about failure to attend not recently, but in years past.

We have had quite a bit of trouble where we would travel all the way across the state only to find out that not enough people showed up and we didn't have a quorum and no business could be done.

This is, you know, there we are now trying to make it more official that board members. There is an expectation that you are there if you're not going to be you know that's OK. But we need to have those discussions up front and beforehand. So that way you. Know we don't.

Waste a lot of other people's time and, you know, stop the ability to do work.

Willis, Robert (DOL) 25:00

We do have a portion here that is highlighted purple.

This additional non voting.

At large member.

This is not something that is 100%.

In the.

Hold on just a moment for the for the person who has just joined the meeting, I do need to let you know the meeting is being video recorded audio recorded and transcribed.

That's just so you have your warning.

+13***32** 25:37

No worries, trooper Guy Gill, Washington State Patrol.

Willis, Robert (DOL) 25:40

Oh, welcome guy.

Wow. Holy cow.

+13***32** 25:43

Thank you.

Willis, Robert (DOL) 25:43

Wait a minute.

123.

4567 we have a full board.

I think this is the first meeting.

Kathy Gill 25:54

We don't.

We don't.

Xenophon's not here.

Willis, Robert (DOL) 25:58

Xenophon is not a member.

Xenophon, we have. We have Guy Gill.

Jackson, Bryan M (DOL) 26:03

He's an outgoing member.

Willis, Robert (DOL) 26:04

He is an outgoing member, but we have we have all seven of the of the current board members.

Kathy Gill 26:06

OK.

Plus a going off one.

Willis, Robert (DOL) 26:14

Plus an off plus an outgoing chair. Wow, this.

+13***32** 26:15

Yeah.

Please.

Kathy Gill 26:19

This is pretty awesome.

+13***32** 26:19

Full house.

Willis, Robert (DOL) 26:20

I I just wanna. Yeah, this is this is the first time in since since, like, March of 2022 when I dialed into my first meeting.

Jackson, Bryan M (DOL) 26:21

It is.

+13*****32 26:21

Full house.

Willis, Robert (DOL) 26:34

Before I came to the to the, to the board that they there has been a full panel.

I I just. I'm excited.

Yeah, 18 so.

Jackson, Bryan M (DOL) 26:44

One second, Doug, I see your hands up, but I want to jump back.

+13*****32 26:45

Awesome.

Jackson, Bryan M (DOL) 26:47

Into what? You know, Robert was just talking about with the.

At large non voting members, and again this is something new and probably some conversation with the board will probably want to have around this and I think the the point I that I would like to emphasize here is this was a suggestion that Xenophon had made years ago.

When I think he first went to a board meeting in Oregon and then also I think he attended a California board meeting that this might be a way for us to get some involvement.

From additional members of the public and potentially other entities, whether we're talking dealers, organizations, training entities, other, you know, state agencies, I think Robert and I have had some discussion and I know Doug, for years you've been trying to get someone from the Department of Transportation to come.

And maybe play more of an active role. So, so Robert and I were having some discussions about, you know, there's there's nothing that prohibits us right in, in statute.

The the the composition of the seven voting members.

Is outlined, but there's nothing that says we can't add these additional non voting members who can contribute in many ways besides voting.

So I think this is something that we're really excited about and hope the board agrees and and and feels that there can be some value add and having other people participate. And I think it'll get us some more regular participation as well consistently from certain people. So this.

Might be a very good thing, Doug.

You got your hand up.

+13***32 28:14**

Mm hmm.

Doug 28:14

Yeah.

In regards to that, I would like to see.

In maybe in writing, if it's, if we need to just.

Non voting at large members have the power to make a motion.

They or and to to get things discussion on the table.

They may not have a vote, but if we can get them to where they can put forth ideas in the form of a motion and get it discussion.

I think that may be helpful.

Kathy Gill 28:46

I.

I disagree.

Willis, Robert (DOL) 28:48

I think that's a great topic of discussion for the board members as we move forward as once we push this draft out to the board, I think it's a great it'll be a great. I I I'm sure there will be some, some good, some good discussions going on.

Back and forth about this.

Jackson, Bryan M (DOL) 29:08

And then as you can all see here, Robert has a comment about travel reimbursement.

Kathy Gill 29:08

OK.

Jackson, Bryan M (DOL) 29:13

This is was kind of an outstanding question that we that Robert had that we had discussed and we wanted to bring up and we'll probably have to do a little bit, you know, more research.

My hunch is the answer is no.

That there is that the reimbursement for travel will only apply to the official board members.

So hopefully that would not discourage some, you know folks from attending in person.

If they are an at large member.

Definitely something that we would, you know, that'll have to be considered.

Everything else in the composition is pretty much directly out of the step.

Excuse me out of the statute.

And then here again, the public meetings.

You know this is right out of the statute.

You know how often they have to meet?

You know, publishing it online.

So nothing, nothing new or groundbreaking in in, in the meeting section.

The.

#5 operations spells out responsibilities of the chair of a vice chair, which is a change we have never had a vice chair.

Only been a chairperson.

Again, something for the board to discuss, to see how they feel about that. I think you know the the board, the board chair will not always be able to be in attendance having a vice chair to assume some of those responsibilities.

Robert and I thought would probably be a good idea.

Scroll continuing to scroll.

I guess I'm just gonna give it a once over the world here. You guys will be able to jump into this, you know, in in detail.

The priorities again, that is directly out of the priorities for the board and the program itself.

So that is, you know, nothing new, just transferred from the statute.

The deliverables is, you know, somewhere. We think there might be some room for.

Addition or maybe even you know, some suggested changes.

This is just kind of what some high level ideas that we thought that, you know the board is responsible for definitely with legislation we've had lots of discussions every year.

There's going to be, you know usually several bills that affect motorcycle riders. You know I think it is.

It is.

It is an expectation of the Department of licensing that the board get together and make recommendations on whether or not they are in support of that or how they feel, education and and other aspects of the motorcycle safety program.

May be impacted if said law were to come into effect.

So you know, we would put that to all of you to come back to us with a recommendation.

Willis, Robert (DOL) 31:47

I would like to mention that those are some really short turnarounds when when the department comes to the board and asks for.

Their opinion or the their?

Input on legislation that may be a 24 to 36 hour at a maximum request.

So when that information.

When those requests come out, that will be a a very quick turn around.

Jackson, Bryan M (DOL) 32:21

And just a little bit more and and and that would be for initial feedback always you

know if the when we get notified that's kind of the up front then you're gonna see you know a public hearing could be scheduled and you know there would be time for.

Willis, Robert (DOL) 32:26

Yeah.

Jackson, Bryan M (DOL) 32:34

For more feedback and and you know and more conversation could be had around that, I don't think we've ever really had the board take official positions on anything other than when the board itself was pushing to expand membership.

But there's nothing that would prohibit the board from going and you know taking. You know, making public testimony for or against a bill, you know, as the motorcycle Safety Education Advisory Board.

And then now we get into roles and responsibilities. We're talking about, you know, starting off with ours of the Department of licensing, you know things we're doing now, overviews of the program, we're going to request legislative input as we just spoke about making updates to the board's.

Page on the website dealing with the vacancy.

Appointments. All of those things.

And then at the bottom here just how amendments effective dates.

So really, that's kind of the the high level of what this is, Robert and I have to do some more work. We've talked about, you know, creating addendums, outlining some of the questions you had earlier, Kathy, about travel, how reimbursements are done, what that process is, what re.

So we've, you know, talked about, you know, that's what #9 would allow us to add amendments and addendums and things to this.

But this was, you know, Robert and I's first first stab at it.

So we will be turning this over to the board for for, you know, suggested input and feedback on this and look forward to hearing what you all have to say, I think this.

Is originally when we first set out and wanted to kind of scrap the old and start with the new. You know this is just going to be kind of a high level overarching guiding

document.

It is not the the end all be all, but I think you know Robert and I's first impression was that less is more.

Here we want to spell out what is important, what is expected and what is needed.

And not bog this down like other versions were that seemed to get.

Maybe there was too much in there and didn't let the board focus on the things that were important and hopefully this is a step in a different direction.

But we, you know, are looking forward to hearing all of your all's input.

Kathy Gill 34:51

So.

22 quick things.

One, I'm not sure that.

Operating policies should be amendments or agenda to the Charter. I think operating policies or operating policies #2.

What's a timeline for getting a copy of this to the board so that they can review it and come in ready for discussion at the next meeting?

Willis, Robert (DOL) 35:24

This is.

Jackson, Bryan M (DOL) 35:24

I think my my first question Kathy is, Are you sure you want to leave the board 'cause you're still giving us some pretty good input and I'm not sure I don't that I want you not to be here because that's a good point.

And then, Robert, you were probably going to say what I think you're going to say.

So go ahead and finish up your thought.

Willis, Robert (DOL) 35:43

I will be sending this to the members of the board.

Immediately following this meeting and my intent is for them to immediately begin

discussing, and I would like.

My hope is that we can have.

Their their best and final draft returned within 30 days so that we can have.

We could then set a.

An.

Ad hoc meeting to to have a discussion about passing that that Charter.

And then additional addendum could be bylaws et cetera.

Travel policies, those sorts of things.

Those those bits and pieces can be discussed as as need be.

The the main intent of this Charter was to move away from it being a discussion on how

the how the board works and more directive of what the board needs to be doing to

give to give the board some direction instead of just this is how you do.

Travel and this is how you.

And and and that sort of thing.

