



LWV LEHIGH COUNTY VOTER

MARK YOUR CALENDAR!

April		
Thurs 9	4:00 P.m.	Board Meeting Sunrise Senior Living
Mon 13	Noon	!Hot Topics! Lunch Renewable Energy, Archie Follweiler, Speaker
Mon 20		Last Day to Register Before Primary
May		
Thurs 9	4:00 p.m.	Board Meeting Sunrise Senior Living
19 Tues		MUNICIPAL ELEC- TIONS
Wed 20	5:30 p.m.	LWVLC Annual Meeting, Mangoes

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PRESIDENT'S MESSAGE

Dear League Friends,

There will be a meeting on March 28th, at 1:00 p.m. at Pat and Burke Swan's home to discuss the election of the President of the United States by direct popular vote instead of through the Electoral College. Some of the information available about this question is published in the local Voter. In addition, there is an extensive file of material about the issue of direct popular election available now on the LWVUS website. We will have the opportunity to review some of the material, to ask questions and, express your concerns or opinions while you visit with League members and friends.

As a reminder, our Annual meeting is scheduled to

take place on May 20th, at Mangoes Restaurant on Hamilton Street. It is located across from Dorney Park. There is plenty of parking and the restaurant is handicapped accessible. In addition to the election of board members and budget approval, we will be considering the adoption of the proposed changes to the local Water Policy and, also discussing modifications to the local transportation policy.

If you are interested in working on any local League project, or participating in board activities with either an on or off board portfolio, please contact Margie Dunn, chairperson of the Nominating Committee, or notify any board member that you are interested in a specific portfolio or activity.

We will be planning the program for next year during the summer months. If you have a topic, speaker or, are interested in presenting an issue at one of the Hot Topics Luncheons please give us your suggestion at the Annual Meeting or contact a board member. All suggestions will be considered and the program will be based on community interest and speaker availability. The luncheons are a lot of fun and they are a great venue for keeping up with local issues. Join us for lunch and bring a friend.

See you at the next League event,

Respectfully Submitted,
Mary Anne Rood
President LWVLC

APRIL !HOT TOPICS! LUNCH

Monday, April 9 at Noon

Hamilton Family Restaurant
2027 Hamilton Street

Speaker, Archie Follweiler,
President, Mid-Atlantic Renewable Energy Association
(MAREA)

Mr. Follweiler will speak to us on Renewable Energy and Sustainability.

Make your reservation by **Thursday, April 9, with Sue Phillips, 610-821-1118 or suep@entermail.net**

The price will be \$13.00. Please bring exact change if possible, and bring a book for "Cops 'n' Kids."

Pat Swan, 610-435-4148

NEWS FROM THE BOARD —

MARCH 2009

Activities

Next Board Meeting – Thursday April 9 – 4:00 p.m. at Sunrise Senior Living - All members are welcome

Saturday, March 28 - Popular Vote Study will be held at the home of Pat Swan at 1:00 p.m. – RSVP to Pat by March 26

Thursday, April 13 – Hot Topics Luncheon, 12 noon at the Hamilton Family Diner, Hamilton Boulevard

Saturday, May 7 – Bundling Day for Voter’s Guide. (tentative)

Wednesday, May 20 – LWVLC Annual Meeting will be held at 5:30 p.m. at Mangoes on Hamilton Boulevard

Official Business

Treasurer’s Report: The Board reviewed the February 2009 balance sheet presented by Pat Hoffman and filed the report for audit.

Committees & General Business

- * Doris Glaessmann presented the proposed budget for July 1, 2009-June 30, 2010 for Board approval and publication to the membership.
- * Nominees are being sought for positions on

the Board and Committee Chairs. Interested people contact Margie Dunn.

- * Legislative interviews are being conducting by e-mail and a few face to face meetings.
- * Consensus on the Popular Vote Study is due May 1, 2009. An initial meeting is scheduled at the home of Pat Swan. Members are encouraged to read material on the LWVUS website.
- * A list of current members will be available at the Annual Meeting. Membership booklets will be sent out in October 2009.
- * Government Directory 2009 update addendum

is available from a Board member or at the Annual Meeting.

