



**FREMONT, NEWARK & UNION CITY**

**SEPTEMBER 2012**

**November 6, 2012 Election Candidate Forums**

The public is invited to attend.  
Forums will be moderated by League members.

Thursday, September 20th at FUSD community room  
4210 Technology Drive, Fremont  
7:00- 25<sup>th</sup> Assembly District  
7:45- FUSD

Friday, September 21<sup>st</sup> Fremont Council Chambers  
3300 Capitol Ave, Fremont  
7:00- Fremont Mayor  
8:10- Fremont Council

Monday, September 24 - Union City Council  
34009 Alvarado-Niles Rd, Union City  
7:00- Alameda County Supervisors  
8:15- Union City Council

Wednesday, September 26<sup>th</sup> - New Haven USD Bldg.  
34200 Alvarado-Niles Rd, Union City  
7:00- NHUSD  
8:15- 20<sup>th</sup> Assembly

Thursday, September 27<sup>th</sup> - Ohlone College, Fremont Campus  
43600 Mission Blvd, Fremont  
7:30- Ohlone Trustees, Area 2

The League and the Library are co-sponsoring  
Presidential and VP Debate Discussions on Oct. 3, 11,  
18, 22. Locations will be libraries within the Tri-City  
area.

***KICK-OFF MEETING***

***Monday, September 17<sup>th</sup>  
6:30 Networking  
7:00 Program  
Fremont Cong. Church  
38255 Blacow Road  
Fremont***

***Prop 30 And Prop 38***

***Citizen Education  
Of the Two Propositions***

***Proponents of both measures  
will inform us and explain  
their support for these  
important measures.***

***Which one will lend support to  
our community colleges?***

***How much will they cost us? For  
how long?***

***What if both pass? What are the  
consequences?***

*In This Issue*

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## PRESIDENT'S MESSAGE



Our busiest time of year is right now - two months before Election Day. Our League has much to do and we need everyone's help including yours. If you have an hour, 4 hours, a day or more that you can spare, look at the following list and then contact a Board member to sign up.

We have five candidate forums scheduled. Come to at least one and check out the candidates. Better yet, email our Voter Service chair and offer to help with the forum. We need ushers, a timer and question sorters.

Our Speakers' Bureau needs speakers to help people understand the initiatives that are on the November ballot.

We need at least one person to check Tri City candidates on Smart Voter. Minimum training needed if you know what a computer is.

The Registrar of Voters needs people to work at the polls on Election Day. Find a friend and share the day.

We need observers at our Tri-Cities city councils, school boards, and the Boards of special districts.

We need people to join our Action Committee, our Education Committee, our Voting Matters Committee and our Homeowners Association Committee to learn the issues and help with the work. And help is needed on our Voter Information Booklet (VIB) book committee.

Besides election stuff, our membership director could use some help, and we need bigger audiences at our monthly public meetings.

### Board Briefs

At its July 31 meeting, the Board discussed the party we're having on 9/26, Women's Equality Day, set the programs for the September through January meetings, discussed candidate forums and registration drives, heard that we received a grant from LWVC to produce a DVD in Farsi on basic voter information and the 2012 initiatives and discussed the League's page on Facebook.

## BOARD OF DIRECTORS 2012-13

### Officers

President	Miriam Keller president@lwvfnuc.org
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VP Program	Ellen Culver program@lwvfnuc.org
VP Voter Service	Sets Amann voterservice@lwvfnuc.org forumscib@lwvfnuc.org
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Voter Editor	Alex Starr votered@lwvfnuc.org
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Nominating Cmte.	Open Jean Holmes Gail Blalock

## VOTER SERVICE

Voter Service Committee has been "BUSY" preparing our communities for the upcoming Statewide Election on November 6, 2012 with Voter Registration Training, delivering affidavits to different community sites, preparing for candidates forums, and educating the community on Pros/Cons on the ballot propositions.