Which is what the the old Charter used to look like.

Kathy Gill 37:16

Right. OK. So to recap, you're going to send this version that you all just reviewed for us to the board with some specific requests and have a general e-mail type open discussion like we were talking earlier.

Willis, Robert (DOL) 37:23

Mm hmm.

Absolutely. That will be for the board and their new chair and vice chair to determine.

Kathy Gill 37:44

You won't have a vice president.

Willis, Robert (DOL) 37:44

How to make that?

Kathy Gill 37:46

You won't have a vice chair after tonight. You'll just have a chair.

Willis, Robert (DOL) 37:49

Yep, but they can.

But we can be moving in the direction of a vice chair soon and.

Then we then that will be.

We're gonna get there.

Kathy Gill 38:00

Course you're gonna get there.

You're moving, you're moving.

Are there any questions from board members to either Robert or Brian?

Nick Haris 38:14

I have a quick question.

It's probably more of a clarification. Is it really?

And is it really 30 days for public notice for agendas and things in California?

It was always 10 and I'm just kind of stunned that it's 30.

Willis, Robert (DOL) 38:27

That's correct me if I'm wrong, Brian, but that's the the RCW believe the. I thought it was open. Open Records Act, wasn't it?

Nick Haris 38:34

It may well be, yeah.

Kathy Gill 38:34

I have.

Jackson, Bryan M (DOL) 38:34

No, no, it's.

I think that comes from the open Public Meetings Act and that is just a again, since we've now made the decision that that is not a requirement.

Willis, Robert (DOL) 38:40

Oh, it could be opma.

Jackson, Bryan M (DOL) 38:49

So I think what we would be looking for here, Nick, is we want as much time as possible. We want to get this up on the website and what you know so people can help, but we, you know, there is no statutory requirement for it to be any number.

Nick Haris 38:56

Oh, sure, sure. Yeah, yeah, yeah.

Jackson, Bryan M (DOL) 39:04

So if that's something the board wants to suggest being a different number than you know, feel free to make that suggestion.

Nick Haris 39:11

Really even wanted to.

I just want clarification on cuz it is like as far as the IT gets me into some other thoughts where you know we had the same discussions previously about like members being on a board versus being kind of they used to call me a member of the Super.

Public for this one board, I went to all the time, but I was not ever officially on the board, so I would talk to a board member. Like if I wanted something on the agenda and they just, you know, you just basically and I was wasn't like I.

Was unique in that way, but if you wanted something on the agenda, I didn't have the

ability to put it on.

So you talked to board member they?

And do what they needed to do to get it. But it was a 10 day, you know, at the minimum kind of a thing.

So that's why I was curious.

Jackson, Bryan M (DOL) 39:47

Yeah. And I think this 30 day that's that we've always been trying to operate under.

Kathy Gill 39:47

And you can get.

Jackson, Bryan M (DOL) 39:51

I mean, just to be honest, we have failed to do that more often than we haven't.

Nick Haris 39:52

Mm hmm.

Jackson, Bryan M (DOL) 39:56

So, you know, sometimes we haven't had the agenda finalized till a day or two beforehand.

Nick Haris 39:57

Ha ha ha.

Jackson, Bryan M (DOL) 40:00

And while that's not probably the desired way to do it, it you know sometimes is necessary and it will probably still happen in the future.

Nick Haris 40:09

Thank you.

Kathy Gill 40:11

Anyone else?

Then I will move us to new business.

And Robert O'Brien smsa.

Willis, Robert (DOL) 40:21

Oh so.

Kathy Gill 40:21

Pandor.

Willis, Robert (DOL) 40:24

At at Smsa, Brian and I can probably riff back and forth on this for a little bit.

Nick was there.

He can talk a little bit to it as as.

To show his perspective as well, Brian and I presented a workshop to the state administrators and program managers that were there, giving them an overview of the.

Process and challenges that Washington went through to make the changes to.

Our endorsement testing that we did.

And then gave them some homework on.

Determining where their position or where their position where their program stood, what they saw was working well, what they thought was not working well.

Policies that they thought could you could be done to make changes there, whether it was policy that could be changed or legislation that was needed to make the change.

And individuals that would need to be utilized or or or worked with to to make the changes. Whether that was a policy change or legislative change and then?

On the flip side of that piece of paper that we gave them.

Had them brainstorm some initiatives to go along with those.

Those policies and legislative.

Changes that they thought would be necessary to be some of the first few steps that could be used to move their programs forward. One of the big things that we wanted to emphasize to these other programs is the fact that we don't want, we don't think.

Every state in the Union needs to be a carbon copy of what Washington state is doing, because what Washington state did was very specific to what Washington state.

Data and statistics were telling us was needed here and what what was.

What was important to Washington?

May not have been, may not be as important in Oklahoma or in Florida, that the reason that we made our changes in Washington.

Were because of deaths in curves and and motorcycle striking other vehicles.

And that may not be a problem in a state that doesn't have mountains and has doesn't have traffic as much as we do.

And so we, we strongly encourage these individuals to go back and dive into their their crash statistics and take a look at what.

What their what? Their statistics and data were speaking to them and see if there was a need to.

Move beyond what their state was doing for endorsement testing as as it stands now, and if so, how to get to a a new standard and also really emphasize to them this isn't something that's going to happen.

Between today and tomorrow, this is something that may take two to three to five years and that you need to to temper your expectations and to know that.

Every time you make a small step forward, you are going to still be making progress whether you are at the end goal immediately or not, you're going to get there.

Jackson, Bryan M (DOL) 44:05

The only thing I would add that it you know is very.

It's odd to me, but not and I and it's reinforced every time.

I you know, go to one of these conferences and get to spend time with people from other states.

Just how different motorcycle licensure is motorcycle training?

All of these requirements it varies so much from state to state.

You have some states were like a private entity gets a contract and that's the only training that happens in the state. Then you have some states like Oregon where it is run, you know, by their college system.

And then just the the differing who has the authority and where you know, we're lucky in Washington I think because you know Robert and his job, he is responsible for setting training standards, setting, testing standards, contracting with the entities that do the training.

You know, we have a lot of involvement in every aspect of motorcycle training and testing.

Well, in other states it's like.

A DMV and then a completely different, you know, Department of Transportation or. Like I said, a college system, and it's just so interesting to see some of the things that we might take for granted. Here is a huge problem for people in other states.

And that was kind of the point that Robert and I were were really trying to work.

Is that hey, you know, we've told you what we did, but what we did may not work for you because your structure is so different.

And it was really to sit down and look and say, OK, what?

Don't you like or what doesn't work for you?

Like what state was it?

Was it Ohio?

Michigan, Michigan, maybe they.

You have to have a motorcycle permit or an endorsement to ride a motorcycle anywhere, even on private property. If it is a street legal bike, you can't ride it in your yard in your on your private land.

So in order for them to get somebody into a training class, they have to have a permit first. 'cause, you can't ride around the parking lot to pass abrac if you don't already have a permit.

And that just blew my mind, you know?

I mean that's, you know, I just thought well.

You know, the government can only regulate what's happening on private or on public

roadways, correct?

Well, apparently in the state of Michigan, that is not the case.

So it would, you know, just one of the things that was very eye opening and.

A little discouraging in certain ways, you know, 'cause. Robert and I were trying to help these folks identify and like, hey, what can you do to make some changes? And some of them are like, well, you know, got to go to the legislature for legislature for this got.

To go to the legislature for that and you know, unfortunately that's the world we live in is sometimes the decision.

We need to make are not really within our scope of authority, but it was very good discussion and I'm glad we did it.

So sorry to ramble on there for too long.

Kathy Gill 46:52

So do you have anything to add?

Nick Haris 46:58

You're talking to me?

Kathy Gill 46:59

I said Sid.

But I was looking at Nick.

Nick Haris 47:01

Yeah, I thought so, but I wasn't sure.

I will say I've seen this presentation you guys have done before.

I think I saw it at Lifesavers and frankly not that it wasn't good, but I thought it was even better.

I thought you're engaging. The audience was really good and I enjoyed that and I happened to sit with someone.

I believe she was from Georgia and she'd been involved with their program for about two years and.

It really got and I tried to make sure we were having this.

You know the the, the, the path you were trying to lead folks down.

I tried to, you know, talk with her about, and I don't know, the Georgia system well, but one of the things we talked about was this exact body, this, this motorcycle advisory committee. And I said, well, you guys must have one in Georgia.

And she's like, I'm not aware of that. And while we're sitting there, I looked it up. They do.

So she was like, I can't believe I've been in this department for two years and this has never come up.

So it it follows along your example of like like there's different things, there's different levels of involvement, different. I mean the California one exactly we have total control. They run the program. You can do any of a number of programs, but if you want the skills test waiver, you go through this. The state approved vendor. And so that's interesting. And the only other thing I was going to bring up and I had to look it.

Up because I couldn't remember the date.

So, you know, until 2016 January 1st of 2016, there was no motorcycle endorsement requirement in Alabama.

So like every state.

Different. When I lived in Florida in the 80s, I remember I got my my permit for a car, which just was a written test and it allowed you to drive up to like I wish I could find the license.

It was like maybe 50 CCS, but then if you read it closely and I had a future as a lobbyist, is that up to 30 days in advance of your birthday within 30 days and beyond? There was no CC restriction.

So with no driving, even motorcycle written test, let alone a driving test of a car or a bike, I was a fully licensed rider at, you know, 15.