- * A Voter’s Guide for the upcoming Municipal Primary Election will again be published by the Morning Call. Assistance will be needed to bundle and deliver. Contact Molly Faust to offer your help.

Members may obtain a full copy of the minutes or the financial statement by e-mail from Jeanette Seaman and Pat Hoffman respectively.

Respectfully submitted,

Jeanette Seaman
Secretary

NATIONAL POPULAR VOTE COMPACT

The National Popular Vote Study Group plans to meet on Saturday, March 28, 1:00 p.m. at Pat Swan's home.

We will set up a calendar for further discussion and consensus. Review the info

in the March Voter and at www.lwv.org. We need input from everyone for the consensus!

Contact me at 610 435-4148 or e-mail me at burkeswan@rcn.com.

Pat Swan

APRIL MEMBERSHIP

Our membership drive is over and our official count is 78 members. I would like to thank everyone for their speedy renewal. An interim membership booklet will be available at our annual meeting in May.

The Board has recommended we print a complete membership booklet in the

fall. This will include a list of members, League information and a schedule of events. It will be mailed along with the renewal letter.

We are a strong League because of the many members who volunteer their time and ideas. Please remember to invite new people to attend Hot Topic

luncheons and other League events, or to review our web page so that they can see what the League is all about.

Margie Dunn

!HOT TOPICS! LUNCHEON

MARCH, 2009

Will Miller spoke about his work with immigrants and refugees, emphasizing the distinction between these two groups of people. He described refugees as those fleeing some sort of persecution, such as religious or political persecution; and immigrants as those who come voluntarily to this country, primarily for economic or educational reasons. In 2008, Catholic Charities served people from 69 different countries, and handled 800 immigration cases where people were seeking help to bring family members or gain citizenship. This work usually involves sitting down with legal help. Much of Will Miller's work is with refugees. Their situations are more immediately demanding than those of immigrants and usually begin at the airport when they arrive, often with nothing but the clothes they are wearing and needing all kinds of help. As Will Miller said, "You name it, they need it."

In 2007 there were 75 refugees and 800 immigrants. In 2008, there were 134 refugees, 95 of whom came within a twelve week period, which placed enormous demands on Catholic Charities to help them all. Seventy percent of refugees do not speak English. They need a place to stay, furnishings, and then help in finding work. They come with stories of atrocities, torture, enslavement, and trafficking. Within 180 days, 62% will be self-sufficient and independent, and not on cash assistance. Most come with a strong

work ethic but often knowing little of our culture, sometimes totally unfamiliar with things we take for granted such as doorknobs, ice cubes, hangers, stoves and refrigerators. The kind of work they have done may be vastly different from what they will find to do here. To illustrate, Will Miller described the questionnaire used by the employment agency that assists Catholic Charities. In answer to the question, "What was your favorite job, and why," one refugee answered said that sheepherding was the favorite because the sheep provided so many things for the people. What was most difficult was sheepherding at night. In answer to why someone should hire him here, the shepherd replied that he is very good at finding shade for his animals. Such refugees might find work here such as packaging goods at Godiva chocolate or Friskies pet food companies. In addition to housing and jobs, medical issues of refugees always need attention. Will Miller said that in four weeks, 78 doctor appointments were necessary.

The United States Citizenship and Immigration Service (USCIS, formerly the INS) processed 1.2 million naturalization applications last year. The fees for this have increased "astronomically." They reduced the processing time with the help of newly hired adjudicators, and reduced the backlog of 350,000 background checks, but still are overloaded.

