# Going into WMATA's FY2019 budget season, politicians, community groups, labor, and business groups have weighed in on the dedicated funding debate. If you are elected, what would you propose to provide WMATA dedicated funding, and how would you navigate the politics of the situation and unite the jurisdictions around your proposal?

**I support the legislation under debate to provide Metro with dedicated funding of $150+ million per year. Diverting these funds of road and highway expansion efforts is the right approach. If additional funding is needed, I think it should come from a statewide source, not regional, because we all pay for roads in other parts of the state. One possible model is New York City where they proposed an additional tax on millionaires, MD had this tax but it sunset a decade ago. I think the politics of this would be viable in MD, where we raise revenue from those who can afford to pay more. For DC and VA they would need to come up with their own funding proposals, since their tax structures are different.**

# In the last few months, there have been several major safety concerns that have been raised publicly?

#  I’m not clear on the question, except to say that there have been concerns, I have followed them, and will answer #3 which seems like a continuation of the question.

# ATU Local 689 leadership and members. From operator assaults to issues with the 7000 series trains, the public has seen that WMATA management doesn't seem to be able to create a true safety culture at WMATA. How would you work with and support employees who raise safety concerns and are ignored?

**I would want to help pressure WMATA management, whether through stakeholder meetings or legislation, to create a work environment where employees can come forward with safety concerns, where there is an official process for evaluating the concern, and there is no fear of retribution (disciplinary immunity).**

# In addition, how would you work with labor to help tackle the larger issue of establishing a safety culture at WMATA and solving some of the recent safety issues, like operator assault, that have been brought to the forefront?

**I would work with ATU Local 689 and employees to pressure WMATA management to adopt the best practices outlined in the Fund It, Fix It report by ATU, which lists 21 indicators for effective safety management. I support all of them, in particular requiring that front-line supervisors have performance measures associated with safety responsibilities.**

# With the recent revelation that WMATA and ATU Local 689 have reached an impasse in negotiations due to their inability to agree regarding the employee's defined benefit pension, many politicians and advocates for privatization have tried to make a case for lowering "labor costs" by eliminating hard earned, very basic worker protections. How would you champion worker protections and change the narrative surrounding "labor costs" and defined benefit pension costs?

**I would fully support workers in this impasse, I believe a public pension is critical, and I am strongly opposed to privatization. I would frame this as an investment in our workforce, because we want employees who stay at WMATA for long periods of time, in part because of the defined pension. This would help ensure more experienced workers are responsible for the operation of our Metro and transit systems, and feel valued and secure in their jobs.**

# In the last six months, there has been a lot of discussion surrounding the possibility of the establishment of a federal control board to run WMATA. If that happened, the possibility of eliminating legally binding labor contracts would become a reality, endangering thousands of workers. What are your thoughts regarding the takeover of a federal control board and would you be open to adding a labor seat to the WMATA Board?

**I oppose a federal takeover, and would also support adding a labor seat to the WMATA board, I think employees should have a role in the management decisions of their workplace, whether it’s public or private.**