And 335 days O it is amazing the difference in different states, and I find smsa as someone who doesn't have a training program or I don't, you know, etcetera. I really like that particular conference.

I've been to it a number of times and so I thought it was great, but I thought the way you interacted with folks this time was really interesting.

And of course, you've got a little longer history since you made your changes, so that's probably also, you know, very valuable for them.

Kathy Gill 49:16

And any board member is welcome to go to SMS a I don't know about reimbursement of travel or anything like that, but.

Talk to Robert.

Willis, Robert (DOL) 49:28

That is, that is something that we are that we are looking into for the future is maybe not.

Is is hopefully finding a way to.

To fund at least one member of the board.

One or more of the conventions that we go to every year just to help expand the the knowledge base of the of the board members for for Traffic Safety beyond not, not necessarily just motorcycle safety and and to see the the networks that can be developed through that.

Kathy Gill 50:12

I went to the.

I went to the one in in Boise and if you get an opportunity to go to one, I highly recommend it.

Jackson, Bryan M (DOL) 50:23

Well, and Chris Johnson was there.

Who runs wmsst? And if it was up to Chris, you know he was trying to volunteer the state of Washington to host the next Western regional placement of Smsa.

So I'm afraid if him and Robert get together and talk too much, that might actually happen.

And then we would expect all of you to show up and help us, you know, organize it and

staff it and do all that cool stuff.

So, you know, maybe maybe that'll happen sometime.

Nick Haris 50:49

Well, remember, half of the country is the West. According to their map.

Spaulding Randy 50:50

Ask her.

Nick Haris 50:52

So they have three regions. We were joking. The West starts, I think in Michigan.

Jackson, Bryan M (DOL) 50:53

Yes.

Nick Haris 50:57

It was great.

And they did it, I guess by population.

But it was just incredible.

I was like, wow, I thought anything West of the Rockies was the West.

But I was wrong.

Kathy Gill 51:07

Oh.

Willis, Robert (DOL) 51:08

Randy, I keep see you trying to get in here.

Spaulding Randy 51:10

Oh, I was just gonna ask a logistics question.
Do you have a calendar of these kinds of events? Opportunities?
You mentioned a couple of different meetings, so.

Willis, Robert (DOL) 51:18

So Lifesavers is a convention that we go to every April.
Usually the first or second week of April.

Jackson, Bryan M (DOL) 51:29

I think next year is actually gonna be the third week in March.
I think they moved it for some reason, but yeah, usually it's the first or second week of April and that's more of an overarching, you know, some motorcycle, some it's anything to do with, with with Rd. safety on that one, Randy the but the one we were just.

Willis, Robert (DOL) 51:32

Oh wow.
And then.

Jackson, Bryan M (DOL) 51:47

Talking about smsa, that is specifically motorcycles and but I mean, as you all know, it's they're all good.

Willis, Robert (DOL) 51:52

And it is.
It is always late September, mid to late September.

Nick Haris 51:59

It looks like Lifesavers will be in Long Beach in early March of 2025.
And then I just looked up.

Was it Harrisburg?

Is is Smsa next year? Yeah.

Willis, Robert (DOL) 52:07

Yeah.

Jackson, Bryan M (DOL) 52:07

Harrisburg, PA. Yep.

Kathy Gill 52:09

Oh my gosh, my old stomping grounds.

Willis, Robert (DOL) 52:12

Yep.

Nick Haris 52:14

I would agree.

I've been to lifesavers a number of times.

It's interesting, but it's a much, much broader, which is not a bad thing because it's nice that motorcycles are thought about, but it is a is a bigger event and it's just they had it in Seattle two years ago.

Jackson, Bryan M (DOL) 52:27

Years ago.

Willis, Robert (DOL) 52:27

Three years ago.

Nick Haris 52:28

Yeah, 'cause. I took the train. I remember. I was just taking the light rail from my my old place in Roosevelt.

And yeah, so that that's another. Oh, actually it's funny.

I pulled up their website and there's a picture. It's clearly at the Convention Center.

Jackson, Bryan M (DOL) 52:36

And.

Nick Haris 52:39

So yeah, that was a good one, but it's a huge.

Jackson, Bryan M (DOL) 52:39

Attendance wise, what would you guys say for like smsa is about 150 people?

Lifesavers is probably 1000.

Nick Haris 52:45

Yeah.

Willis, Robert (DOL) 52:48

Closer to two would be my guess.

Nick Haris 52:48

I I think.

Jackson, Bryan M (DOL) 52:49

Any closer to two? OK, it's it's a much bigger event.

Nick Haris 52:52

It is.

It is.

And again, it's a much broader.

There's a million topics.

Jackson, Bryan M (DOL) 52:57

You're gonna have people there talking about, you know, emergency vehicles, road construction, all kinds of stuff.

Willis, Robert (DOL) 53:02

Yeah, yeah, it's time. We need to be stepping on 'cause. We are.

Kathy Gill 53:06

OK, I'm I'm. I'm ending the conversation on this. And Robert, I'm asking you to get a calendar of things like this.

Maybe up on the website. So it's not just like in an e-mail to board members. Just a suggestion.

Now it's time for Robert to do his thing with the crash fatality data presentation.

Willis, Robert (DOL) 53:34

Start to share again.

All right.

Bear with me 'cause. As I mentioned, I have completely changed the narrative of this presentation.

Starting at about 4:00 this afternoon. So.

What I'd like to talk with you about is.

Our crash analysis for for 20/23.

In the last in the last few presentations we've discussed specifically fatalities within the state of Washington.

And this year, I'd like to talk about not just fatalities, but all crashes as a whole when we talk about.

When we talk about all crashes, that includes fatalities.

But I'd like to talk about the 2000 plus motorcyclist who were involved in a crash in in 2023. There were 576 of those that sustained serious injuries.

Of those that were 138 fatalities.

Of those 138 fatalities, there were 122 that were from Washington.

Of those 100 and 2249% of them were indoors riders.

4% of them had a permit.

So that takes us to 53%, which is a new statistic for us in the in previous years we've been at 50% or more unendorsed riders.

So having a having 36% of our riders that were involved in in a fatality being unendorsed is.

Is new ground for us and it's something that I'm I'm not certain how we got there, but we're really.

Hopeful that the change in our motorcycle endorsement.

Testing requirements has had something to do with that.

On on our next slide, I'll talk a little bit about some of the staggering statistics in in motorcycle ownership and ridership, but.

Excuse me.

The reason I say.

36% were unendorsed and and the number sound wacky there.

Is because we've got sixteen of those 138 riders were were from out of state.

We focused in the past on on fatalities and what we've done is we've we've left out a great majority of.

Of of crashes and what that does, is it it?

Takes away some of the some of the perspective.

In 2023, there were motorcyclists in Washington were only two percent of a vehicle crashes.

But we were nearly 20% of serious injuries and 19% of fatal crashes.

They're also below 3% of registered vehicles in the state.

And I don't understand and and we talk about the number of crashes and the number of fatalities, but and the disproportionality of motorcyclists being involved in those.

But what we what we also?

Don't talk about is the fact that the number of.

Motorcycle crashes has gone down over the course of the last several years.

The total number of motorcycle crashes has gone down over the last several years, but the number of serious injuries and fatalities has gone up, and that's a real challenge for the Department of Licensing and Motorcycle Safety and the Traffic Safety Commission.

I assume that the Department of Transportation.

Involved the Target 0 Commission. All of us are trying to figure out a way to to to change these these numbers and my my intent is to find a way to get from this 18 percent, 1918 and 19% fatal and serious injury and try to get.

Closer to parity?

Before we can start to address.

Getting to to target 0.

And when I say parity, I'm saying we should try.

We should be seeing if we can get to nearing the percentage of registered vehicles in the state if there are 3% registered vehicles, we should.

Be trying to get closer and closer to being 3% of the serious injury and fatalities with on our roadways.

How do we get about that?

I'm not 100% certain, but that's where we're going to try to go and we're going to look at that through some of our statistics.

One of the things that Washington motorcycle safety program has done is we continue to.

To pursue our subsidy program, last year, we subsidized nearly 12,000 motorcycle tube wheel motorcycle safety students courses and.

Just under 703 wheel motorcycle safety courses.

That was just.

Vicky, you'll have to help me.

It's about \$1.8 million.

In subsidy and we.

'Ve just I I think I think it.

Just tell me if I'm close.

Johnson, Vicki (DOL) 59:55

I'll look it up real quick.

Willis, Robert (DOL) 59:57

OK, OK.

Johnson, Vicki (DOL) 59:57

I'll drop it in our chat if you want to keep going.

Willis, Robert (DOL) 1:00:01

And we've, we've realized that there's some room for improvement there and in January, we're going to be increasing our subsidy from \$80.00 per student to \$110 per student. What that will mean is an increase of about \$360,000 in subsidy across the state and we really hope that that will.

Raise the number of participants in this program.

There are roughly 425,000 endorse riders in the state of Washington, with approximately 250,000 registered motorcycles.

And that's those are those are big numbers.

But the one that really is staggering to me is the fact that.

49,000 unendorsed riders own motorcycles here in the state of Washington.

And we don't know how many. I don't know specifically how many motorcycles those 49,000 own, but I know that many motorcyclists own more than one motorcycle.

So if 25 if roughly 25%.

Of the motorcycles, if if these unendorsed motorcyclists only own one motorcycle, that's 25% of the motorcycles in the state. If they own each own more than one or more than one of them own more than one.