Will Miller stressed the concept of assimilation, which is "what has made America great," and is what this country excels at. He spoke of a group of 60 or 70 people who came last summer from Burma in sandals and short-sleeved shirts who needed winter clothes for this climate. There was talk of creating a community of Burmese but Will Miller believes that assimilation is aided by not creating such communities of national origin. He gave the example of a man from Bosnia whom Will Miller helped to settle, but not in a community of Bosnians. The man now says he learned English more quickly as a result. Those groups with high numbers of incomers, such as Cubans, usually learn English most slowly as the need to learn is not as strong when Spanish speakers are so numerous. Will Miller said that he likes to work with church groups as they provide a "built-in safety net" to help newcomers assimilate. He tells those he works with that their task is to take the old and new and put them together, integrating their previous lives with their new life in this country.

In answer to a question about how refugees choose areas, Will Miller said that there are, by law, 700,000 spaces for new immigrants and 70,000 refugees each year. There are about 13 million refugees in the world but the United

States accepts more refugees than all other countries combined. Refugees are the most scrutinized group of people entering this country. It is the State Department, which works with ten entities across the country to resettle refugees. Catholic Charities helps about 25% of the refugees that come using their own 103 sites which determine who will be resettled where.

Last year there was a "bulge" of refugees in July, August, and September. Three-quarters of the 55,000 refugees who came to this country last year arrived in that twelve week period, which just about collapsed the system in place to help resettle them. Will Miller blamed a top-level civil servant for this problem and recommended a Congressional hearing on the matter so that all 70,000 allowed into the country as refugees could be admitted.

Will Miller welcomed any help on an individual basis for furnishings, from church groups, and others. For further information: <http://www.allentowndiocese.org/csa/refugee.htm>.

Elizabeth Bodien

LEAGUE OF WOMEN VOTERS OF PENNSYLVANIA

2009 QUESTIONS FOR LOCAL LEAGUE INTERVIEWS WITH STATE LEGISLATORS
RESPONSES FROM STATE SENATOR PAT BROWNE

REDISTRICTING REFORM: In the 2008 session, 95 members of the PA House co-sponsored a League-backed proposal to amend the PA constitution to assign redistricting to a non-partisan bureau that would redraw lines using strict criteria to prevent gerrymandering. However, the bill died in committee. Passage of proposed constitutional amendment legislation by the end of June 2008 was necessary to meet the requirements for a constitutional amendment to take effect in time for the 2011 round of redrawing legislative and congressional district boundaries.

Question: Since it is no longer possible to pass a constitutional amendment reforming the redistricting process in time to take effect in 2011, would you support an alternate proposal to reform the process through legislation that would take effect for 2011?

The proposed legislation would do the following:

- Provide that the Legislative Reapportionment Commission constituted under the Pennsylvania constitution would conduct congressional as well as legislative redistricting.
- Assign standards for meeting redistricting criteria already in the constitution to be applied to congressional as well as legislative district boundaries.
- Set requirements for transparency and public input.

Browne: Senator Browne supports all items listed under this question. It is important to have the right people selected and that the most important person is the judge who would remain neutral. The senator would like to see access to maps on the internet so people can comment more freely.

Question: Which of the following, if any, would you support to remove unnecessary barriers to voting?

- Provide that any eligible citizen can register and vote on Election Day.
- Establish a system for early voting to alleviate problems such as long lines and excessive waiting times associated with high voter turnout in some elections.
- Remove the requirement that registered voters have an excuse in order to cast an absentee ballot (no excuse necessary absentee voting).

Browne: Remove unnecessary barriers to voting. Senator Browne supports all items under this question as well. The right of the majority cannot be eliminated due to the inappropriate actions of a few who might try to vote by fraudulent means. Senator Browne feels most people are honest. Voting should be allowed on weekends or by mail, using an absentee ballot with no excuse necessary.

CONSTITUTIONAL CONVENTION: Pennsylvania last held a constitutional convention in 1967 – 1968.

Question: Do you think the time is right for Pennsylvania to hold another constitutional convention?

Question: Should such a convention be limited or open ended?

Question: How do you think the delegates should be selected?

Question: Should recommended amendments go directly to the voters or should they go to the legislature first which might or might not vote to send them to the voters for approval? What recourse should citizens have if the legislature fails to act?