Here is some information on Voter Registration that we encourage you to share with your friends:

### ***Requirements To Register to Vote:***

- be a United States citizen
- be 18 years of age on or before the day of the election
- be a resident of the State of California
- not be in prison or on parole for the conviction of a felony
- not judicially determined to be incompetent to vote

### ***How To Register to Vote***

- You must fill out a voter registration form and send it to your County Elections Official (Registrar of Voters).
- You can download a form in English or Spanish (PDF format)
- You can request a form from your County Election Official, or pick one up at Local Post Offices, City Halls, Libraries, or Community Centers.

You will receive a notice by mail that you are registered to vote. If you do not receive the notice within three weeks of mailing your registration form, call your Registrar of Voters and ask if you are registered to vote.

### ***What is Your Residence? Where are you legally entitled to register to vote?***

The status refers to your "domicile" the place where your family lives, where you physically reside, the address on your driver's license, where you claim your homeowner's property tax exemption or renter's tax credit, the place where you intend to return whenever you are gone from it. You can only have one domicile, even if you own more than one house. See the California Election Code for more information about domiciles.

- If you are a college student living away from home you may register at your college residence address (on or off campus) or at your permanent home address, but only at one of these places.
- If you own more than one residence you must decide which one is your "domicile" and register to vote at only one address.
- If you are homeless you may register as long as you maintain a fixed location where you can receive mail and at which you can be assigned to a precinct.

### ***Re-Registering to Vote***

You must re-register to vote by filling out a new registration form if:

- You change your address within the county or move to another county in California
- You change your name
- You wish to affiliate (join) a political party or change your political party affiliation
- You want to change where your ballot is being mailed.

If you are living at the same address, you do not need to re-register if you miss one election or many elections.

## MEMBERSHIP

### **Welcome to new member Irene Vollbrecht!**

I was a Nurse with the Fremont Unified School District for 21 years. I retired in 1986 and have volunteered with Fremont Main Library until last year. I have always been interested in state and national affairs, as well as the local happenings. I have enjoyed the pre-election educational materials provided by the League, and thought it was high time I actively supported the organization.

*Irene Vollbrecht*

## GREAT DECISIONS

**AAUW invites League members to a  
September 5<sup>th</sup> meeting at 7:30 P.M. at  
Kathy Bray's home to discuss  
Cybersecurity: The New Frontier**

## **LWVUS Convention Report**

(This is a summary of the LWVBAE convention report.)

Attending the biennial League of Women Voters of the United States convention in Washington, D.C. June 8-12 were seven members of LWVBAE, representing our League and also the Fremont/Newark/Union City and Livermore/Amador Leagues. (Leagues are encouraged to allow members of other Leagues to represent them if their own members cannot attend.)

Attorney General Eric Holder gave a powerful address on protecting voter rights and reforming the election process. He praised the League for its “fierce commitment” to expanding and protecting voting rights, and supporting neutrality in redistricting. Other featured speakers included Pollster John Zogby, Kathleen Hall Jamieson, creator of the web site Fact Check and its blog, Flack Check. All kept referring to the politically motivated attempts of state legislators, under the name of “preventing voter fraud”, to place barriers of expenses, paperwork, and registration requirements to deprive senior citizens, students, minority and impoverished eligible voters of their right to cast a ballot.

The approximately 600 delegates re-elected Elisabeth MacNamara of Georgia to another two-year term as President, and the following decisions were made:

a. The LWVUS Agriculture Position, approved in 1988, will be reviewed and updated. The review will investigate genetic modification, consolidation in the food industry, money in the regulatory process, and the consumer’s right to accurate and comprehensive food labeling.

b. The Convention voted to adopt a new Sentencing Policy, by concurring with the existing policy of the LWV of the District of Columbia: The LWVUS believes alternatives to imprisonment should be explored and utilized, taking into consideration the circumstances and

nature of the crime. The LWVUS opposes mandatory minimum sentences for drug offenses.

c. A comprehensive program to educate members and communities on the issue of campaign finance in order to inform our education and legislative efforts as needed was adopted.

d. All other current LWVUS Positions in the areas of Representative Government, International Relations, Natural Resources, and Social Policy were retained.

e. The Per-Member Payment made by each League to support LWVUS was raised by one dollar per member to \$31. LWVFNUC also pays \$23 to support LWV California, and another \$1 for the Bay Area League.

f. The following Resolution was drafted, proposed, and adopted instead of a narrowly defeated proposal for a Study on the issues raised by the Supreme Court’s decision in *Citizens United*. This Resolution was the result of negotiations that extended into the night, in which California delegates were instrumental.

