

RESOLUTION TO SUPPORT INVOLVEMENT IN EXPANDING THE ELECTRIC VEHICLE INFRASTRUCTURE

Resolution #21.02

Submitted by IBEW Local 46

WHEREAS, local, state, and federal governments continue to adopt regulations and laws to combat climate change; and

WHEREAS, the pressure to cut greenhouse gas emissions is demanded by the public; and

WHEREAS, Washingtonians are already facing the catastrophic impacts of climate change, that will get worse over time unless action is taken to reduce greenhouse gas emissions; and

WHEREAS, one of the largest contributors to greenhouse gases is emissions from vehicles, and addressing these emissions is necessary to achieve the state's target of 95% emission reduction by 2050: and

WHEREAS, emissions from fossil-fueled vehicles pose a direct and immediate threat to public health, especially to communities that live adjacent to major roadways, which are often low income and have high shares of people of color; and

WHEREAS, the affiliates that are members of the Washington State Labor Council are leaders in energy and have the experience, skills, and knowledge to promote, support, and engage stakeholders: and

WHEREAS, the most equitable and responsible way to ensure Washington achieves its climate goals is for Labor to be engaged and at the center of solutions that reduce emissions while investing in communities by creating and maintaining high wage union jobs: and

WHEREAS, the Washington State Labor Council has been engaged and advocated to address climate change while protecting grid stability, the economy, workers, and the public; now therefore be it

RESOLVED, that the Washington State Labor Council will fight politically and legislatively to promote transportation electrification, including support for deployment of electric cars, trucks, and buses and electric vehicle infrastructure; and be it further.

RESOLVED, that the Washington State Labor Council will support and ~~actively~~ work to advance the passage of key policies that support transportation electrification and work to ensure that these policies include high labor standards and training standards such as the Electrical Vehicle Infrastructure Training Standard Program (EVITP) and creation of union jobs; and be it further.

RESOLVED, that the Washington State Labor Council will support and ~~actively~~ work to advance public investment by the State of Washington in transportation electrification as a part of future budgets; and be it further.

| **RESOLVED**, that the Washington State Labor Council will support and ~~actively~~ work to advance policies that accelerate transportation electrification in ways that maximize benefits for communities across Washington, especially low-income communities and communities of color that are most burdened by climate change and pollution today; and be it finally.

| **RESOLVED**, that the Washington State Labor Council will support and ~~actively~~ work to advance policies that accelerate transportation electrification while minimizing the impact of the cost of transition on workers, low-income households, and other vulnerable populations.

Referred to Legislative Committee

RESOLUTION CALLING FOR LEGISLATIVE AND NON-LEGISLATIVE ACTION TO IMPROVE STATE SITING AND PERMITTING PROCESSES FOR ENERGY PROJECTS AND RELATED INFRASTRUCTURE

Resolution #21.03

Submitted by IBEW Local 46

WHEREAS, the state of Washington has passed the Clean Energy Transformation Act, the Climate Commitment Act, and the Low Carbon Fuel Standard in the past three (3) years; and

WHEREAS, all three (3) of these transformational environmental policies were passed with the help and support of labor affiliates; and

WHEREAS, the Governor, bill sponsors, and stakeholders made good faith commitments to drive jobs to Washington State through the passage of these policies and the related construction of new refineries, electrical generation facilities, and transmission lines; and

WHEREAS, the construction of these types of projects all require successful permitting and siting; and

WHEREAS, Washington State's current permitting and siting structure is inefficient, uncertain, and is at cross-purposes with the aforementioned laws; and

WHEREAS, the failure of the State's existing siting and permitting structure has led to the loss of billions of dollars in revenue for Washington communities, public services, and the general state economy and thousands of family wage jobs for the building and construction trades over the last three (3) years alone; and

WHEREAS, projects lost to other states represent not only a loss of jobs and economic benefit, but also result in greater overall emissions when that other state has weaker environmental laws than Washington State; and now, therefore, be it

RESOLVED, that the WSLC urges the state legislature, governor, and state agencies to enact meaningful siting and permitting reform for projects that align with the State's current laws and climate goals and/or support global greenhouse gas reductions; and be it further

RESOLVED, that the WSLC shall ~~convene~~ assist in convening an inclusive stakeholder and tribal coordination process on the issues of siting and permitting; and be it further

RESOLVED, that the WSLC hereby determines that the legislative reform of permitting and siting in Washington State shall be a priority of its 2022 legislative agenda.

