

Fairfax VOTER

October 2022

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LWV-VA CHILDCARE CONSENSUS STUDY

The Covid-19 epidemic shined a strong spotlight on the inadequate nature of our state’s child care system with hundreds of private facilities unable to stay open. Women are leaving the workforce in record numbers, and counties are left to figure out on their own how to offer emergency child care to residents who need it. The Virginia League has no position on Child Care. LWVFA members will study this issue at their October Unit Meetings.

You will not find the Child Care study in this issue of the VOTER. The Study will not be released until the end of September – too late to make the deadline for the October VOTER. When we receive the study, it will be posted on the Website and listed on the LWVFA Saturday Enews.

In this issue, you will find a brief explanation of Consensus and the League of Women Voters of the National Capital Area’s (NCA) Summary of Positions. This is the year that we need to review the NCA and Virginia Positions. Julie Jones and Judy Helein, Co-Directors of Program, are trying a new approach to the review of positions this year. Check it out!

Calendar

Note: LWVFA Unit Meetings will meet in October

- 3-7 US Voter Education Week
- 1-31 Domestic Violence Awareness Month
- 1 LWVFA Briefing and At-Large Meeting, 10 a.m.
- 3 Fairfax Voter Deadline for the November 2022 issue
- 10-13 LWVFA Unit Meetings at various locations around Fairfax County
- 12 LWVFA Legacy Committee Meeting, 10 a.m. - 12 noon
- 17 Voter Registration Deadline for the November General Election
- 19 LWVFA Board Meeting, 10 a.m.
- 23 Last Day to Apply for Absentee Ballot by Mail, Fax, Email, or online for the November 8th General Election

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Presidents' Message

At the LWVFA Retreat in July, we set goals for the next two League years. The resulting work plan was approved by the Board in August. The work plan has five major goals:

- Provide service to the community.
- Amplify civic education at the local level.
- Strengthen and diversify our communication and messaging.
- Expand local partnerships with other nonpartisan organizations.
- Develop an internal operation plan.

Under each goal is a list of strategies that we will use to meet each goal. To view the entire work plan, click on the For Members tab on our website or go to lwv-fairfax.org/members-info.

The Board will use this work plan and the budget to guide decisions and focus on specific actions to achieve our goals. Not everything in the work plan is new. We want to keep what is working but expand our successes. AND, we have had a very successful summer with numerous voter registration events, thanks to the efforts of many volunteers. These events will continue in October. (Please find all volunteer opportunities on the Volunteer tab on our website or go to lwv-fairfax.org/volunteer-calendar).

For information about voting, go to the Voter Resources tab on our website or go to lwv-fairfax.org/voting-information. Please share this information with your friends, family, and neighbors.

We are looking forward to the Candidate Forum for Congressional District 8 on October 13 via Zoom. LWVFA is organizing this forum in collaboration with LWV of Arlington and Alexandria City, as well as LWV of Falls Church. You will receive information about attending this forum via ENews.

Here's to another year of Empowering Voters and Defending Democracy!

Pat and Katherine

Call for Future LWV-Fairfax Area Leaders

LWV-Fairfax Area will have eight officers and directors whose terms expire in 2023. We encourage you to volunteer and become a future director and board member. It's an amazing experience where you will develop leadership skills, meet wonderful people, and get involved! To learn more, please contact Wendy Fox-Grage, Nominating Committee Chair, at wendy.foxgrage@gmail.com.

*Fairfax County 24-hr.
Domestic & Sexual Violence Hotline:
703-360-7273; 711 TTY*

LWVFA Fairfax VOTER 2022 - 2023

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Please e-mail address corrections to the office
or call 703-658-9150.

League of Women Voters Registers More Than 2,300 New Citizens in Northern Virginia

By Katarina Gollner-Sweet

A cooperative effort by multiple local Leagues in the Northern Virginia area is underway to register new citizens at naturalization ceremonies.

Following a two-year break due to COVID-19, the United States Citizenship and Immigration Services (USCIS) once again welcomed League of Women Voters (LWV) in-person participation at Northern Virginia's naturalization ceremonies. Since April, more than 160 local League volunteers have spent close to 600 hours registering over 2,300 new citizens.

Many of the new citizens have prepared for years to meet the stringent requirements to take the oath of

citizenship. Before being allowed to take the oath, applicants for naturalization must have demonstrated an ability to read, write and speak basic English, good moral character and a knowledge and understanding of U.S. history and government, among other requirements. In the words of one newly minted citizen, "I have worked and waited for this day for so long. And now I can vote as an American. What an honor!" Another remarked, "In my old country, we could not vote – we had no voice. Now I have a voice and want to use it. This is a great country – the best country!"

Members from the Leagues of Fairfax Area, Arlington-Alexandria City, Falls Church City, Prince William-Fauquier Area, and Loudoun County all participated in the voter registration effort.