We, the representatives of local and state Leagues assembled at the 2012 LWVUS Convention, call upon the LWVUS Board to advocate strongly for all appropriate, duly-considered measures which may include, but are not limited to, a constitutional amendment and which: are consistent with our current positions on campaign finance reform and individual liberties; allow Congress and the States to set reasonable regulations on campaign contributions and expenditures; and ensure that elections are determined by the voters.

The positions adopted through the Privatization and the Federal Role in Education studies done in 2011 are available on the LWVUS website -

<http://www.lwv.org/content/privatization-position> and

<http://www.lwv.org/content/federal-role-public-educationposition>.

The next national convention will be held in Dallas in 2014.

## Aging Infrastructure

With thanks from the Bay Area Monitor  
For more articles on bridges, transportation, parks and engines see the latest issues of the Monitor.

### Woes of a Worn-out Water System

By Alec MacDonald

More than one million miles of water lines run beneath this country's streets, enough pipe to circle the globe 40 times. To keep this vast network operational — to continue providing Americans with the fresh drinking water they enjoy every day — will cost at least a trillion dollars over the next 25 years.

So says the American Water Works Association in *Buried No Longer*, a report released in February that surveys the national need for replacing old pipes and adding new ones to accommodate population growth and migration. When forecasting out a little further to 2050, AWWA raises the price of the upgrade to \$1.7 trillion. And that just covers underground lines for drinking supply; it doesn't include the dams, storage tanks, pump stations, treatment plants, and myriad other mechanisms required to manage the country's water resources.

On the whole, the state of American water infrastructure demands serious attention. Some of its components have been in place for a century or longer, according to the U.S. Environmental Protection Agency, which also notes that every year the country suffers 240,000 water main breaks and up to 75,000 sanitary sewer overflows. Predictably, service disruptions have been mounting.

Additional reason for concern can be found in the American Society of Civil Engineers' most recent Report Card for America's Infrastructure. Published in 2009, the comprehensive evaluation issued a grade of D- (between poor and failing) in the categories of drinking water, wastewater, and levees. Dams fared slightly better, garnering a D (poor).

ASCE's San Francisco Section, however, has offered a more encouraging assessment for the Bay Area. The chapter's own 2011 infrastructure report card gave the region's water systems a B- (just below good) and wastewater systems a C+ (just above mediocre). Although those marks look a lot better than the national ones, room for improvement remains. Toward that end, the San Francisco Section's report card called for annual investments of \$20 million in regional water systems, and \$80 million in regional wastewater systems.

In the words of Art Jensen, general manager of the Bay Area Water Supply and Conservation Agency, "Clearly, if you're trying to rebuild aging infrastructure, you're going to spend a great deal of money."

He should know — his agency depends on the Hetch Hetchy Water System, which is mature, massive, and currently in the middle of a \$4.6 billion upgrade dubbed the Water System Improvement Program. That hefty sum will pay for 86 rehabilitation projects across the 260-mile system, which not only supplies BAWSCA's 26 constituent partners across San Mateo, Santa Clara, and Alameda counties, but approximately 800,000 customers of the San Francisco Public Utilities Commission as well.

Jensen mentioned that parts of the system date back to the inauguration of President Lincoln, and that much of it was built during the 1930s. The system has suffered from deferred maintenance, he said, and was "designed to standards before we knew as much about earthquakes as we know today."

For example, take Calaveras Dam in southern Alameda County. Upon completion in 1925, it stood as the biggest dam of its kind in the entire world, necessitating 14 years and two attempts to build. On the first try, construction crews relied on horse-drawn carts; by the second try, technology had advanced to the point where they were able to employ steam shovels.