Referred to the Legislative Committee

RESOLUTION SUPPORTING STATEWIDE DATA CENTER INCENTIVIZED CONSTRUCTION

Resolution #21.04

Submitted by IBEW Local 46

WHEREAS, local, state, and federal governments have adopted regulations and laws to enhance economic development, and

WHEREAS, Data Center construction and expansion have proven they provide family wage union jobs, and

WHEREAS, the construction of Data Centers has benefitted local economies, local communities, and local governments, and

WHEREAS, the need for Data Centers and internet access is growing, and

WHEREAS, the competition between states to build and expand Data Centers is rigorous and Washington State is falling behind, and

WHEREAS, the workers that are members of the Washington State Labor Council are subject matter experts on Data Center construction and maintenance, and have the experience, skills, and knowledge to promote, support, and engage stakeholders, and

WHEREAS, the most responsible way to ensure Washington achieves its economic development goals while creating and maintaining family wage union jobs, and be it

RESOLVED, that the Washington State Labor Council will fight politically and legislatively to pass a comprehensive statewide Data Center incentivization program, to include labor provisions, and be it

RESOLVED, that the Washington State Labor Council will support the passage of key policies that support Data Center construction and expansion; further be it

RESOLVED, that the Washington State Labor Council will support incentivizing Data Center construction and expansion through budgetary means at the legislature to keep this industry growing throughout Washington and to bring more family wage union jobs home; **be it finally:**

RESOLVED, that the Washington State Labor Council will support additional tax policy that incentivizes quality, union jobs for the operational work of these data centers.

Referred to Legislative Committee

THAT IS ALL OF THE PROPOSED RESOLUTIONS RECEIVED BY THE DEADLINE. ALL SUBSEQUENT RESOLUTIONS ARE CONSIDERED “LATE.” THEY WILL BE ACCEPTED, PENDING A VOTE TO DO SO BY THE CONVENTION DELEGATES.

RESOLUTION REGARDING SUPPORTING A SPORTS BETTING BILL

Resolution #21.06

Submitted by Teamsters Local 117

WHEREAS, Teamsters 117 represents nearly 2000 workers employed by Maverick Gaming in the private gaming industry, and provides a contract that guarantees all bargaining unit employees wage increases, access to affordable healthcare, the Teamsters pension, job protections and a voice at work; and

WHEREAS, the pandemic has posed immense economic and safety challenges to the gaming and hospitality industry across the state; and

WHEREAS, Teamsters 117 and Maverick engaged in robust bargaining and established the highest safety standards in the gaming industry in the state; and

WHEREAS, the private gaming industry generates millions of dollars for local governments and provides the majority of funds to support the State Gambling Commission and programs that treat problem gambling; and

WHEREAS, the US Supreme Court legalized sports betting in 2018 and Washington state granted tribal casinos the ability to engage in sports betting; and

WHEREAS, adding at private, state regulated gaming facilities will immediately add hundreds of additional Union jobs; and

WHEREAS, the Snohomish, King, and Pierce County CLC’s passed resolutions in support of gaming jobs and bipartisan sports betting legislation earlier this year; now, therefore, be it

RESOLVED, that the WSLC will support Teamsters 117’s efforts to grow the gaming industry in Washington; and, be it further

RESOLVED, the WSLC will support Union workers in the gaming industry in their efforts to pass a sports betting bill in the legislature.

Referred to Legislative Committee

RESOLUTION IN SUPPORT OF TNC DRIVERS UNION

Resolution #21.07

Submitted by Teamsters Local 117

WHEREAS, Teamsters 117 and TNC drivers have been fighting for fair pay and basic rights; and

WHEREAS, the TNC drivers represent a broad cross section of new immigrants and refugees to our community seeking to make a decent living to support their families; and

WHEREAS, to achieve that goal of a decent standard of living they have formed the Drivers Union in affiliation with Teamsters 117; and

WHEREAS, TNC drivers have performed an essential service throughout the pandemic, transporting health care workers and others to their jobs; and

WHEREAS, during the pandemic they experienced a 90% reduction in their business, and with support of the labor movement won the right to unemployment insurance; and

