

## **ADDENDUM OF ANSWERS TO QUESTIONNAIRE SECTIONS I - J**

### **I. Transportation**

**1.**

I strongly support dedicated WMATA funding in Maryland. Maryland is failing to meet dedicated WMATA funding goals due to Governor Hogan's failed budgetary leadership, which hinders cooperation with Virginia, the District of Columbia, and the federal government. I will utilize past and present WMATA studies and engage elected officials and community leaders across all jurisdictions to unite our metropolitan area around a proposal to pledge equal WMATA funding contributions by 2023. Legislators have been placed in an uncompromising position to find creative ways to allocate taxpayer's hard-earned dollars. This is why I support the legalization of recreational marijuana use in Maryland. Recreational legalization will create a new source of state revenue, furthermore reduce crime, and allow for the potential unionizing of the marijuana industry in Maryland. Colorado proceeds from legalization are proof that Maryland has the ability to raise significant revenue. However, passage of legalization must not be modelled after Ohio's attempt to do so. Ohio would have passed recreational legalization if the proposal would not have placed the regulation of legalization into the hands of select stakeholders. Maryland can do better with legalization, fund necessary transportation projects, and become a national leader on responsible recreational use.

**2.**

Yes. The 2018 legislative session is shedding much needed light upon the need to protect individuals providing public transportation services and increasing penalties for criminals interfering with the safety of these individuals providing services. If I served on the Judiciary Committee this session, I would have co-sponsored this legislation and supported an increase of penalties for individuals that jeopardize the safety of school bus drivers. I utilize Metro and bus services frequently and vigilance is important for my own safety. I can only imagine the stress that individual transportation service providers endure working around the clock. If elected, I will work on strengthening these protections. As a survivor of a home invasion by gunpoint in Baltimore City 13 years ago, I take safety measure very seriously.

**3.**

The first step I will take is to stand with ATU Local 689 leadership and members demand respect from WMATA leadership for the working families serving ATU and their respective communities. When WMATA hires unqualified contractors, this jeopardizes the safety of ATU members. I would support developing a number of qualification standards for contractors that protects the health and safety of ATU members if elected.

**4.**

I am an attorney, community organizer, Democratic activist, and LGBTQ+ advocate with a record of over 15 years of public service, most of which deals with the State of Maryland. I am also a survivor of gun and gang violence, as well as teenage sexual abuse. As an openly gay male, I am always aware of safety concerns and my surroundings. These professional and personal experiences are why I will fight hardcore for a better culture of safety at WMATA. My experience working for the late Cardinal William H. Keeler in the Archdiocese of Baltimore's Office of Child and Youth Protection allowed me to create safer environments for children and youth across Maryland. I also served on the Montgomery County Children's Panel to champion affordable housing options for foster youth entering adulthood. My experience being appointed by the County Government as the Legal Representative for the Montgomery County Mental Health Association was also incredibly valuable. Mental health services are grossly underfunded in our state and nation and they should be incorporated into the creation of safety standards at WMATA. I know what it feels like to be assaulted and live through near-death experiences. It is my hope that no labor employee ever has to endure what I have in my past. I will most certainly bring these issues to the forefront of the safety debate in the House of Delegates.

**5.**

Privatization is hurting ATU members' ability to fund pension benefits and forces workers to delay retirement in our nation's second-busiest mass transit system. If elected, I will sit down with ATU Local 689 and WMATA leaders to allow all parties to bargain in good faith. I will also support policies that protect all aspects of ATU members' collective bargaining efforts, including pensions, vacation, and paid sick leave.

**6.**

Our federal government is in absolute chaos. The Trump administration and the Republican-controlled Congress could care less about fair labor standards and collective bargaining. I have zero trust in a federal control board that is born during this administration. The federal government can't even fulfill promises to fund Metro and, in mine and many others' opinions, only targeted Purple Line development as a top priority to re-elect Larry Hogan. We will defeat Donald, defeat Larry Hogan, and take regain the power Democrats deserve in Congress in 2018. Should a federal control board to run WMATA become a reality, I would only feel somewhat comfortable if there was at least one labor seat on the WMATA board.

**J. Bail Reform**

**1.**

Yes. Attorney General Brian Frosh was correct in arguing that it is unconstitutional to hold a defendant in jail for no other reason than the inability to afford money bail. His argument served as influential authority in the unanimous Court of Appeals decision in 2017. This decision has resulted in a roughly 9% decrease of defendants being placed in jail for being poor, but there has been an increase of defendants being held without bail the primary issue. Our state legislature must monitor this progress and also introduce state-sponsored programs for defendants to anonymously access that discourage them from committing more crimes while awaiting trial; accessing these programs will not be an admission of guilt. This policy idea and bail reform (and monitoring) are a part of my Social & Economic Justice Program. My experience as an attorney will come in handy to make these priorities a reality.

**K. Confederate Monuments and Memorials**

**2.**

I support the prohibition of taxpayer funds, whether federal or state tax (in all 50 states), being applied to the creation, maintenance, or display of any Confederate symbols on Federal property. I believe that applying taxpayer funds to Confederate “symbols” would incite violence like we witnessed in Charlottesville, Virginia.

**3.**

Yes. For the reason stated above regarding the risk of inciting violence, there should be federal and state legislation removing these symbols of racism. Confederate “symbols” should be removed from all federal and state government property. If elected, I would fight for such removal in Maryland.

**/S/ George Zokle**  
Signature

**04/01/2018**  
Date