That number goes up significantly.

Kathy, I see your hand up.

Kathy Gill 1:01:36

Yes, the.

420 four 125,000 endorse riders.

Willis, Robert (DOL) 1:01:42

Mm hmm.

Kathy Gill 1:01:42

Do you have any demographics that because I'm wondering if part of the difference in how many motorcycles are registered and how many people are endorsed or people who might be over the age?

Oh, I don't know, 70.

Willis, Robert (DOL) 1:01:59

But it we're we're there's really a bell curve I don't have.

I don't have it broken out specifically.

I can take a look at it.

I can have someone pull those statistics forming.

Give me just a second to take that note.

But we also know that there are those who go out and take training and get an endorsement and never buy a motorcycle.

There there are.

By looking at this, we know that there are 10s of thousands if not hundreds of thousands of those out there, or people who got an endorsement had a motorcycle for a while.

We we all know.

We all know the individual who had a motorcycle got married and their significant other said. Now that we're married and we have kids, you can't have a motorcycle anymore.

Doug, I see your hand.

Doug 1:03:00

Yeah.

When your mail out program.

When you guys were getting?

That material together, did it reflect? What did it reflect on the location of these unendorsed riders?

Willis, Robert (DOL) 1:03:09

Huh.

Doug 1:03:15

I'm I'm looking at possible. Is it the more rural east side riders that are unendorsed or is it spread out like?

Willis, Robert (DOL) 1:03:22

We had rider, we had riders all across the state.

Doug 1:03:27

OK.

Willis, Robert (DOL) 1:03:27

All across the state I had Doug.

I had a rider call me up because or or send in an e-mail.

After getting his postcard and actually after receiving a voucher, he not only did he get the postcard, but he scanned the the QR code and received a voucher and then complained that he couldn't find anywhere to get training. And I asked where do you live? He gave me.

His location.

And I it would. He gave me the city. I didn't get an address.

He just gave me a city, and that individual lived within 30 miles of nine training sites but couldn't find a place to train so.

There there are.

Everyone has their reasons, so I'm gonna. I'm gonna move on from here and and see if we can't get into some of the specifics of of what is happening on our roads.

We know that demographics are are some of the reasons, but I wanna talk about the fact that what people think is happening isn't always happening.

We know that males are disproportionately involved in motorcycle accidents and crashes and fatalities, but that's because the majority of the motorcycle owners in our state are males.

It's not because they are out there doing something that that we have.

Equity across the board and just males are doing crazy things.

It's more male's own motorcycles than females.

When you look at the statistics here, you see that 86% of our riders are male and 14% are female, and that is explaining why so many of our fatalities are males. When we talk about where are, where are fatalities are happening in age.

In general, when you speak to people in the public.

They say it's gotta be those youngsters on their crotch rockets, but if you take a look at this, the main spike here is people in the age of 30 to 34.

The next highest is in the age of 20 to 24, and I understand that that is probably some of those youthful people on their on their faster motorcycles. But if you slide all the way over to the right, you see the number three statistic is individuals in.

The age of 60 to 64.

And and generally we're seeing when we pull this statistic year over year.

For for the last five years, it's almost a bell curve.

The the the breakout even net nationwide is.

It it, it is almost level at smsa somebody was making a comment about the youth of America killing themselves on motorcycles.

And I broke out the the national Hwy. Transportation Safety Administration's statistics and that we were we just been sitting in one of their in one of their classes and I brought up their their statistics and showed it to the rest of the the administrators and said we.

Can't be talking about them this way.

It's everybody.

Everybody in this room is is the problem when we talk about the youth.

And and say that it's it's those people.

And we and we completely, then we completely leave out the majority of the reason that people are dying on the roads. If you look at this, you see that.

More than.

More than 50%, probably more than 70% of the fatalities in the state of Washington are above the age of 30.

Those are things that we need to think about as we move forward in, in motorcycle safety and in.

Motorcycle education is how do we how do we reach the people who?

Aren't the stereotypical.

Folks that we expect to be the statistics.

Speaking of that.

87% of the riders who are involved in motorcycle crashes are wearing their helmets.

Well, that's not that hard to believe because Washington has a helmet law, the fund.

The the interesting fact I shouldn't say fun fact.

The interesting fact here is that 19% of the people who are dying in in motorcycle crashes are wearing non dot approved helmets.

So whether they're wearing ADOT or better.

Helmet is.

Is good.

But twenty nearly 20% of the fatal crashes and 24 percent of our serious injury crashes are wearing non dot approved helmets.

Whether that's a a novelty helmet or these, these are this is also inclusive of the those individuals who are not wearing helmets at all.

So again, there's gotta we have to find some version of.

Messaging to get to individuals.

To encourage them to wear the proper helmet.

National Hwy. Transportation Safety Association is coming out with a new national guideline recommendation for.

For motorcycles training that says that you can't swing a leg over they they are recommending and it it isn't hasn't been published yet, but they are going to recommend that you can't swing a leg over a motorcycle in a parking lot.

For training, if you're not wearing a three quarter helmet or better.
So.

Spaulding Randy 1:09:46

Could I clarify what you said?

Willis, Robert (DOL) 1:09:48

Go ahead Randy.

Spaulding Randy 1:09:49

The way I'm reading the legend here and it looks like the orange part does not include a helmet.

Helmet List writers is that?

Willis, Robert (DOL) 1:09:54

Hey. Hi.

My my research analyst has not did not put that in there.

But there's another.

There's another graph that I pulled off of here that shows.

Helmetless riders included and the the statistics go together and I I know that this is inclusive.

I just don't have.

I don't didn't show that other slide because.

Is the non helmeted riders are are such a low percentage?

Spaulding Randy 1:10:29

Gotcha. OK.

Thank you.

Willis, Robert (DOL) 1:10:32

I appreciate that.

I.

I I get sharp.

I.

Brian likes to sharpshoot me every once in awhile, and when it comes from somebody that's better, I mean.

That that does it from that isn't my boss.

It it, it helps keep me on my toes.

Nick Haris 1:10:50

I just threw something in the chat.

I don't know where it would fit, but it's the Ohio which I'm familiar with being headquarters are they have no helmet law and I had a little discussion.

I think you were still on the on the stage, but I was talking to the the smarter people, the the lady.

I can't remember her name, Zhu.

Willis, Robert (DOL) 1:11:10

Yeah.

Nick Haris 1:11:11

And so Ohio, rather than even worrying about that, should you wear helmet?

Shouldn't you wear a helmet thing? You know which is, you know, always a fun discussion.

But but they they sidestepped all that.

And they have a saved by the helmet.

Program where if you crash and you're wearing a helmet and you survive, you know, to a critical factor, they have an award that they present and and we have had them do that a couple Times Now at vintage motorcycle days, which is very public event. So I just.

Put it in the chat again.

Don't know if it fits exactly where we are right now, but I I think it's just such a good example.

There was actually a guy who worked at AMA years ago that I knew that had this, this experience and his helmet sat in his cubicle and it was, you know, it looked like it was dragged behind his car on I-5 front for 10.

So you know things like that. And then the other thing you got me remembering is at Lifesavers this year.

The comment that really threw me and it was not specific to motorcycles, but there was a gentleman there. There's a panel and they had insurance. Person in particular was talking about, they've been they have this ability to track phones.

It was an optional thing.

It wasn't like anything, too, too sneaky.

But the thing that has changed in the last I think, he said.

Like five to seven years is.

Historically, if they if they had, however, they did do this detection.

You hit the brakes before you have an accident. You know, that's just historically how it's been, he says.

The last few years you don't hit the brakes before you have an accident.

The number of people that just bam right into whatever they're hitting that don't even touch the brakes in cars, probably on bikes. I honestly can't remember if he said bikes, but it was like another scary thing.

So even though there's less accidents, potentially the speeds that accidents were occurring at were higher because they're not scrubbing speed before they have an accident.

So I just I I that stunned me when I heard him say that.

Willis, Robert (DOL) 1:12:54

It's interesting. You talk about that 'cause. I'm gonna talk about.

Distraction here in a little bit.

Nick Haris 1:13:00

Perfect. That's. That's the word I was looking for. Is distraction. Yeah.

Willis, Robert (DOL) 1:13:03

As as we move forward here.

And we when we look at endorsement.

You can see the the record of endorsement for writers involved in these crashes throughout the state.

For those without.

An endorsement?

There's they're involved in 40% of our serious injury crashes they're involved in. 36% they make up 36% of our fatal crashes.

The unknowns here are more than likely.

Pardon me. The unknowns here are more than likely.

Primarily out of state motorcyclists.

Because we don't have access to their driver records.

And then you'll see that we do have those who have permits involved as well.

Now on the right hand side of this, you'll see motorcycle endorsement by crash severity.

For people who had their endorsement before, before 2020 and those who receive their endorsement after 2020.

I we don't know that we're having an impact, but it sure looks like we're having an impact. We see that in, in the year 2023. If you had your.

If 80% of those who had an endorsement.

Had their endorsement before we made the change.

If in, in if they were involved in the fatal involvement in a fatal crash in serious injuries, it was nearly 70%.

We the impact there for our, for our testing we believe is having an impact on lowering the the number of of involvement in these crashes. I have to be careful there though because of the 400 and what I say.

Approximately 425,000 motorcyclists.

Only about 60,000 have been endorsed since 2020. So.

We're.

No, we're not.