WHEREAS, Teamsters 117 and Drivers Union together have won the right to paid sick leave, and the minimum wage in Seattle; and

WHEREAS, Drivers Union has won the first ever Dispute Resolution Center in the country, giving them for the first time a grievance procedure to challenge unfair terminations through their representatives; now, therefore be it

RESOLVED, that the Washington State Labor Council, AFL-CIO support the efforts of the Drivers Union, affiliated with Teamsters 117 to bring basic rights and dignity to all TNC drivers in the state of Washington; and, be it finally

RESOLVED, that the Washington State Labor Council, AFL-CIO will help the Drivers Union, affiliated with Teamsters 117, protect the standards and benefits they have secured at the local level from preemption in the State Legislature.

Referred to Legislative Committee

RESOLUTION ON CONTINUING THE FIGHT TO EXTEND COLLECTIVE BARGAINING TO LEGISLATIVE WORKERS

Resolution #21.08

Submitted by IUPAT District Council 5

WHEREAS, every worker in Washington State deserves the right to come together in common interest and organize a Union; and

WHEREAS, workers of the legislative branch of state government are left behind in the labor movement and prohibited from collective bargaining unlike other public and private sector workers in our state; and

WHEREAS, workers in the legislature are constitutionally essential and without whom the state government would not function, and deserve a workplace free from harassment, abuse, physical harm, racism, and retaliation; and

WHEREAS, legislative workers deserve the dignity of equal pay for equal work, fair overtime policies, and genuine access to earn their benefits; and

WHEREAS, legislative workers should take their rightful place at the decision-making table regarding issues that directly impact their work, lives, communities, and constituents; and

WHEREAS, the people of Washington State need a professionalized legislature with fully resourced staff to carry out the critical functions of state government; and

WHEREAS, workers in the legislature have fought for years to Unionize without lawmakers changing the statute to allow them to collectively bargain; and

WHEREAS, the COVID-19 pandemic, economic recession, and societal unrest show us the status quo cannot hold and we must come together to change what we cannot change on our own; now, therefore, be it

RESOLVED, the WSLC will ~~specifically~~ advocate and lobby to change the law to extend collective bargaining rights to employees of the legislative branch; and, be it further

RESOLVED, the WSLC will include legislation to this effect in the legislative agenda of the WSLC; and, be it finally

RESOLVED, the WSLC will advocate and ~~actively~~ seek support from affiliated Unions to pass this legislation through lobbying and legislative strategy to finally give the workers who run our state's government the right to collectively bargain.

Referred to Legislative Committee

RESOLUTION REGARDING RACIAL JUSTICE, DIVERSITY, EQUITY AND INCLUSION IN WASHINGTON STATE

Resolution #21.11

Submitted by WSLC Executive Board

WHEREAS, the 1998 passage of I-200 which banned affirmative action in Washington State and its implementation over the last 23 years has had devastating impacts on workers and communities of color in the areas of public employment, state contracting, and education enrollment opportunities; and

WHEREAS, our State, County, and City services and public institutions in Washington have lacked the tools they need to recruit, train, and retain the workforce that reflects the communities they serve due to the passage of I-200; and

WHEREAS, since the passage of I-200, state spending with certified minority and woman-owned businesses has dropped from 10% to 3%, resulting in a devastating \$3.5 billion, over 20-year loss of wage generating revenue for working people; and

WHEREAS, since I-200 passed, diversity in Washington's public university and college populations has declined in proportion to the population as a whole, resulting in a decline of the number of Black, Native-American, and Pacific Islander students enrolled in all four-year public universities statewide; and

WHEREAS, the constituency groups of Washington's labor movement, including but not limited to; the Asian Pacific American Labor Alliance, Seattle Chapter, the A. Phillip Randolph Institute, Seattle Chapter, the Coalition of Black Trade, Unionist Puget Sound Chapter, and the Labor Council for Latin American Advancement, Seattle Chapter, have consistently opposed legislation that has negatively impacted communities of color and have advocated for policies to advance diversity, equity and inclusion in Washington State; and