Question: What other recommendations do you have should a constitutional convention be held?

Browne: Again, Senator Browne supports all items listed. He has some concerns if it is open ended, as we should have the same rights in the constitution as we have had in the past. Also, he is concerned about conflicts between the judiciary and the legislature in rule making. Amendments should go directly to the voters. He recommends that specific provisions be made for Philadelphia and Pittsburgh, as there has been a strong shift recently. The constitution should be opened to see if it still applies to the two cities. Again he emphasized that constitutional rights should not change.

(Continued from page 4)

LEGISLATOR'S PRIORITIES:

Question: Do you have any legislative priorities related to the current economic crisis?

Question: Should recommended amendments go directly to the voters or should they go to the legislature first which might or might not vote to send them to the voters for approval? What recourse should citizens have if the legislature fails to act?

Question: What other recommendations do you have should a constitutional convention be held?

Browne: There should not be any additional costs imposed on business in the state as it already costs more to have a business in this state. Subsidies and tax cuts should be used to provide tax breaks to businesses.

Provided to the Voter by board member, Mary Anne Stinner

INTERVIEW WITH SENATE TRANSPORTATION COMMITTEE CHAIRMAN, ROBERT WONDERLING

By Jeff Cox, Pennsylvania Legislative Services (PLS)
February 2009

Serving his second term representing the people in the 24th Senatorial District, Senator Robert Wonderling (R-Montgomery) is the new chairman of the Senate Transportation Committee. He succeeds longtime Chairman, Roger Madigan who retired in 2008. Chairman Wonderling recently met with PLS to discuss transportation issues and his plans for the Transportation Committee in the 2009-2010 session. Please note the discussions took place before the final passage of the Federal stimulus bill.

Prior to your election to the State Senate, you served as a Deputy Secretary at the Department of Transportation. How will that experience help you as you deal with the transportation issues before the committee?

I think, in part, it gives me a perspective to understand how transportation matters are discussed and ultimately implemented from the perspective of the executive branch. There are, as it relates to PennDOT, processes and approaches to executing a multi-billion dollar transportation program that I doubt have changed that much over the past ten years. However, I also know that was ten years ago and there have been changes to approaches in the executive branch but I think having that foundational experience will help me in this current assignment.

The Department of Transportation released a list of highway and bridge projects and mass transit projects that could be financed by funding anticipated under the proposed federal stimulus plan. What is your reaction to the list and will Pennsylvania receive the funding?

One of my short term objectives, working on a bipartisan basis and with the executive branch, is to maximize any one time Federal stimulus for the Commonwealth of Pennsylvania. I define maximize as follows: Pennsylvania should receive, at a minimum, its fair share of one time Federal stimulus; and the projects should maximize short term job creation and put as many people back to work as broadly as possible and not just limited to one sector in the transportation infrastructure place. So what that means is that perhaps ultimately these lists will be phased in. It doesn't make a whole lot of sense to just have projects that are just "shovel ready" to go because an engineer, hydrologist, geologist, environmental scientist who may have been laid off or facing lay off doesn't benefit from it. Also, when you spread that out you actually increase the economic impact. It should be geographically distributed to ensure that as many parts of Pennsylvania are benefiting. It is my understanding the list was taken off the department's website because it is very much a work in progress. Two things I am very pleased about or at least what we are hearing from the Federal government. One is that they seem to be following current Federal statute as it relates to defining "projects" and we haven't sensed a lot of "earmarking" or "bridges to nowhere" kind of projects. Two, they are setting an appropriate standard for all states, including Pennsylvania, that this

that this money, although it is only one time, it must be above and beyond what you are currently planning to spend and, ultimately, if you don't spend it, there could be negative consequences in terms of how much money you get. For example, if there is \$200 million setting there, that is \$200 million less you get when they reauthorize the transportation bill at the Federal level. There are clearly "carrots and sticks" that are at work at the Federal level which is all positive for Pennsylvania.