We're not sitting at 8020, so you know there's a the numbers aren't the same. So it's it's hard to tell if we're looking at apples and apples or if we're looking at apples and oranges, so.

Don't.

Don't say this is what's this is the the the change in 2020 made this happen.

It there could be statistical issues there because of the just the sheer.

Kathy Gill 1:16:06

So, so. So there may be correlation, but you cannot say causation.

Willis, Robert (DOL) 1:16:06

Lack of numbers.

We can't.

We can't.

Yeah, we can't.

We can't yet say causation.

Hopefully after the end of next year, we will have a statistically viable pool and in 2026 we'll be able when we this time in 2026, we should be able to do some Apple to apple comparison and and see what we've got going on what.

You got Sid.

Syd Nunez 1:16:36

I'm just curious if it would be worth anything to.

Try to get with these folks that we can talk to that are involved in crashes and ask them when the last time they went to an update was.

'Cause, we really started to stress a difference in in the in the mental attitude they have when they're riding, being clocked in and stressing they've been unpacking, search, evaluate and execute in a different way.

And we've really been stressing the two 412 thing you know and and ride a radar and

I'm wondering if if that would help.

Or it would give you some good data to figure out. Maybe the key to getting the a better handle. This is to keep trying to get people somehow to figure out how to get them to go to update, whether they like it or not.

Willis, Robert (DOL) 1:17:31

That's a possibility, Brian. Where? No, I I it's it isn't something that we have done.

Syd Nunez 1:17:33

I'm just curious.

Willis, Robert (DOL) 1:17:38

It is something that I I heard mentioned in one of the sessions at Smsa.

There was a.

There was a state that the program reaches out to, to crash survivors and talks to them about.

About what happened.

So it it's it's worth.

It's it's worth a thought.

And Stanley, I see you've got your hand up.

Stanley Bragg 1:18:07

Yeah. So.

Got a got a question with a with a theory or maybe a thought?

So Kathy pushed out to a couple of us some information to do research on things like that.

So, you know, we're talking about like, incentives, really. I'm talking about incentives, right?

'Cause I'm doing research on different States and things like that for the board and for that document and noticed that there was a large uptick in certain.

States.

With how much money they're putting towards the program, right?

Now.

Incentives and things like that. We're talking about how do we, how do we facilitate a learning environment, right?

But when we also know far too well that relationships are inherently selfish, right?

Someone's got to get their means met.

For them to come back right? So.

What one is the budget? Looking at getting bumped to increase the possibility for that facilitation?

And then two.

When it comes to, you know what we wanna see? I know from an instructor standpoint, right?

You know, you gotta have a person come through abrc and they kind of come through abrac too.

They don't have to, but they can.

It's a good way to kind of get some learning in other states are different in that you know, just like on the MSF writer code form, you know, I see from.

Specific ones that run that program.

They don't get to see so many BRC twos, right?

But what higher level of learning are we willing or is the?

Willis, Robert (DOL) 1:19:44

Hmm.

Stanley Bragg 1:19:49

Eol willing to give supplement whether it's subsidies and things like that or they willing to increase or decrease those four higher level learning like you know let's say student A comes in and you know they've got their endorsement and you know they just want to work on certain.

Things.

Are those certain things going to be facilitated for them other than like we already have? Viper, don't. Riders that you know have that?

Willis, Robert (DOL) 1:20:16

I I.

So when you say.

When you say a writer comes in and wants to work on certain things, are you talking about private lessons, or are you talking about?

Stanley Bragg 1:20:28

Not private lesson.

So we're so if we're looking at.

Willis, Robert (DOL) 1:20:30

OK.

I I think I can answer it from there.

So we don't, we don't.

We subsidized every.

Course for every Washington resident, active duty service member and dependent, regardless of level, whether it's abrac 2 from MSF or whether it be RC from MSF or an advanced motorcycle course from Wmst, or anything in between from any of the other courses, they all receive subsidies.

Stanley Bragg 1:20:59

Yeah.

Willis, Robert (DOL) 1:21:06

As long as you've got a Washington driver's license and you're taking a a motorcycle safety course, you are receiving a subsidy from the state.

Stanley Bragg 1:21:16

Yeah, I I I agree with that. And I know that happens 'cause I get to, yeah.

Kathy Gill 1:21:20

Can I, Stanley?

This is a little off topic of of where Robert is and I'd like for him to get through his presentation.

Stanley Bragg 1:21:28

I'll hold it till the end.

Willis, Robert (DOL) 1:21:29

OK.

And by all means stand.

If I I think I know where you're going with that, but I'll take I'll take emails if you have deeper questions.

Kathy Gill 1:21:37

Robert.

Stanley Bragg 1:21:42

Whereas I got to rob.

Willis, Robert (DOL) 1:21:43

Gotcha. So here's I I said I was gonna talk about distraction and and I really wanted to to do that.

So the three top the three main contributing circumstances to serious injuries and fatalities are speeding, distraction and inattention and impairment.

The interesting thing for me here is normally when you ask someone.

If I and I and I did this a little bit wrong, I I meant to say so. I have a question for you.
When I ask you.

Where does distraction cause the most?

Serious injury or or fatalities.

Is it in single vehicle crashes or multi vehicle crashes?

What you got, Shawn?

You unmuted, but I can't hear you.

Kathy Gill 1:22:53

We can hear you, Sean.

Sean Grimm 1:22:55

There we go. OK.

My understanding is that it's single vehicle, correct?

Willis, Robert (DOL) 1:23:02

'Cause I I showed you my slide.

Sean Grimm 1:23:04

No, it's it's because I've actually, I actually read the.

Target target 0 like front and back.

Willis, Robert (DOL) 1:23:12

Yeah. So for motorcyclists specifically.

Distraction is more than twice as distraction and inattention.

They are.

They are grouped together because that's how it shows up on the crash on the crash report.

More than twice as likely to be a contributing circumstance to a fatal crash for a motorcycle in a single vehicle crash than in a multi vehicle crash.

I it took me by surprise.

It still a top 3IN multi vehicle crashes.

It's a top three in serious vehicle crashes and in a serious injury crashes.

But even in.

Serious injuries. It's more than more than twice as likely to be.

A single vehicle? Serious.

Serious injury crashes. You are more than twice as likely.

To be distracted or.

Caused by distraction or inattention for single vehicle motorcycle crash then in a multi vehicle crash.

Yes, Kathy.

Kathy Gill 1:24:35

So.

We still having more fatalities in single vehicle crashes than in multiple vehicle crashes.

Willis, Robert (DOL) 1:24:46

No, there are.

There are more crash, more multi vehicle crashes causing.

Fatalities than single vehicle crashes.

Kathy Gill 1:24:58

It's a change.

Willis, Robert (DOL) 1:24:59

That is a change.

I I I didn't bring that statistic with me, but it is.

Excuse me, but it yeah, it is a it is a change.

And I I will get you that number.

The numbers that you see here for impairment, please don't take them.

Too seriously, these are only the numbers that come out of the crash reports.

And they are not final.

This is just dot numbers.

The final numbers have to come from the Traffic Safety Commission and they are a year out. We won't get the 2023 impairment numbers until 2020.

Until next year. So. But I will talk about 2022 numbers.

On the left hand side is our 2022 numbers. On the right hand side is preliminary data.

For 2023, it's not final at all, but on the left hand side you'll see.

Nearly 49 percent of a fatal motorcycle crashes involved alcohol impairment and or drug influence drivers.

Drug impairment is 42% etc etc.

Moving down that waterfall.

In 2023, we're showing.

55%.

Of people were were testing positive and of those.

16% were alcohol.

Only 12% were one drug only and the remaining 30% were Poly drug, which could mean.

Narcotics to combined or or drugs and alcohol combined.

This also lends to.

A.

A staggering factor, according to the TSC.

Dashboards the impairment numbers for 20/21 were 49% for 20/22 it was 51% and in 2023, as you'll see, it's 55%. So it's.

Those numbers just keep marching up.

There's there's we've. I've talked about this.

For for the last three times we've had this discussion.

There's I I think it was 2020.

It was almost 76% or 64 percent.

Were involved motorcycle involved drugs or alcohol or a combination?

There's the the fact that impairment is is consistently over.

50% is is something that.

I don't know how to address.

There are.

There are untold numbers of programs out there that that are aimed at reducing impairment in motorists and motorcyclists.

And I'm all ears when it comes to.

Methods of of reducing impairment.

On the highways.

And with that being said.

I will end my presentation.

Kathy Gill 1:28:41

Thank you, Robert.

Are there any other questions?

Willis, Robert (DOL) 1:28:43

You're welcome, Kathy.

Kathy Gill 1:28:45

Are there?

Nick Haris 1:28:45

I wanted to know real quick how can you determine distraction?

I'm not questioning that it's determinable, but just what are they?

How do they do that?

Willis, Robert (DOL) 1:28:52

I ask those questions and I don't have an answer.

Nick Haris 1:28:55

OK, OK.

Willis, Robert (DOL) 1:28:55

It's. It's what it it they're fine.

+13***32** 1:28:58

Hmm.

Willis, Robert (DOL) 1:28:58

It's what is actually I we do have a member of the board who may be able to answer that, Trooper Gil.

Do you have?

Do you have any input there?

+13***32** 1:29:08

Yeah, I was just gonna comment.

Yeah. Can you guys hear me OK?

Willis, Robert (DOL) 1:29:12

Absolutely.

+13***32** 1:29:13

OK, what I was gonna say is try not to get too hung up on distracted numbers.