WHEREAS, the Washington State Labor Council, AFL-CIO's 2015 Resolution #2 Supporting the Repeal or Amendment of I-200 called on the Washington State Labor Council, AFL-CIO, and its affiliates, to support legislative action to amend or repeal I-200 as one of the strategies to improve the lives of people of color in Washington State; and

WHEREAS, the Washington State Labor Council, AFL-CIO and its affiliates worked with community partners, legislators, and stakeholders to restore fairness and opportunities to our states contracting, public employment, and education enrollment policies through legislative efforts, which were successful, but falling short in our efforts at the November 2019 ballot by 1 percentage point; and

WHEREAS, the Washington State Labor Council, AFL-CIO is committed to continuing the work to win social and economic justice for all people regardless of color or background, being guided by the preamble of the founding document of labor in Washington, the Washington State Labor Council, AFL-CIO Constitution, which makes clear our purpose to "combat resolutely the forces that seek to

undermine the democratic institutions of our nation and to enslave the human soul. We shall strive always to win full respect for the dignity of the human individual whom our unions serve.” Institutional racism and systemic policies that disadvantage people of color are such forces; now, therefore be it

RESOLVED, that the Washington State Labor Council, AFL-CIO and its affiliates are committed to resourcing policy research, policy creation, and political efforts to mitigate the effects of the implementation of I-200 and restore economic opportunities for communities of color negatively impacted by I-200 and its implementation; and, be it further

RESOLVED, that the Washington State Labor Council, AFL-CIO is committed to working with affiliates, community partners, legislators, stakeholders and others to create and support legislative policy that restores fairness and opportunity in our states contracting, public employment, and education enrollment policies; and, be it finally

RESOLVED, that the Washington State Labor Council, AFL-CIO, will continue to engage with our affiliates, community partners, legislators, stakeholders and others to further pursue the goals of restoring diversity, equity and inclusion and undoing the harmful impacts of the implementation of I-200 in the State of Washington and achieving racial justice within our state.

Referred to Legislative Committee

REGARDING SPECIALTY LICENSE PLATES IN SUPPORT OF THE FOUNDATION FOR WORKING FAMILIES

Resolution #21.13

Submitted by WSLC Executive Board

WHEREAS, the Washington State Labor Council, AFL-CIO (WSLC) adopted a resolution in 2016 in support of creating, via a process that includes approval by the Washington State Legislature and the Washington State Department of Licensing, a specialty motor vehicle license plate as a public display of labor solidarity and expression of union values; and

WHEREAS, specialty license plates also provide an opportunity to raise valuable funds for a charitable non-profit designated by the sponsor organization; and

WHEREAS, the WSLC Economic Development & Transportation Standing Committee has carried this work forward and recommends the WSLC re-affirm its support for a specialty license plate honoring union members and union values; and

WHEREAS, the Foundation for Working Families is a separate 501(c)(3) created by the WSLC to support union families in times of hardship or disaster and which has provided financial assistance to hundreds of families in need across the state; and

WHEREAS, the Foundation for Working Families is the most appropriate entity within the Washington State Labor Council structure to both sponsor the proposed specialty license plate and be the recipient of generated funds; now, therefore, be it

RESOLVED, that the Washington State Labor Council, AFL-CIO re-affirms its support for a specialty motor vehicle license plate honoring labor solidarity and union values; and, therefore, be it

RESOLVED, that the Washington State Labor Council supports the Foundation for Working Families being the recipient charitable non-profit for funds generated by the proposed specialty license plate; and, be it finally

RESOLVED, that the Washington State Labor Council commit its full assistance to the Foundation for Working Families to advance the enactment and approval process via the Washington State Legislature and the Washington State Department of Licensing.

Referred to Legislative Committee

RESOLUTION SUPPORTING FEDERAL LEGISLATION REQUIRING MINIMUM TRAIN CREW SIZE AND AUTHORIZING STATES TO ADOPT & ENFORCE RAIL SAFETY STANDARDS MORE STRINGENT THAN FEDERAL REGULATIONS

Resolution #21.15

Submitted by SMART-Transportation Division/United Transportation Union Local 1348

WHEREAS, over the past 50 years, U.S. railroads have continuously pursued a reduction in the size of crews operating trains, from six persons down to the current negotiated minimum of two crew members on through freight services; and

