**CANDIDATE QUESTIONNAIRE FOR VIRGINIA ELECTIONS- 2025**

For the following questions please comment in the space below the questions. Feel free to attach an additional sheet.

1. Name of candidate, phone, email:

Jeramy Olmack

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1. Position you are seeking: Arlington County Board\_

District (if applicable):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Incumbent: Yes\_\_\_ No\_\_\_

Party: Democrat \_\_\_ Republican \_\_\_ Independent/Third Party \_\_\_

Previous Elected Experience:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1. Please attach a resume or an additional sheet outlining your professional and educational background.
2. Are you a union member, or have you ever belonged to a union? Yes \_\_\_\_ No\_\_\_\_
3. Have you ever received the endorsement of ATU Local 689? Yes \_\_\_\_ No\_\_\_\_

If so, when:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1. Why are you seeking an endorsement from ATU Local 689?

I believe we should be building up our public works and reorienting Arlington County around public transit infrastructure to put people first not cars. If endorsed I will be a staunch advocate for Union Projects and people first developments.

1. Name of campaign manager, phone number, and email:

I do not have a Campaign Manager.

1. How many votes do you believe you need to win?

I need to be Ranked first by 25,000 and Second by 30,000

1. What groups have endorsed you?

None

1. What elected officials have endorsed you?

None

1. What do you see as your path to victory?

* meeting people where they are
* putting an honest foot forward
* Having a discussion about what matters to people instead of asserting what people want to discuss
* Putting forth practical projects that speak to people

1. What role do you see ATU Local 689 playing in your campaign?

Providing campaign volunteers to help drafting policy and hold fundraisers/townhalls

1. Name of treasurer, phone number, address, and email:

I am my own Treasurer

1. Does your campaign accept PAC Contributions? Yes \_\_\_\_ No\_\_\_\_

Only accepting PAC contributions from PACs unaffiliated with corporate and harmful interests. No contribution is accepted with out first considering who is making the contribution.

1. What are your four top priorities if you are elected?

1. Start a cultural shift away from party politics

2. Reground politics within reality

3. Empower people, not wealth or influence

4. Pedestrianizing Arlington Metro Cooridors

1. Do you support the right of workers to join and form unions as a fundamental human/civil right? Yes \_\_\_\_ No \_\_\_\_
2. Do you favor repeal of the so-called “right to work” law (a relic of the Jim Crow era designed to weaken unions) in Virginia?

Yes \_\_\_\_\_ No \_\_\_\_\_\_

1. If elected, would you meet regularly with Local 689 and NoVA Labor representatives to discuss issues affecting working people and would show support for workers by attending rallies, etc.?

Yes \_\_\_\_ No \_\_\_\_

1. Do you support HB2619/SB919, a bill mandating that transit workers at agencies using private contractors receive equivalent compensation to their in-house counterparts?

Yes \_\_\_\_ No \_\_\_\_

1. Do you support HB2482/SB962, a bill mandating that any transit contractor be pre-cleared by VDOT to be a responsible contractor before being awarded any transit contract in the Commonwealth of Virginia?

Yes \_\_\_\_ No \_\_\_\_

1. As a public transit union, we pride ourselves on providing an essential service to the public. We move the DMV every day. We had to fight to make our jobs a public service. Our members know first hand what happens when public services are run for profit. What role should private contractors play in running government services?

I do not think private contractors should play any role in running public services. I think we need to be deprivatizating and building up our public works and government services

1. After many decades, Local 689 achieved a landmark victory in 1978 for our contract. Shortly thereafter, suburban Virginia jurisdictions began opting out of MetroBus local service and running their own systems with the express purposes of (1.) separating from the District of Columbia and (2.) hiring non-union workers while compensating them less than their counterparts at Metro. Do you support reintegration of the local transit agencies into Metro?

Yes I do, I think the current system is very complicated and undermines the cohesive convenient public transit system we all should have access to. While it would take a 1-3 years to reintegrate, I think creating a cohesive and convenient system would serve the region better.

1. There has been talk that the Northern VA Transit Commission should consider proposals to take over WMATA MetroBus and give the routes to local and private jurisdictions throughout the region. Do you support or oppose proposals to privatize or weaken Metrobus in Northern Virginia? Would you vocally oppose those measures if proposed?

I would vocally oppose any measure to privatize metro services. I would be a vocal voice for expanding metro services and replacing metrobus with metrotram/metrotrain services.