We know they cause way more crashes than they are reported.

Very few people that we go when we go to a crash, very few people will openly admit to some sort of distracted driving.

That's kind of where the inattention category comes from. I mean, clearly.

You know you can.

You can prove that someone's not attentive, causing a collision, but very few people will come forward and say yes, I was on my phone. Yes, I was texting. Yes, I was doing this.

They usually say I don't know what happened and that is something we've been dealing

with for years and years.

On to determine if someone was distracted by a cell phone or or what the case may be. You might see a charge cord across the steering column in a crash. If if the driver's transported, we can look for that kind of stuff.

And if it gets to the point, we also.

We also subpoena phone records and we we can pretty much pinpoint the time of the crash per calls or text.

So those are very difficult to.

Hard report and just the actual.

The distraction of whatever it may be on a phone just because they are under reported.

Nick Haris 1:30:49

No, I agree.

I was behind a guy on a motorcycle recently with my wife.

We were in the car and and he's spending so much time trying to get his music just right on his phone and the mount that I can hear on his speakers and I'm watching this guy and I was really afraid I was going to watch an accident so.

+13***32** 1:30:57

Yep.

Nick Haris 1:31:02

I I agree with you.

It's it's probably under reported and then that that may be my second concern. Going back to the first one about therefore the type of accident you have is potentially a higher speed because.

+13***32** 1:31:05

It's it's huge.

Nick Haris 1:31:14

You didn't know what happened 'cause. You weren't looking down the road.
So anyway, yeah, I I think that's huge.

+13***32** 1:31:18

That's right.

That's right. Yep. The the.

Jackson, Bryan M (DOL) 1:31:20

And Nick, one thing I'll throw in there.

Nick Haris 1:31:20

Yeah. Thank you.

Jackson, Bryan M (DOL) 1:31:22

Trooper Gill confirmed this when we're talking about any of those, whether it's speed alcohol, distraction, that could, that is going to be cited by the officer on the scene and could apply to either vehicle.

So even if that that could have been the car driver who had inattention or was or was drinking. So those numbers do not necessarily reflect that it was the motorcycle rider.

+13***32** 1:31:50

Yep, that is correct.

Kathy Gill 1:31:50

Unless it was single vehicle.

Nick Haris 1:31:53

That's good.

Good point. Thank you.

Jackson, Bryan M (DOL) 1:31:55

Unless it was a single vehicle.

+13***32** 1:31:55

Right, right.

Willis, Robert (DOL) 1:31:55

That that's what I said.

But I was muted.

+13***32** 1:31:59

Yeah. And then I mean, we know.

And you guys probably all know this too, and especially in the stop and go traffic, which we all sit in, those type of Fender benders that you see that just clog up the freeways.

I just speaking from experience as being in the patrol for 28 years.

Cell phone use in the stop and go traffic is what causes the majority of those crashes.

We we know it just very difficult to prove that.

That makes sense.

Willis, Robert (DOL) 1:32:32

Absolutely.

+13***32** 1:32:34

Stop.

Kathy Gill 1:32:37

Alrighty, so I belatedly sent out.

Willis, Robert (DOL) 1:32:42

I see Sean's hand.

Kathy Gill 1:32:43

Oh, Sean, speak up.

Willis, Robert (DOL) 1:32:48

With your microphone near your face.

Sean Grimm 1:32:54

There we go.

It's doing the thing now.

Where are the majority of these crashes happening?

I I hear a single vehicle and and I understand Trooper Gill's position of you know, when it's on the freeway, there's multiple vehicles involved. But you say that and correct me if

I'm wrong. But you said that the majority of those.

Fatalities are single vehicle fatalities.

Where are they happening?

Kathy Gill 1:33:17

Not anymore.

Sean Grimm 1:33:18

Are they on the highway?

Are they on rural roads? Do we know?

Willis, Robert (DOL) 1:33:22

I'm gonna show you a map. It has nothing to do with fatalities, but it is.

It's going to be really resembling the heat map that I would that I would normally show.

It it's really just where our training facilities are, but.

If, if, if you were looking at a heat map of our fatalities, it would look an awful lot like where our training facilities are.

Everywhere where there's a whole bunch of green, there would be a whole bunch of fatality fatalities.

Where there's a little bit of green, there would be a little bit of fatalities.

The majority of our fatalities are in our are in our urban centers.

I mean, you have to.

You have to realize what is it?

We've got 8.8 million people in the state and 6.6 of them are right in the Puget Sound area.

That they we they die.

We I have a an interactive map that I will be able to see in a in a couple of weeks.

That is a that is a an interactive crash map, and I can dial in and see all of the different types of fatal or crashes that have happened.

But the the I-5 corridor.

From from roughly.

Everett down to Olympia.

Maybe maybe into.

Centralia is just dark red from the number of fatalities that happened.

Along the I-5 corridor down around Vancouver is another pocket of red over in Spokane is another pocket of red.

Clarkston gets a little bit of it, and then the tri-cities Yakima and then onesie, twosie out here in the middle where the where the really pretty mountain roads are.

Kathy Gill 1:35:26

OK.

I'm going to end our discussion on this so that we can be done in 20 minutes.

I bludedly sent out a report of comparative state programs.

I suggested in that e-mail that you all review that report before you meet next. Whether that is the meeting that Robert is talking about with the discussion over the Charter.

But I want to thank.

The three guys who participated in this, Doug.

Sidney and Stanley, Sid and Stan.

And look it over.

Think about it in the context of what other information would be helpful for the board. If you think about moving forward and making the program better.

And how might it affect your discussions?

On what you want this Charter to look like?

So I'm I'm not looking for any. I'm not looking for any discussion on this.

I don't know if anyone had a chance to do any reading where they would actually want to do discussion.

If they do, I'm going to limit it to like 3 minutes.

Silence, Stanley.

Stanley Bragg 1:36:55

Mom was just mostly allowing talk about with Robert later was just.

From the research I did, where's the money going?

How are we incentivizing people just 'cause? I noticed there were some uptakes and some things for other states.

I think it would be beneficial, but pretty much that's that's it.

We actually from the research I did we we are more thorough which I'm very proud of.

I guess you could say as an instructor and as a board member 'cause when you look at other states, you see what they.

Only require.

See also some of their statistics as well. When it comes to motorcycle crashes and accidents involving vehicles.

So good on us.

Kathy Gill 1:37:36

Stand stand.

Stanley Bragg 1:37:37

It's just how are we gonna prevail upward?

Kathy Gill 1:37:40

Stan, I think we didn't specifically ask that question of what kind of incentives the different states have.

And so that might be a line item for that table that you all would want to fill out between now and the next board meeting.

Because we don't have anything in there about our incentive, the fact that it doesn't matter what class you take, you get an incentive, right? And you get more of incentive if you're under 18.

And none of that is.

That wasn't one of the questions that we asked, so it's not on the chart.

Stanley Bragg 1:38:18

Yep, I get it.

Kathy Gill 1:38:20

Any other thoughts or comments, Robert?

Oh, y'all are in chat.

Willis, Robert (DOL) 1:38:27

Nope, I'm good.

Kathy Gill 1:38:29

OK.

All right, then. Legislative session.

Anything from the guys?

That would be a.

Willis, Robert (DOL) 1:38:41

There will be. Oh, when you say the guys.

Are talking about the DOL guys?

Stanley Bragg 1:38:49

All the guys.

Willis, Robert (DOL) 1:38:51

So Brian, to the best of my knowledge, the only thing that I know of right now that is going to impact.

Motorcycle safety training at all at the moment is 5583, which is the the young Driver initiative and really the only way it's going to impact us is.

As I see it, a net positive there will be.

All of our training and testing providers are going to be uploading their.

Our exact locations for their training sites. The what?

They're charging specifically for for their training the languages that they do testing and training in, et cetera, and that will go into.

A very interactive map so customers will be able to go in and type in motorcycle safety training near me or something similar to that.

Don't quote me on this, but instead of instead of the map that they have now where you where you.

Click a link and then drop down and click on your county and nothing changes.

And then you have to scroll through the list to get to what's in your county.

This will take you specifically to the training and testing sites that are in the county nearest you. You could put in your ZIP code and it will get you to the for instance the the customer that was complaining there was no training near him and there were act. Nine sites.

For them and then also giving them links to phone numbers and emails and websites and languages that those are all available in. So that will be available not only for motorcycle training schools but also driver training schools and CDL schools as well. Brian, do you know of any other legislative initiatives that are gonna be out there?

Jackson, Bryan M (DOL) 1:40:55

Yep.

Willis, Robert (DOL) 1:40:59

I know Abate will probably bring something, but I don't know what that is yet.

Jackson, Bryan M (DOL) 1:41:04

Yeah, I'm sure we'll see the normal, you know, potential helmets, lane splitting, lane filtering of some variety. I have not heard of anything that is going to drop.

So yeah, so just what Robert was saying, you know, with that the young driver bill does for for those of you who aren't aware there was a bill last year looking to potentially increase the age requirement for training which would have applied to motorcycle riders as well that.

Training could be required up through the age of 24.

Where right now, as soon as you turn 18, you're no longer required to take a driver's Ed class, no longer required to take a motorcycle safety class. There is a study going on right now with DOL in conjunction with Washington State University to see, you know, if. That is recommended.

But that's just a study the legislature could choose to change the law.

They could choose to do nothing with it.

But what?

Robert spoke to with the interactive map.