Did you have any input regarding the list?

No. The reason why I think that is an acceptable response at this point is this is a federally driven process. These are federally aided projects. There was never any allusion that there would be any Federal stimulus money for county bridges or locally owned roads and so I never expected to have input into this list. Certainly, if there is ever a discussion on a state-related program of supportive stimulus and more lists are developed then I think, on a bipartisan basis, the expectation has been set pretty clear that the members of the General Assembly through the Republican and Democratic chairs of the standing committees will have input into building a transportation funding program.

Last November, the Senate Republican Caucus conducted a transportation summit. At that time you urged that stakeholders be held accountable for implementing the action items recommended by the Transportation Funding and Reform Commission. You also said you were alarmed by the comment that the Federal government was "kicking the can down the road" when it came to transportation funding reauthorization and argued for the need to aggressively lobby the Pennsylvania congressional delegation and the Federal government to secure the reauthorization. Now that you are the committee chairman, have you had the opportunity to contact the members of the delegation in this regard (especially those on the Transportation and Infrastructure Committee)?

To the first part of the question, the issue I raised was what has been done since 2006 when the Governor's Reform Commission did their work and laid out for all Pennsylvania stakeholders the things they could do to improve the service. My anecdotal experience suggested not much has gotten done on that. So when I was given this assignment back in late December, I began to think about what could be an overarching objective for the Transportation Committee on a bipartisan basis that would see that occur. In all candor, I got to thinking, how does a standing committee manage that? It is kind of hard for a legislative body to do that. So I stepped back from that and instead, beginning with our first hearing, and again on a bipartisan and bicameral basis, we want to set an expectation level that if you are a recipient of transportation funding, whether you are in the private sector or a public agency, we are now going to set a higher expectation for project delivery. You are going to get more work done in less time and, presumably, at less cost. If we set overarching goals and actually work at attaching percentages of time reduction to that, it should then cause these agencies to work at all those things they are supposed to be working on since 2006. Of course, I think project delivery is timely now because the economic stimulus issue is happening. If you just think about, as citizens, even over the last five or ten years, all the things you can do now so much faster than you have ever done it before. I remember growing up, when you wanted your car checked or the oil changed it was a two day process. But, as citizens, we have sort of allowed these transportation projects to keep hanging on and hanging on. So again, in a bipartisan basis, we are going to take that Reform Commission result but put it in the context of project delivery.

To the second part of the question, I have not had conversations with the congressional delegation. I have had conversations through intermediaries but it is clear we don't need conversations to hear what I am hearing, and everybody is saying to a man that under normal circumstances you would be marking up a transportation reauthorization bill in March but because they are expecting to get the stimulus done it will push that date back a bit. I don't see reauthorization occurring any time soon. I think that is what it is. You can't change the circumstances we are in. It is the role of Congress and the new President to work on these matters. The message I am conveying to people is this is a one-time stimulus and, ultimately, we are going to need to look at aggressively at what is in the best interest of Pennsylvania as part of the Federal reauthorization process.

With the decline in gasoline prices at the pump, do you believe an increase in the liquid fuels tax or an increase in registration fees will be considered during this session?

I don't know the answer to that yet. It seems to me everybody is focused front and center on the Federal stimulus. I think if there is ever a discussion in the General Assembly on a state-related package, it will not be relying solely on fuel taxes. There will have to be a combination of revenue sources. But I think if that was even a possibility, it is several steps down the road. Perhaps what needs to occur first is a very open and transparent conversation with the citizens of the Commonwealth as to what they expect and hope for in a modernized transportation system, what that system looks like and how much they are willing to pay for that and how.

Are you thinking along the terms what was done under Secretary Mallory the last time there was a liquid fuels tax increase?