WHEREAS, the elimination of crew members down to the current negotiated minimum of only two has significantly reduced the years of on-the-job experience formerly available on larger crews (permitting crew members to develop experiential skills, and territorial familiarity), this has resulted in less experienced train crews now operating trains without adequate expertise and experience, to the detriment of the safety of the public and the employees alike; and

WHEREAS, railroad operational requirements require that train crews regularly perform numerous tasks while *chronically fatigued* when operating moving trains, this has been labeled “task saturation” by the National Transportation Safety Board; duties once performed by four to six train crewperson persons has been placed on just two crewmembers, threatening safe train operations due to the repetitive distractions caused by so many additional duties; and

WHEREAS, technology may assist in improving the safe movement of trains, it cannot replace the safety and security of train crews consisting of at least two qualified experienced persons which provide critical safeguards, including the ability of crew members to cross-check and verify each other’s actions while operating trains, adequately respond to accidents and critical incidents, and separate trains stopped at crossings to allow emergency responders to cross the tracks, a task that cannot be performed by one person; and

WHEREAS, between July 24, 2013, and July 20, 2021, there have been 55 major U.S. railroad accidents involving numerous deaths, countless injuries, explosions, fires, and environmental damage; and

WHEREAS, late on the night of March 15th, 2019, twenty-three out of 123 railcars, a Union Pacific HazMat train derailed near Hooper, WA., the carrier attempted to conceal the release of hazardous materials until a fire lasting nearly 24 hours, caused by the release that broke out nearly two days after the incident, creating a smoke plume and releasing toxic substances into the air. Yet, to date, no government regulatory corrective action has ever been taken; and

WHEREAS, railroad carriers, in their quest for even greater record profits have adopted a business model known as “precision scheduled railroading” involving cutting costs including maintenance of equipment and structures, shuttering operational facilities, eliminating track and car repair staff, as well

as running fewer and exceedingly lengthy trains of 10,000 to 15,000 feet or more to reduce the need for train crews, these monster trains block public rail crossings for inordinate lengths of time, impeding the ability of emergency services to reach citizens calls for assistance, such delays increase rail carrier profits at the cost of human lives; and

WHEREAS, on February 23, 2021, Washington Attorney General Bob Ferguson successfully won a Ninth US Circuit Court of Appeals ruling overturning the Federal Railroad Administration's 2019 order issued under Trump at the behest of railroad corporations seeking to pre-empt state minimum train crew laws; and

WHEREAS, in 2020 Washington State enacted the most stringent train crewing law in the nation, nonetheless, the nation's railroad carriers are still seeking to impose single-person train crews across the nation through their actions under the Railway Labor Act; and

WHEREAS, on December 23, 2020, in Custer, Washington, an act of sabotage resulted in the separation in the middle of a moving BNSF oil train, the subsequent collision of the two train portions caused an explosion, fire, release of crude oil, and major evacuation of the area, and

WHEREAS, because this oil train was crewed by three members of rail labor, an Engineer, Conductor, and a Brakeperson, this crew was able to quickly respond to the catastrophe. Their brave actions culminated in their separating and removing uninvolved loaded oil tank cars from both sides of the disaster scene within 75 minutes, preventing further risk and damage, and, therefore, be it

RESOLVED, before the Washington State Labor Council (WSLC) that additional qualified train crewmembers aboard trains provide the public with greater levels of safety, especially involving the transportation of dangerous commodities, ensuring train crew members are in a position to recognize and respond quickly to any trouble or circumstance that may occur en-route and are readily available to separate trains quickly when necessary, as well as open blocked grade crossings for emergency response vehicles who may need to cross the tracks to respond to any emergencies; and, be it further

RESOLVED, that the WSLC endorses H.R. 3684, the Invest in America Act that includes provisions requiring all trains operating in the United States are staffed with a crew of no fewer than two persons, we respectfully urge both our U. S. Senators to support minimum train crew size legislation; and we endorse S. 2016 the Surface Transportation Act; both bills fund significant rail safety provisions, rail improvement projects as well as expanding AMTRAK service; and, be it further

RESOLVED, that the WSLC strongly advocates and urges members of the Washington State Congressional & Senatorial Delegation to take actions to amend Federal rail safety legislation allowing states to enact and enforce more stringent railroad operational safety standards and requirements than federal regulatory standards, when it is in the interest of safety to reduce risk to the public, rail workers or potential harm to the environment; and, be it finally

RESOLVED, that we urge all members of our state's federal delegation to prioritize immediate enactment of rail safety legislation to block railroad carriers from imposing perilous single-person train operations across our nation.