That is the one thing that we know is happening.

So you'll be able to go to the DOL website, filter it by your location, what services?

You know, training, testing, cars, bikes, big rigs, all of that stuff.

It'll be.

It'll be pretty cool for people who, you know, need DOL services or contracted services. It'll put it all in one handy dandy location for them.

Kathy Gill 1:42:28

Brian, do you have a a timeline on that report from the university?

Jackson, Bryan M (DOL) 1:42:35

I think it's done.

We're just now trying to figure out when who's gonna share it and when.

So I'm I'm hoping in the next couple weeks it'll be out there. And then what I can do is I'll make sure Robert gets a copy of it and shares that with the board members.

Kathy Gill 1:42:53

OK.

Thank you guys.

Jackson, Bryan M (DOL) 1:42:55

I did. I thought I saw a message pop up in there.

Willis, Robert (DOL) 1:42:59

I see. Randy's. I I got it.

Kathy Gill 1:42:59

I.

Jackson, Bryan M (DOL) 1:43:00

Randy with how subsidies are funded, subsidies come you go ahead, Robert.

Willis, Robert (DOL) 1:43:04

I got it.

My program.

Motorcycle safety.

Subsidies are funded every time we add an endorsement or permit to our license or renew those.

That specific bit of your licensing fee goes into the motorcycle Safety Education Fund, and that is the the.

Fund for our budget and our budget then gives about 85% of that back to the riders in the state in the form of subsidy.

Kathy Gill 1:43:44

So we're happy to have more people with endorsements than motorcycles.

Willis, Robert (DOL) 1:43:50

Absolutely.

Kathy Gill 1:43:53

One thing that I left off the agenda and Robert shame on him.

Didn't catch is that.

After we elect a new chair.

You need to set a date for your next meeting and then.

Robert needs to let you know what the dates are for the Spokane show and for the abate show the abate event, and then you will have your four meetings for this.

Fiscal year.

Willis, Robert (DOL) 1:44:29

It would be great if I had those.

Kathy Gill 1:44:29

So with.

You don't have to give them to him tonight.
You can give him to him in an e-mail. Yeah, but you.

Willis, Robert (DOL) 1:44:34

Exactly, absolutely.
And that's the new thing.

Kathy Gill 1:44:36

But before tonight's out, you need to set your next meeting, which is usually in December and is usually remote.
But I failed to include that I had COVID brain. I had COVID brain got COVID for the first time.
It's not fun, all right.
Y'all need a new chair.
I'm leaving.
I'm not on the board so I entertain.

Stanley Bragg 1:45:03

Not leaving.

Kathy Gill 1:45:07

I'm. I'm leaving as a voting board member. How's that?
I appreciate the love you all know the reason that I decided not to run for re election is that I was that was diagnosed with metastatic stage 4 breast cancer.
I am responding very positively to treatment so.
You know, but I didn't know. I didn't know what kind of treatment I was going to have to have.
I didn't know anything about it and it seemed the safest thing was to go off the board.
So that's what I did.
OK.
So I'm entertaining nominations, or at least one for your board chair. And this has to

come from a board member.
Which of course, Shawn and Mark are very well.
No, not Mark Sean.
And who's my other guest?
Thought I had two guests.
No. OK.
Shawn's very well aware he can't make a nomination.

Willis, Robert (DOL) 1:46:06

Mark is the other guy.

Mark Quenneville 1:46:07

Mark Tooth, Mark's aware to.

Kathy Gill 1:46:10

Yeah, Mark, that's what I thought I said, Mark. And then I was last year, OK.
Sound of silence.

Nick Haris 1:46:18

I'm new guy, so I'm not gonna nominate anything decrease like nominate myself.
Who are the new folks?
Who are the existing just so I am not mistaken like I believe and and I mean who's eligible?
Who else is leaving? Did we hear someone else was leaving or no?

Kathy Gill 1:46:32

I'm the only person here who's leaving, but that's.

Nick Haris 1:46:34

Alright.

Jackson, Bryan M (DOL) 1:46:34

Benavon's not here and leaving so in the past and there's nothing that requires this.
New members have never been eligible.
I don't think that is proper.

Nick Haris 1:46:43

Sure.

Jackson, Bryan M (DOL) 1:46:45

I.
I don't know, but if we were to hold true to that, it would be.

Nick Haris 1:46:47

There we go, Randy got it.
Randy got it.

Jackson, Bryan M (DOL) 1:46:51

Doug, Barb and Stan would be eligible.
To become chair.

Kathy Gill 1:46:58

So, but since the yeah Sid is. Yeah.

Jackson, Bryan M (DOL) 1:46:59

And said and said.

Kathy Gill 1:47:06

Has the trooper historically been eligible to chair?

Jackson, Bryan M (DOL) 1:47:11

Eligible, yes.

Not it's never happened that I'm aware of.

Kathy Gill 1:47:18

But clearly no one had this at the top of their To Do List.

Of their one.

Nick Haris 1:47:24

I was.

I was gonna just try to defer to the existing people and say, pick someone amongst yourselves.

Who's the best option?

I feel like wholly unqualified to offer an opinion other than yourself.

I.

I don't have any thoughts about who I frankly, I've spoken with Doug a few times over the years, but I don't know anybody well enough to say.

Aha, you know, here's the person.

Kathy Gill 1:47:44

And we wouldn't expect you to.

Syd Nunez 1:47:46

I nominate Doug.

Kathy Gill 1:47:51

How do you accept the nomination?

But I I will take that as.

Willis, Robert (DOL) 1:47:55

Might wanna unmute first.

Kathy Gill 1:47:57

I will take that as a yes, but you do need to unmute.

Doug 1:48:01

I'll accept.

Stanley Bragg 1:48:03

Yeah, except that I I I second that.

john fincher 1:48:06

2nd that as well.

+13***32** 1:48:09

Yeah, same with me, Doug. Doug's a guy.

Kathy Gill 1:48:09

So we don't, we don't second nominations, we don't second nominations.

Someone can make a motion that the nominations be closed.

Nick Haris 1:48:19

I'll make that motion.

Stanley Bragg 1:48:19

Make a motion that it be closed.

Nick Haris 1:48:20

I'm comfortable making that motion.

Kathy Gill 1:48:21

And I so Nick made the motion. I need a second on the motion.

Stanley Bragg 1:48:26

I'll second everything else.

Kathy Gill 1:48:28

Stand second in the motion. All those in favor of Doug is the chair.

Say I.

john fincher 1:48:37

Alright, alright.

Nick Haris 1:48:38

Hi.

Spaulding Randy 1:48:38

I I.

+13***32** 1:48:39

I.

Kathy Gill 1:48:40

Nay. All right, Doug, passing the baton.

Doug 1:48:45

OK.

I guess we need to have a vice chair. I'll entertain.

Kathy Gill 1:48:50

No, no, no, no.

You don't have. No, you don't do ice cheer yet.

Doug 1:48:53

What?

Willis, Robert (DOL) 1:48:53

That's that's next meeting, Doug.

Kathy Gill 1:48:55

What you need?

Willis, Robert (DOL) 1:48:55

It's not on the agenda.

We can't talk about it now.

Kathy Gill 1:48:58

Got you. Got to do your research.

Doug 1:48:59

Oh dear, I was.

Kathy Gill 1:49:01

You need to pick your December or November meeting date, Doug.
That's your next thing.

Doug 1:49:06

OK.

How about?

Does the because of the holidays etcetera somewhere around the first week in December? Does that fly with everybody?

Jackson, Bryan M (DOL) 1:49:19

Thursday, December 5th. If we're going to do a Thursday.

Nick Haris 1:49:22

As I said, do we always do Thursdays?

I mean, I can do them, but I do have a standing thing like every Thursday for my whole life at 7:00 that I'm skipping and I will skip if it's once a quarter, but.

Kathy Gill 1:49:32

Yeah, we do Thursdays.

Jackson, Bryan M (DOL) 1:49:33

It's it's been Thursday. Unless we're coinciding it with an event, that is, you know, on a Friday or something else.

Stanley Bragg 1:49:40

Hey team, you said December 5th.

Nick Haris 1:49:40

OK.

Stanley Bragg 1:49:42

It's already on my schedule somehow as a meeting.

Syd Nunez 1:49:45

Yep.

Kathy Gill 1:49:46

Maybe. Maybe we did set it last time.

Willis, Robert (DOL) 1:49:48

We we set that last time.

Stanley Bragg 1:49:50

Yeah. OK. All right. OK.

Nick Haris 1:49:51

But I don't to worry about it.

+13***32** 1:49:51

Mm hmm.

Nick Haris 1:49:52

I'll just go with it.

Kathy Gill 1:49:57

That gets yours to call for public forum and then adjourn. You've got 10 minutes.

Doug 1:50:01

OK.

Public forum. I will start off with one comment.

That.

We've removed my my congratulations on the DOL and going to the AG and getting the opinion of removing the hobbles from the Open Meeting Act. I think this would be a great step forward for the committee and.

Get them looking forward to some robust conversation.

And endorsements, you know, we've been.

My opinion with the the subsidies and that we're kind of coddling things along, how is there I'm gonna put this question to DOL.

Is there gonna be some way that we legislatively say you get a motorcycle, you gotta get the endorsement?

I mean, I know there's a lot of car owners that are unlicensed drivers and I'm, I know this would never fly, but is there some mechanism that we can?

Syd Nunez 1:51:06

Yeah.