It is always difficult to have an ongoing public discussion about transportation issues because those issues are not paramount in someone's mind unless they are stuck in traffic or have had someone they know in their family or a loved one injured in a horrific accident because there was a safety issue or a firefighter or fire chief in rural Pennsylvania just can't get to where they need to go because the bridge is posted. Those are not "front and center" issues like health care or the status of your investment portfolio or those things that are pocketbook issues. But I really think, on a bipartisan basis, we need to have, in any shape or form imaginable, this broad public discussion on what a modern Pennsylvania transportation system would look like and how it is funded. That needs to happen first before you get into the brass tacks discussion of revenue packages.

Last session, the Senate passed legislation allowing public-private partnerships for transportation projects other than the Turnpike. Will the House be considering this type of legislation in the upcoming session?

It is my understanding that Representative Geist will be reintroducing, if not the same bill, something similar. In our chamber, Senator Rafferty will be taking the lead on that. I think public-private partnerships is the type of policy that should be pursued to modernize the system. At a minimum, it defines projects differently. I think it creates more opportunities for inter-modal projects. We are learning from other states that have done it well or not so well so we are not leading edge but we are coming into this with a little bit of experience from other states. I think when you look at how you build it and get work done, we would be foolish in this Commonwealth not to put public-private partnerships as one of the front and center legislative initiatives that we would be pursuing.

As the new chairman of the Transportation Committee, what are your views regarding the leasing of the Turnpike?

I have been publicly opposed to leasing the Turnpike.

Do you expect the Rendell Administration to once again ask for bids to lease the Turnpike considering the turmoil in the financial markets?

I don't know.

The enactment of Act 44 in 2007 included the tolling of I-80. What are your views on the tolling of I-80?

As a matter of public record, I voted for Act 44 so therefore I have already voted for the tolling of I-80. Of course, since we voted and Act 44 became law, there was a technical regulatory process between the Turnpike and the Federal government for the application to qualify for tolls and that application was denied. It would seem to me that it would be wise to not have the Turnpike reapply with the Federal government at this point in time. First, until we sort through the Federal stimulus. Second, I think a tolling discussion is better served in a much broader context of Federal reauthorization. Ultimately though, as a matter of very long term transportation policy in this Commonwealth, I think tolling needs to be considered and not just limited to I-80. But again, in Pennsylvania we can't make those decisions on our own on a Federal system. That will have to be done by a change in Federal law. The one piece of Act 44 that my yellow flag went up on in September when I saw we had a holding pattern on tolls was: does this hurt, in the short or intermediate term, the cash flow for transit funding? They have cashed flowed it out to at least 2010 or maybe one or two more years beyond that. So this notion they didn't put the tolls on I-80 so SEPTA and PAT and the other transit agencies are in dire straits is just not true.

At the beginning of January, the Turnpike Commission implemented a 25% increase in tolls. There has been a decrease in revenues and traffic over the past year. In addition, the Commission has had to increase its debt load in order to meet the requirements of Act 44. If I-80 tolling is again rejected by the Federal Highway Administration, will the Administration and the General Assembly have to come up with alternative funding methods?

I think the alternatives in my mind ought to be discussed in the context of modernizing the system in total. It would not make sense to burn political calories on a short term fix to fill a funding gap that is limited because part of the law wasn't fully executed at the Federal level. I don't know what those alternatives would be. I would take them in a broader context, a broader approach. I don't know the shape or form yet but I think Pennsylvania should not wait. We should figure out how to get in a pilot format, a vehicle miles traveled approach. We have to find the right pilot for Pennsylvania that is unique to Pennsylvania. One of the objectives I have for this committee in the long term is that ultimately Pennsylvania ought to be a place where the best minds in the world come, stay and meet to help us chart that modern future I am talking about. We will have more to report on that later this year. But I think a good place to start that discussion is on a different way with technology to develop a user fee based system to fund transportation.

The National Safety Council recently called on all 50 states and the District of Columbia to enact legislation banning the use of cell phones and messaging devices by motorists while operating a motor vehicle. Do you expect the legislation to be considered during the upcoming session?

Yes.

Do you have any views on this issue?