"It was a beautiful dam that had architectural significance at the time," remarked SFPUC Project Manager Dan Wade, but "as our understanding of seismic vulnerability and seismicity has increased over the years, it's been recognized that the existing Calaveras Dam was vulnerable to 'slumping' in a major earthquake, where you would have liquefaction induced in the foundation." He said buttresses were added in the 1970s to address the problem, but subsequent studies prompted SFPUC to lower the adjoining Calaveras Reservoir to 40 percent capacity in 2001. Otherwise, a 7.25 magnitude temblor along the Calaveras Fault — a mere 500 yards away — could result in the dam's catastrophic failure.

Last September, work began on a new Calaveras Dam. Scheduled to be finished by 2015 at an expected cost of \$421 million, the replacement looms as the largest of the rehabilitation projects in the Water System Improvement Program. Big or small, however, none of those 86 projects stand alone, given their collective function to enhance the dependability of SFPUC's water delivery capability. And while each poses a unique set of logistical challenges, figuring out how to execute them concurrently represents a complex task



unto itself. “It’s a process that took many years to plan and develop,” Wade attested.



**Workers conducting initial excavation work on the Calaveras Dam in the early 1900s.**

*photo courtesy of the  
San Francisco Public Utilities Commission*

This emphasis on coordination is pivotal when implementing repairs on any aging water system. As the East Bay Municipal Utility District’s Xavier Irias commented, “It’s not just looking at each project, but how they all fit together.”

The director of engineering and construction for EBMUD explained that some segments of that system run every single day, and therefore can’t be easily taken offline for refurbishing. The agency encountered this predicament when conducting a seismic retrofit of the Claremont Tunnel, which carries water across the Hayward Fault to roughly 800,000 customers. In order to perform the retrofit without leaving those customers dry, EBMUD had to set up a series of temporary pumping plants and reconfigure the flow of the system. With alternate conduits in place, the agency could shut down the tunnel and handle the retrofit. The job was completed in May 2007.

“We were kind of glad to get it behind us,” Irias said, “because it was a tricky operation to be able to provide water to all those people with the main tunnel out of service.” Another task that has proven formidable, he revealed, “is just figuring out which component of that system needs to be replaced or refurbished next.” To make those determinations, the agency constantly administers detailed assessments of its infrastructure to identify signs of deterioration. Evaluation of that which lies buried can get particularly complicated, involving a combination of Geographic Information System mapping technology, field data, and listening equipment.

Above or below ground, there’s plenty to assess. EBMUD maintains 29 dams, 156 reservoir tanks, 145 pumping plants, five water treatment plants, 270 miles of aqueduct pipes, and 4,100 miles of distribution piping — and all of that doesn’t even include an expansive wastewater division. Most of the system has racked up a lot of years, too, so the agency has to stay vigilant in monitoring everything. “We’re not going to replace stuff that’s still serving us well,” Irias said, “but if we see that reliability is diminishing, we need to be ready to deal with that fairly quickly.”

While burdensome, attending to these weaknesses opens up opportunities for EBMUD to augment the system’s capacity and safety with better parts. Of course, any provider would prefer to replace aging infrastructure with equipment of higher quality, when that option has economic feasibility. Steve Welch, assistant general manager at Contra Costa Water District, offered that his agency takes this approach with upgrading its pump stations. And these sorts of moves can sometimes help pay for themselves; as Sonoma County Water Agency Chief Engineer Jay Jasperse noted, “By investing in new technologies — like more efficient pumps and meters and computer systems that can accurately measure water use and anticipate demands — we can reduce energy bills and lower our greenhouse gas emissions.”

With all the exciting possibilities that “new technologies” may represent, however, the key word for the managers of water agencies everywhere is “investing.” They have read the reports and observed the effects of time on their own systems — which means they’ve been eyeing their budgets as well. They know that pipes aren’t getting any younger, and Americans aren’t getting any less thirsty.