Doug 1:51:13

Enact somehow to get 4049 thousand is an unacceptable number to me.

Jackson, Bryan M (DOL) 1:51:15

Only mechanism to.

Doug 1:51:21

Go ahead, Brian.

Willis, Robert (DOL) 1:51:22

I.

Jackson, Bryan M (DOL) 1:51:22

Agreed, but the only mechanism we have would be to pass a law and I don't think we would ever get support to pass a law that only applied to motorcyclists. I think if you ever want to have this happen, you need you're going to. And I think that.

Exists in some states in order to register a vehicle, you have to have be properly licensed to operate it.

So car drivers have to have a driver license.

Motorcycle riders would have to have a motorcycle.

Owners would have to have a endorsement.

Syd Nunez 1:51:52

Yep.

Jackson, Bryan M (DOL) 1:51:55

So, but I can tell you that is not something on the list that the Department of Licensing is pushing for or you know it's it's not even on the radar.

Willis, Robert (DOL) 1:51:55

That might be a.

I don't think it's even on the radar, yeah.

Doug 1:52:06

OK.

Willis, Robert (DOL) 1:52:06

That might be a good.

That might be a good.

Research project for members of the board moving forward.

Doug 1:52:17

OK.

Stanley Bragg 1:52:17

Yeah, 'cause. If you think about it. Yeah, there's other.

Willis, Robert (DOL) 1:52:17

Stan, I see your hand.

Doug 1:52:19

Stanley got your hand up.

Stanley Bragg 1:52:21

Yeah. So there's other countries that do something similar to that where they require a lot more for you to get certain things like certain CCS.

Syd Nunez 1:52:28

Play.

Stanley Bragg 1:52:32

You know, me and me and a couple other instructors were talking about it. And you know, if you start implementing things like that, I I foresee and others foresee it like the population that we are.

So it's already hard enough to get people to come back for subsequent training, not because of.

Retur reasons.

But like money, but just for the educational purposes of it, right?

So you have those people that go around with that entry level knowledge and they just keep going with that for many years.

So if we start implementing even stricter means, we could see.
Less, right. I mean military wise 'cause. I'm active duty. You know, there's a requirement as Robert's aware of and it and it. And it works, it works right.
I do see less in my formation as I'm a battalion mentor.
Less accidents and then those areas that we need to improve, we just you know, when we do our monthly or quarterly check rise you know we we work on those things, but that's military versus civilian sector.
For civilian sector, I do not see that being a a good means.

john fincher 1:53:48

754.

Stanley Bragg 1:53:50

I you know, so.

Willis, Robert (DOL) 1:53:51

Thank you, Barb.

Stanley Bragg 1:53:51

But we can talk about that at a later date, though too more research.

Jackson, Bryan M (DOL) 1:53:54

Yeah, just want to throw out there.

I think you know for for this point in the the meeting, Doug, we're looking to, you know probably get input. You know we've got a couple folks here who are from the public.

But I would say isn't you know if you want to have this part of the.

Next agenda, this is probably a good topic for discussion then.

Doug 1:54:15

So be it.

OK, comments from the public please.

john fincher 1:54:27

I just want to say Robert, thanks for all the stats.

Sean Grimm 1:54:27

Has there been any discussion?

Mark Quenneville 1:54:31

Well.

Willis, Robert (DOL) 1:54:31

Hold. Hold on.

Mark Quenneville 1:54:31

Say, Doug, I don't know how many public members you have, but I have prepared some comments.

If you're still willing to hear this, it looks it appears that.

Sean Grimm 1:54:44

I'm going to see if I see the floor go ahead.

Mark Quenneville 1:54:44

You're coming up against your stop.

Kathy Gill 1:54:47

So, Mark, how long are your comments?

Mark Quenneville 1:54:50

I can nail this in under 5 minutes.

Kathy Gill 1:54:54

No, that's good, because we're gonna adjourn in 5 minutes.

Mark Quenneville 1:54:57

OK.

I'll start off by congratulating Doug and being elected chair.

It's really been interesting and inspiring to listen to the board conversation tonight.

I will be respectful of your time, but please bear with me as I type these notes up as I

listen to this meeting and I did attend last meeting as well. So for the new members or those who.

Worked at the last meeting.

My name is Mark Quinville.

I hold affaa pilot license, single engine VFR.

FAA instrument rating which I let expire when I retired.

I have a Transport Canada pilot license. Single engine Vfri worked in aerospace engineering with FAA Transport Canada on flight safety certification and safety safety training and in the marine industry. I worked for the American Bureau of Shipping certifying Human occupied submersible vehicles and operational certification safety.

No professional cat capacities that perform safety data analysis similar to the reports that were presented here this evening.

And on a personal note, I've held motorcycle endorsements in Canada, Barbados,

Antigua and other countries. I've rented motorcycles in Europe while holding an international driver's license with a motorcycle endorsement until 1992, when

Washington DOL canceled my Ontario motorcycle.

Endorsement. When I moved to Washington State.

I have over 50 years of motorcycle riding experience on road and off road.

And then as you can tell, I'm very committed to safety, whether it's planes, boats, trains, automobiles and motorcycles.

Doug 1:56:54

Run.

Mark Quenneville 1:56:56

I attended the last Safety Board meeting.

See.

Yeah. And the point of that was I was trying last month.

I was trying to your last meeting.

I was trying to understand the basis of Dol's denial of my motorcycle and Thurston because I researched all the wax and all the rules and regs and I couldn't get an answer and during that meeting Robert Willis volunteered to.

+13***32** 1:57:28

Yes.

Mark Quenneville 1:57:29

Consider an e-mail from me to reconsider my.

Motorcycle endorsement.

And he did follow up with an e-mail back to me, denying my request for a waiver. And. Board member Doug Bowers followed up with a personal e-mail to me stating that the issue discussed is not in the purview of this board.

And this is where I respectfully disagree because.

Well, it's well, I do have a personal interest in here in this.

I've researched the rules, the regs, the data I've attended.

Multiple meetings I've met with the testers and there's some inconsistencies that I that I think can be a solution to a problem that this board has and has acknowledged.

The issue is the unendorsed owner.

Conversation and I I want to be part of that conversation for this meeting and going

forward in public member is fine.

Why is this the public safe?

Why is this public safety issue related?

To motorcycle safety and this board's charter, it's simple.

An indoor motorcyclist are potentially uninsured motorcyclists when they're in an accident.

And non endorsed riders give the insurance companies a loophole to possibly not pay out a liability claim.

And so that's that affects well, I'd like to talk about that 49,000 unendorsed motorcycle data set.

That Robert Robert presented last meeting. I know that you did a great deep dive this meeting and it was good. More good information came from that.

Willis, Robert (DOL) 1:59:40

Mark, you are you are. You are talking about something that is completely out of the scope of this board.

Mark Quenneville 1:59:41

Yeah.

Well, if you hear, let me finish and then.

Willis, Robert (DOL) 1:59:49

We've discussed this, we've discussed this.

Mark, you, you, you just you have just.

Mark Quenneville 1:59:53

Restate that.

Willis, Robert (DOL) 1:59:58

You we we are beyond the time that this board is is authorized to be in session.

You are talking about something that we discussed multiple times by e-mail with my with my program.

By by in this? Yeah. And if you wanna talk about my program.

Mark Quenneville 2:00:13

And now I'm talking about the program.

So the some percentage of those 49,000?

Uninsured motorcycle riders.

Are are motorcycle riders that have experience and have passed the tests?

And you said that last meeting that you sent out. What?

Kathy Gill 2:00:38

Are I am not sure anymore, but I'm going to mute you because it is one minute past closing.

Mark Quenneville 2:00:45

Well.

Kathy Gill 2:00:46

You've been asked. You've been asked.

Mark Quenneville 2:00:47

So you've you've allowed three minutes for public comment in in this forum.

Kathy Gill 2:00:51

You've had 6 minutes Mark.

Mark Quenneville 2:00:53

OK. All right.

I'm I'm taking a serious and professional.

Kathy Gill 2:01:00

Hug adjourn the meeting.

Doug 2:01:02

Right.

Kathy Gill 2:01:03

I'll drop a mark in there.

Doug 2:01:04

Mark, I'm gonna ask you to get with.

Kathy Gill 2:01:05

Ask you to get.

Doug 2:01:08

Robert or Brian pursue this if you want, but it is outside the purview of this board to address your personal problem.

Kathy Gill 2:01:09

Robert or Brandon?

Doug 2:01:18

I will entertain a motion to adjourn.

Syd Nunez 2:01:23

I make a motion, we adjourn.

Doug 2:01:26

Check it please.

Nick, thank you all in favor.

Stanley Bragg 2:01:30

2nd that.

+13***32** 2:01:32

It's like a lot.

Syd Nunez 2:01:34

I.

+13***32** 2:01:35

I.

Syd Nunez 2:01:38

Goodnight.

Doug 2:01:40

OK. Meeting adjourned. Thank you. Thank you.

Nick Haris 2:01:40

Hi everybody.

Willis, Robert (DOL) 2:01:41

Hi everybody.

Kathy Gill 2:01:42

Good night everybody.

Johnson, Vicki (DOL) 2:01:43

Hi Kathy. Thank you.

Syd Nunez 2:01:45

Thanks for the new members. Hope to enjoy working with y'all. Good night.

+13***32** 2:01:45

Thanks, goodnight.

Nick Haris 2:01:49

Thanks guys.

Willis, Robert (DOL) stopped transcription