1. In recent years, microtransit has become popular with public officials. This service is a door to door service often run using independent contractors to provide transportation in small to medium vehicles. Instead of being a first-mile last-mile complement to public transit or a tool for low density areas, it is often used as a substitute for real transit investments. Likewise, switching to such a service from public transit reduces the environmental benefits of transit and turns good union jobs into gig work. What is your plan for the use of microtransit?

I am not for microtransit services for these reasons. Inste3ad of building g walkable communities we are trying to put expensive Band-Aids over a problem and with few exceptions, I would work with transit officials to build out convenient last mile lines in areas that need it. I would also work with metro to establish a partnership with a public taxi service to replace all private ride-share services.

1. What changes do you think could be made to VA’s private contract procurement laws to ensure that workers are not treated as an afterthought?

Working to repeal them and write new laws that put people first not a businesses profits.

1. Would you give labor representatives a seat at the table on public commissions and advisory groups dealing with issues that affect the working class, including affordable housing, education, workforce development, zoning, and racial equity?

Yes \_\_\_\_\_\_ No \_\_\_\_\_\_

1. Would you ask developers/end users to adopt labor standards that include union rights? Would you arrange meetings between union representatives and developers/end users to discuss collective bargaining rights, opportunities for minority- and women-owned business enterprises, labor peace agreements, job opportunities for underserved communities, etc.

Yes \_\_\_\_\_ No \_\_\_\_\_\_\_

1. Do you support local ordinances on Prevailing Wages and Responsible Contractors?

Yes \_\_\_\_\_\_\_\_ No \_\_\_\_\_\_\_\_

1. Uber and Lyft represent one of the largest threats to public transit in the country. Do you support laws to clarify that rideshare workers are employees (similar to AB5 in California)?

Yes \_\_\_\_\_\_ No \_\_\_\_\_\_

I would work to ban Uber and Lyft operations.

1. Do you support SB 1348, a bill requiring rideshare companies to publicly report exactly how drivers are being compensated and consumers charge?

Yes \_\_\_\_ No \_\_\_\_

1. Do you support SB 1167, a bill requiring a base rate through which rideshare drivers finally get guaranteed compensation?

Yes \_\_\_\_ No \_\_\_\_

1. Do you support repealing Virginia’s 3% cap on growth in operating contributions to the Washington Metropolitan Area Transit Authority (WMATA)?

Yes \_\_\_\_\_\_ No \_\_\_\_\_\_

1. Would you support potential additional revenue sources for WMATA operations including but not limited to: imposing a land value tax around rail stations, raising capital gains taxes on high earners, a corporate transit fee, or a sales tax?

Yes \_\_\_\_\_\_ No \_\_\_\_\_\_

1. Please rank your preference for finding additional revenue for transit operations (1 being least favorable, 5 being the most favorable)

4 Land-value tax surrounding rail stations

2 Property Tax

1 Sales Tax

5 Closing capital gains loopholes

3 Income Tax

1. Over the last few years, the rate of assaults on transit workers has increased dramatically. Do you support legislation that would increase penalties on those that attack bus and rail operators?

Yes \_\_\_\_\_\_ No \_\_\_\_\_\_

1. The Woodrow Wilson Bridge was designed with transit in mind, with dedicated transit lanes included as part of the design for potential MetroRail expansion and would be critical in completing a Blue Line loop. Do you support the proposal at the Metropolitan Washington Council of Governments to turn these dedicated transit lanes into toll lanes?

Yes \_\_\_\_\_\_ No \_\_\_\_\_\_

1. Do you support the implementation of fare-free public transportation (even if this is not immediately relevant to the office you are seeking)?

Yes \_\_\_\_\_\_ No \_\_\_\_\_\_

1. In January 2023, workers at Loudoun County Transit and in February 2024 workers at Fairfax Connector represented by Local 689 went out on strike. Did you visit them on the picket line? If so, what else did you do to support them in their fight for fair wages, benefits, and working conditions?

I did not visit the picket line but I was very supportive of the strike. My husband uses Fairfax Connector to get to work and we were vocal about showing our support when ever we had a conversation about it.

1. What have you done in the past to support organized labor actions? What is your action plan to potentially support workers on strike?

When I have had the opportunity, I joined the union at Google/Alphabet and I have a consistent track record of supporting workers rights. I have been to multiple actions organized by unions and will continue to do so.

I will be responsive to workers on strike and work with union leaders to create a solution that doesn’t compromise our common decency. In addition I will be out on the strike line and talking to working not business executives.