**SPECIAL EVENT!!**  
**RevivingCalifornia**  
**Community Summit IV:**  
**Connecting Californians for Reform**  
**October 5, 8:30 am - 12:30 pm**  
**Cupertino Community Hall**  
**10350 Torre Avenue, Cupertino**

Reviving California’s Community Summit welcomes League members to discuss democracy, governance and fiscal reform in the Golden State. Seven locations will connect experts and participants to discuss specific ballot measures and how their outcomes will affect democracy in California. Contact: Anu Natarajan: 408-554-2000, [anu@alfsv.org](mailto:anu@alfsv.org)

## **MEASURE B: Transportation Sales Tax for Alameda County**

**THE QUESTION** - Should the voters of Alameda County approve a 1/2 cent sales tax increase for transportation that will be extended in perpetuity to help fund transportation projects and programs in the county?

**THE SITUATION** - In 1986 and 2000 Alameda County voters approved Measure B, a 1/2-cent sales tax dedicated to transportation that is currently due to expire in 2022. The funds are administered by the Alameda County Transportation Commission (ACTC). The tax has funded improvements for transit, streets and roads, highways and freeways, and bicyclists and pedestrians. But in recent years, funding from state and federal sources has declined, and the economic downturn has reduced tax revenues. As a result, transit services have been cut, fares have increased and local streets and roads have deteriorated because maintenance has been deferred. However, the majority of capital projects under Measure B have been able to be completed ahead of schedule.

**FISCAL EFFECTS** – If this measure is approved, Alameda County voters would continue to pay the current ½-cent sales tax plus an additional ½-cent tax. The resulting 1-cent tax would not expire; it would continue in perpetuity. Between 2013 and 2043 the tax is expected to raise almost \$7.8 billion for transportation purposes. No funds can be taken by the State.

A Yes Vote means: Alameda County taxpayers would pay an additional half-percent on all taxable purchases.

A No Vote means: No change in the current sales tax. It would expire in 2022.

**WHAT THIS MEASURE WOULD DO** – More than three-fourths of the revenues would be dedicated to improvements in three categories: transit, including paratransit; local streets and roads; and bicycle and pedestrian projects. Smaller amounts would go to improve and extend freeways and highways, to encourage transit-oriented development, to improve freight transportation, and to develop a transit pass program for local students in middle and high schools

Comprehensive updates to the plans for spending the sales tax revenues will be submitted for voter approval at least once by 2043 and every 20 years afterward. If more projects are identified before 2043, ACTC can submit a plan to the voters for approval. This transportation tax requires a 2/3 vote to pass. Updates to the expenditure plans will require a majority vote.

**SUPPORTERS SAY:** Transportation sales taxes are critical to maintaining and upgrading our transportation infrastructure and services. These needs will go on forever. This sales tax measure would do the following:

- Reinstating many bus services to 2009 levels to improve their availability and accessibility, and approximately double the funding available for paratransit to serve seniors and people with disabilities.

- Upgrade and improve key highway interchanges to relieve bottlenecks and improve safety
- Prevent further deterioration in the condition of many local streets and roads.
- Expand lanes, trails, and walkways and improve safety for pedestrians and bicyclists.
- Link transportation and land use investments.
- Provide funds to develop a transit pass program for local middle and high school students that, if successful, will be expanded, and that is expected to reduce driving to and from schools, reduce harmful emissions from automobiles near schools, and teach young people to use transit.
- Continue an Independent Watchdog Committee to monitor expenditures.

**OPPONENTS SAY:** Sales taxes are regressive because low-income households pay a larger share of their income in sales taxes than do higher-income households.

The sales tax would do the following:

- Be extended in perpetuity, without giving voters regular opportunities to affirm or deny their support for it.
- Provide only enough funding to maintain most local streets and roads in their current state of disrepair.
- Not provide sufficient funding to expand bus transit to meet the needs of a growing population.

The proposals in this measure do the following:

- Offer little or no relief from rush-hour congestion on most highways in the County.
- Provide for the construction of new highway lanes that would encourage more vehicle travel and add to the greenhouse gas emissions that worsen climate change.
- Provide incentives for new higher-density residential developments without requiring that low-income housing be included or that current residents be protected from displacement.
- Fail to give voters clear, quantified information before voting that would enable them to judge the cost-effectiveness of the proposals and to know with certainty whether their most important transportation needs are being effectively addressed.