Only in that these issues that involve an individual's behavior and, ultimately, their responsibility, I think have to be always weighed carefully as to what is the role of government in legislating behavior in the name of the public safety. It seems to me in the case of communication devices in a vehicle, the technology has come along now that that debate should not be as fierce as it was even five years ago. I look forward to working with the members of the committee and any member who has an interest in cell phone bans or whatever the case may be to find that sweet spot between not overly infringing on the personal liberty of a legally licensed motorist and a broader objective of ensuring public safety. I think those members of the General Assembly who come to the issue with an eye more towards where technology is going will get to a legislative result.

Last session, the Committee conducted a public hearing on proposals to eliminate the sales tax on aviation related activities in order to stimulate the aviation industry in Pennsylvania. Do you expect any action on this legislation this session considering the state of the overall budget?

I cannot place that in the overall context of the budget issue but I supported that legislation in the last session. I think it recognizes Pennsylvania is out of step with other states from a tax perspective. One of the fastest growing aspects in the transportation sector is general aviation. I think you will see as we come out of this recessionary period an up tick in general aviation as a means to get around with better control of time, schedule and the cost of commercial aviation.

As Chairman, what are your plans for the committee during the upcoming session?

One, make sure Pennsylvania maximizes the one time Federal stimulus opportunities that are coming our way. Two, set a high level of accountability and oversight for transportation stakeholders in the area of project delivery. Time is money and we should expect anybody that receives public transportation dollars to get projects out the door sooner. Three, in some shape or form, a broad public discussion on what a modern transportation system would look like in the Commonwealth of Pennsylvania across the various transportation modes; how much that would cost; and how we go about paying for that, particularly, since the over-reliance on the gas tax just won't work in the out years. A longer term policy goal would be a place where the best and the brightest minds in the world come and talk about transportation. Finally, part and parcel of all of the above is how we work to bring these issues to the forefront in peoples' minds on an ongoing basis.

NOMINATING COMMITTEE REPORT

The Nominating committee has filled all but one position for the 2009 election year. Mary Anne Stinner has decided to step down from her position as Action chair on the Board. Mary Anne did an excellent job informing the members by e-mail about action alerts from the national League and organizing the legislative interviews. If you are interested in volunteering for this position please call Margie Dunn at 610 298-8946.

The following slate will be voted on at the annual meeting:

Mary Anne Rood, President (2009-2010)
 Barbara Williams, Vice President, Voter Services (2008-2010)
 Pat Swan, Vice President, Program (2009-2011):
 Patricia Hoffman, Treasurer (2008-2010)
 Jeanette Seaman, Secretary (2009-2011)

Molly Faust, Ann Bartholomew,
 Board Members (2008-2010)

Margie Dunn, Caryn Shoenthal,
 Board Members (2009-2011)

Margie Dunn

League of Women Voters
of Lehigh County

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610-395-3464
Membership: Margie Dunn,
610-298-8946

Caryn Shoenthal, Editor
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Annual Meeting Invitation.
Dinner and Annual Meeting
Wednesday, May 20, 2009

Mangoes Coastal Cuisine,
3750 Hamilton Boulevard
Allentown (across from Dorney Park)

5:30 p.m. - Cash Bar
6:00 p.m. - Dinner

Cost: \$25.00

Program begins at 7:00 p.m.

Name: _____

Guest(s): _____

No. of Reservations @ \$25.00: _____ Total _____

Make checks payable to LWVLC

Mail to: Sue Phillips
2611 Walnut Street
Allentown PA 18104
E-mail: suep@entermail.net
Phone: 610-821-1118

***** RSVP by May 15, 2009 *****

ADVERTISING RATES

Advertising Rates for 2009 for The Lehigh County Voter are as follows:

Business Card Size - \$75 a year

Full page - \$100 for 1 month, \$500 for a year

Half Page - \$50 for 1 month, \$250 for a year.

Advertisers' web links will be publicized in The Voter, both on-line and in hard copy. Contact the editor of The Voter, or any board member for additional information or to arrange your advertising.