Referred to the Legislative Committee

RESOLUTION REGARDING WASHINGTON STATE RAILROAD OCCUPATIONAL AND PUBLIC SAFETY LEGISLATION & REGULATION

Resolution #21.16

Submitted by SMART-Transportation Division/United Transportation Union Local 1348

WHEREAS, railroads are a vital industrial infrastructure in Washington State employing over 5,000 unionized workers, critical to commerce and the economy; the economic vitality of Washington State is predicated on safe, viable rail networks with adequate capacity for freight service for our ports, aerospace industry, maritime cluster, agriculture, and other businesses, as well as adequate capacity for passenger rail; and

WHEREAS, recognizing the inherently dangerous nature of railroad occupations, the safety of railroad employees is of paramount concern; unfortunately, serious, and ongoing safety concerns continue to exist unaddressed involving railroad operations and rail infrastructure in Washington State, subjecting railroad workers to unacceptable occupational hazards in the workplace that also frequently endanger public safety, including the following:

- Rail workers are among the only employees remaining without any paid sick leave. Rail companies subject them to outrageous and draconian attendance and availability policies for taking unpaid absences due to sickness or injuries sustained by them or their families or for unpaid absence due to bereavement; subjecting rail workers to severe discipline and/or termination; carrier pressure to go to work while ill increases contagious disease infection risk of railroad workers due to the fear of adverse action for absenting oneself uncompensated, also contributing to the epidemic of chronic, long-term fatigue among most railroad workers; unfortunately, state legislation addressing this issue has been pending since 2018;
- The Family and Medical Leave Act qualification threshold requirements do not consider rail industry scheduling, making it more difficult for rail workers to obtain and use; and railroad penalize rail workers for FMLA absences by excessively depleting their annual FMLA bank far above their actual time taken/used; airline employees obtained relief from these issues from the US Department of Labor in 2012, however, the railroad carriers blocked the inclusion of railroad employees from those modifications;
- Insufficient and/or poorly maintained walking surfaces, footpaths, and rail yard walkways utilized by railroad crews performing required duties, including but not limited to safety inspections of trains and other safety-related duties;
- Poor lighting conditions in and around rail yards and rail-adjacent industries;
- Dangerous conditions exist at train crew change points across our state, including unsafe locations that lack proper walkways; have steep drop-offs, no lighting, and/or inadequate distance or clearance from adjacent tracks; where crewmembers must cross over numerous mainline tracks in high-speed train zones, etc.;

- Lack of maintenance of tracks and critical rail appliances and infrastructure, including switches and derails, that have no standards for physical force operational requirements or ergonomic standards;
- An unacceptably low legal obligation by rail carriers to provide protection and minimal insurance coverage for railroad workers who, while on-duty, are injured in traffic accidents caused by third parties;
- The absence of any hours of service laws or regulations limiting the length of time on duty or minimum rest requirements for yardmasters, who are the “rail traffic controllers” of train yards;
- No established state or federal occupational safety regulatory oversight of railroad operational employees until after a railroad worker dies on the job, this leaves train crew workers with minimal safety protections, even in situations of intentional endangerment by railroad management; and

WHEREAS, an original exemption of railroad workers from Washington’s Minimum Wage law [RCW 49.46.010 (g)] enacted in 1959 allows railroad carriers to require employees to work without any compensation whatsoever while engaged in territorial familiarization; additionally, this provision provides rail carriers with legal protection from having to comply with Washington State’s Paid Sick Leave laws; and

WHEREAS, in 2007 [RCW 81.44.065] was inadvertently repealed, creating uncertainty regarding which state agency has authority over various aspects of railroad safety and which department is empowered to enforce railroad occupational and public safety regulations; four state agencies and ten local governments have different facets of rail regulatory authority; and