For more information, see:

[http://www.alamedactc.org/app\\_pages/view/7046](http://www.alamedactc.org/app_pages/view/7046)

# ARGUMENT IN FAVOR OF MEASURE B1

## Alameda County Transportation Expenditure Plan Sales Tax

Measure B1 was first approved by Alameda County voters in 1986 and provides funds for critically needed transportation projects in Alameda County to reduce traffic congestion and improve public transportation. These projects include road maintenance and safety projects, earthquake safety retrofits for overpasses, bridges and elevated freeways, improvements to BART and AC Transit and insures that transit fares are kept affordable for seniors, disabled and youth.

Alameda County residents need reliable and efficient transportation options for a better quality of life, stronger economy, and cleaner environment. The continuation and extension of this measure will allow critical transportation projects to move ahead uninterrupted.

Measure B1 is a comprehensive plan to address critical transportation needs in every community in Alameda County. It will provide funds to maintain our roads and transit systems, improve traffic flow and highway safety, ensure public transportation is available and affordable to everyone, and make it safer and easier to bike and walk throughout the county.

Passage of Measure B1 will also help Alameda County qualify for state and federal matching transportation grants. Every penny raised by Measure B1 stays in Alameda County to improve transportation systems. It will support our local economy by creating thousands of much-needed local jobs.

A public oversight committee will ensure all funding is spent according to the plan. Measure B1 is a secure, local, and reliable source of funds for critical transportation projects in our community. No money can be taken away by the state or used for other purposes. You can read more about the plan at [www.YesonB1.com](http://www.YesonB1.com). Every city in Alameda County has voted in support of this plan. Please join us in voting YES on Measure B1 and continue critical transportation funding for Alameda County.

### Argument In Favor of Measure B1 – Signers

1. Assembly Member Robert A. Wiecekowski,
2. Supervisor Scott Haggerty
3. Supervisor Nate Miley
4. Sheila Jordan, Supt
5. Arthur L. Dao

## Argument Against Measure B1

### Alameda County Transportation Expenditure Plan Sales Tax

This measure increases taxes on all income levels. It puts control of transportation decisions in the hands of Alameda County Transportation Commission (ACTC) who will use their taxing authority and resources to fund inefficient, expensive, and underutilized public transportation systems at the expense of automobile drivers.

Car use under this plan will be discouraged because it competes with public transportation. Increasing the costs of driving is intended to reduce the number of people who can afford to own and drive a car, forcing many to use public transportation.

ACTC will have the power to force citizens to assume responsibility for up to \$1B in bond debt which will ultimately lead to requests for higher sales taxes and parcel taxes. Many residents would pay more than a 10% sales tax on everything they buy, a percentage that will only increase over time.

Cities are being coerced into developing high density housing in mixed use developments near transit centers. Cities that do not comply could lose Measure B dollars yet their citizens will still be paying the sales tax.

*“These proposed funds would be distributed periodically by the Alameda CTC to eligible agencies within Alameda County”* 2012 Alameda County Transportation Expenditure Plan

Who are these agencies? Why should ATC be given a blank check written at taxpayer expense to disburse funds to undetermined “agencies”

The Alameda County **GRAND JURY** just cited the county for “lack of oversight on the expenditure of funds” (CC Times, June 27, 2012)

How can citizens trust that funds will be spent wisely?  
Vote NO

### Argument Against Measure B1- Signers

1. Estes Albert Phillips
  2. Christopher J. Pareja
  3. Mary B. Steel
- President SF Bay CAPR





## STAND BY YOUR AD

Do you watch TV or listen to the radio? Would you like to do something about the false and deceptive political ads this fall? If so, we have a very easy assignment for you!

[FlackCheck.org](http://FlackCheck.org) is a new project of the Annenberg Public Policy Center of the University of Pennsylvania. As part of [flackcheck.org](http://flackcheck.org), they are sponsoring a campaign called "Stand By Your Ad" to call on broadcasters to fact-check the political ads they run.

The campaign has two ways to participate. The first is to send email messages to any broadcaster in your area, asking them to insist on accuracy of any third-party ads they air. We encourage everyone to let your local broadcasters know that you are watching, and you don't like deceptive advertising.