WHEREAS, the Occupational Safety and Health Administration of the U.S. Department of Labor declines to assert regulatory authority for the safety of railroad-operating employees working onboard or adjacent to trains; and the Federal Railroad Administration (FRA) is not authorized as a rail worker occupational safety agency. The FRA underwent a June 2020 reorganization program eliminating longstanding regional safety oversight, as the agency has become captive to the railroad corporations. Additionally, the FRA abdicated its proper role as a rail safety agency by reversing numerous safety rulemakings and regulations, as well as numerous broad waivers of rail safety regulatory rules desired by rail corporations granted through January 19, 2021, most of which have yet to be reversed; and

WHEREAS, the Washington State Department of Labor and Industries, and the Washington State Utilities and Transportation Commission (WUTC) have unclear yet often conflicted oversight authority regarding rail workplace occupational safety; while the adoption and assertive proactive enforcement of railroad safety regulations is critical to ensure both public and worker safety, railroad operating crewmembers have very minimal occupational safety protections and work with almost a complete absence of regulatory agency oversight and safety enforcement, emboldening the rail carriers indifference to our lives, safety and wellbeing; and

WHEREAS, at least 65 Washington State railroad crewmembers were terminated, and 955 crew members were disciplined for taking unpaid time off work due to illnesses (many were for COVID related absences) or injuries of themselves or family members or bereavement purposes in 2020; rail carriers disciplined a whopping 43% of our states active workforce of train crewmembers in 2020, simultaneously the COVID-19 pandemic resulted in 20% of our state's workforce of crewmembers being laid off work entirely because of the resulting economic downturn, now, therefore, be it

RESOLVED, that the Washington State Labor Council, AFL-CIO (WSLC) supports, endorses, and will advocate passage and enactment of the following legislative goals and regulatory outcomes regarding railroad workplace and public safety:

- Enactment of SB 5065 - The Safe Unpaid Leave Act for Washington Railroad Workers, protect railroad employees in Washington State from railroad discipline and termination for unpaid absences due to illness and injuries of themselves and family members; for unpaid absences for bereavement, and providing railroad workers with state FMLA job and use protections including prohibiting the carriers from excessive depletion of employees annual FMLA time banks;
- Repeal of [RCW 49.46.010 (g)] so rail carriers can no longer use Washington State Law as justification for non-payment of wages to train crewmembers, or refusing to provide paid sick leave to railroad workers;
- Enactment of state legislation, equivalent to the federal hours of service law for railroad-operating craft personnel for railroad yardmasters working within the State of Washington;
- Enactment of state legislation mandating railroad carriers expeditiously clear blocked crossings when needed for use by emergency vehicles;
- Enactment of state legislation directing the Washington Utilities and Transportation Commission to establish a safe unpaid fatigue layoff program for railroad workers;
- Enactment of legislation establishing a maximum length for trains operating within Washington state, and, be it further

RESOLVED, that the WSLC advocates and urges the Washington State Legislature to enact legislation establishing a coordinated, consolidated, expanded, and comprehensive rail safety regulatory enforcement, and operational oversight program, by creating a combined interagency rail safety task force to increase protection and oversight for public and occupational safety as well as the welfare of railroad workers and protection of the environment; this task force should consist of staff members from all relevant state agencies having rail safety oversight functions, and maintained under the supervision of the Washington State Utilities and Transportation Commission; and, be it further

RESOLVED, that the WSLC hereby declares that the resolution of these critical railroad public and employee safety issues and the adoption and enactment of this and any similar legislation addressing such matters will continue to be a priority within the 2022 Washington State Labor Council's legislative agenda; and, be it finally

RESOLVED, that the very recent untimely passing of our Brother Shahraim C. Allen, the Washington State Chairperson of the Brotherhood of Locomotive Engineers and Trainmen; who while working aboard a Sounder train in November of 2020, suffered an on the job head injury, the resulting complications contributed to his unexpected death on June 24, 2021 at 45 years of age; we mourn the devastating loss of Shahraim, whose passion, dedication, and personal commitment to advancing rail safety, and improving the lives of rail workers and our families was so wrongfully taken from us; in loving memory and appreciation of his life and his personal mission, we pledge to pursue and complete Shahraim C. Allen's unfinished work agenda by obtaining enactment of the Safe Unpaid Leave Act, the safe fatigue layoff program, as well as blocked crossing legislation.

Referred to the Legislative Committee

THAT IS ALL OF THE PROPOSED RESOLUTIONS RECEIVED AS OF NOON ON JULY 21, 2021.