The second part of the campaign is to fact-check ads that you see. If an ad you see makes claims that seem to be deceptive or questionable, make a note of the ad, station and time. Be sure to have your truth-checking radar turned on for all political advertising. No position or issue is immune from the temptation to stretch the truth. You can go to <http://www.factcheck.org> to seek checks made by others.

Look at [FlackCheck.org](http://FlackCheck.org) to find a copy of the ad and read an analysis of it, including its adherence to the truth. If you believe the ad is deceptive, false, or misleading, you can use the [FlackCheck.org](http://FlackCheck.org) email system to send an email to the broadcaster.

Which ads should you watch for and report? We are particularly interested in third-party ads; these are not the ads submitted by candidate controlled organizations or by a political party, but instead the ads placed by non-candidate entities—PACs, super PACs and other organizations not specifically related to parties or candidates.

While broadcasters are required to run candidate- and party-controlled ads with no editorial review, they—the broadcasters—are legally responsible for the accuracy of any other advertising they run. This includes the third-party political advertising.

However, they have no incentive to fact check this advertising; they make millions of dollars during campaign season, mostly from these third-party ads. It is up to us, the public, to hold them accountable.

League members are encouraged to participate in the Stand By Your Ad campaign, and to spread the word about it to your friends and neighbors.

To find out more about [FlackCheck.org](http://FlackCheck.org) or the Stand By Your Ad campaign, go to [FlackCheck.org](http://FlackCheck.org). You can also listen to the speech by Kathleen Hall Jamieson, Professor of Communication at the Annenberg School and Director of the Annenberg Public Policy Center, in which she introduced us to [FlackCheck.org](http://FlackCheck.org). The video of her speech is available [here](#).

Helen Hutchison, LWV California Board

### InterLeague Network

Representatives of the 20 Bay Area Leagues meet to share news and ideas.

Upcoming meetings:

IN South - September 13, 12:00-1:30

LWV Palo Alto office

IN North - October 16, 1:30-3:00

LWVBA office

### League Websites

United States [www.lwv.org](http://www.lwv.org)

California [www.lwvc.org](http://www.lwvc.org)

Bay Area [www.lwvbayarea.org](http://www.lwvbayarea.org)

Smart Voter [www.smartvoter.org](http://www.smartvoter.org)

# CALENDAR

Sept. 5	Great Decisions	7:30 PM at Kathy Bray's house
Sept. 13	Education Committee	9:30 A.M. at Miriam's house
Sept. 17	Kick Off Meeting – “The Governor vs. Molly Munger”	6:30 P.M., Fremont Cong. Church, 38255 Blacow Rd, Fremont
Sept. 20	Action Committee	12 Noon, Kay Emanuele's home
Sept. 25	LWVFNUC Board Meeting	6:45 P.M., 3375 Country Dr., Fremont

**For complete list of candidate forum dates, times, locations see front page.**  
ALL MEETINGS ARE FREE, OPEN TO THE PUBLIC AND WHEEL CHAIR ACCESSIBLE

## Mission

The League of Women Voters of Fremont, Newark, and Union City, a nonpartisan political organization, encourages the informed and active participation in government, works to increase understanding of major public policy issues, and influences public policy through education and advocacy.

## Diversity Policy

LWVFNUC affirms its commitment to reflect the diversity of our communities in our membership and actions. We believe diverse views are important for responsible decision making and seek to work with all people and groups who reflect our community diversity.

## Join the LEAGUE OF WOMEN VOTERS today!

Any person, man or woman, who subscribes to the purpose and policy of the League may join. To be a voting member, one must be at least 18 years of age and a U.S. citizen. Members under 18, or non-citizens, are welcome as non-voting Associate Members. Dues include membership in LWVFNUC, Bay Area League, and the California and National Leagues. Financial support for dues is available through our scholarship program. Contact Andrea Schacter, Membership Chair, for information.

Name (s) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

New Member       Renewal

Transfer from \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

*Please make your check payable to:  
LWVFNUC and mail it with this  
form to:*

LWVFNUC-MEMBERSHIP  
P. O. Box 3218  
Fremont, CA 94539

Individual Membership—\$60  
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Editor Alex Starr