Photos by LWVFA

Environmental Update: Kick Gas--Drive Electric!

by Elizabeth Lonoff

Are you in the market to replace a car as the new models roll into showrooms? Consider an electric vehicle (EV). As Carbon Free Fairfax points out, studies show that, due to reduced fuel and maintenance costs, electric vehicle drivers can expect to save between \$6,000 and \$10,000 over the lifetime of their car, compared to a gas-powered vehicle. With fewer moving parts, EVs don't require oil changes or maintenance on other parts, like timing belts. Dr. Ashley Pennington, a Zero Emissions Vehicle expert, says EVs should reach price parity with internal-combustion engines in two years and then possibly go lower. Many EVs now have a range of 300 or more miles.

The EV carbon footprint has been shrinking since battery manufacturing plants now are being built near mines, saving an ocean voyage. Batteries can have 1-2 additional lives outside of cars. Tesla's battery array consists of separate assemblies of AA-like batteries which can be replaced individually when they fail. Dr. Pennington recommends news websites *Electrek* and *InsideEVs*. With bidirectional charging, EVs can be deployed to provide power at job sites and in an emergency. Pennington recommends charging EV batteries below 80% and before 20%. Charging stations are being installed in apartment complexes. There are more publicly available charging stations, including about 200 in Fairfax County, and more online tools to locate them and plan long-distance trips, like [AFDC.Energy.gov/stations](https://afdc.energy.gov/stations). And more models are coming out, from luxury brands to muscle cars to pickup trucks.

To understand which type of EV (hybrid, plug-in, battery, or fuel cell) might be best for you, start with Sierra Club's use survey, <https://content.sierraclub.org/evguide/pick-a-plugin>. Green passenger-vehicle selection guides and resources, including electric bikes, also are available at RideandDriveClean.org and <https://www.epa.gov/greenvehicles/what-if-one-your-cars-was-electric>. See Cars.com about home charging speeds.

Just don't expect much purchasing help from the Inflation Reduction Act (IRA) until closer to its 2032 expiration. For the rest of this year, the previous tax-eligibility limit of 200,000 new units sold per manufacturer remains in effect. Starting next year, consumers can get a tax credit of up to \$7,500. This will become a point of sale rebate starting in 2024. However, there are caps on the vehicle's cost and the

purchaser's income. And the vehicles must be manufactured in North America and powered by batteries whose materials are sourced from the U.S. or its free trade partners, vastly shrinking the pool of eligible new vehicles for years. See <https://afdc.energy.gov/laws/inflation-reduction-act> for models that might qualify in 2022 and in 2023.

The IRA also expands eligibility to used EVs with a new credit of up to \$4,000. To qualify, used cars must be two model years old, cost less than \$25,000, and be purchased at a dealership. There also are income and other limits. An EV only qualifies once in its lifetime, and buyers only can qualify for one credit every three years.

Why does the federal government support your buying an EV? With the ambitious goal to reduce GHG emissions by at least 50% by 2030, a new study suggests that the most urgent actions will be to double the amount of renewable capacity built each year and transition predominately to EVs within the next decade or so. Saving American consumers billions of dollars and creating new jobs would be a bonus.

According to the Inventory of US Greenhouse Gas (GHG) Emissions and Sinks: 1990-2020, transportation contributed the largest portion (27%) of total national anthropogenic GHG emissions in 2020. Of that, 57% was from passenger cars and light-duty trucks. Likewise, transportation is one of the two biggest sources of GHG emissions in Fairfax County. Together with buildings, transportation accounts for 93% of our local emissions. The County aims to increase plug-in electric hybrid vehicles and battery electric vehicles to at least 15% of all light-duty vehicle registrations by 2030. You can find out how clean your EV is at <https://evtool.ucsfusa.org>.

Switching from gasoline and diesel fuel to electricity from renewable sources is one way to reduce GHG emissions. No matter what you drive, you can help reduce emissions by driving fewer miles, including combining trips and teleworking, and by avoiding sudden starts and stops, properly inflating your tires, getting regular tune-ups, and following the manufacturer's maintenance recommendations.

The next wave already is coming. On August 25th, California decided to phase out the sale of new gas-powered cars by 2035. That will more than halve its passenger vehicle GHG emissions in 2040 from levels expected without the rule and represents a big shift for both consumers and manufacturers from EVs' accounting for 18% of new car sales today.

Virginia Office of Attorney General ruled that VA is “bound” to go fully electric by 2035 because the Commonwealth’s leaders chose to be “statutorily and regulatorily aligned with California.” To change that may require an amendment or repeal of the legislation.

Massachusetts, New York, and Washington also already have signaled their intention to follow California’s new regulation. Others are expected to follow, possibly totaling about a third of the US automarket. If all new cars sold would be EVs by 2035 and all new trucks by 2040 and if electric generation would be 100% renewable by 2035, the American Lung Association projects that this transition would save more than 100,000 lives and over a trillion dollars in public health costs. Communities of color and low-income communities stand to benefit the most since they suffer disproportionately from air pollution and climate disasters.

It might be best to leave hydrogen power to heavy-duty vehicles, at least for now. Hydrogen can leak during production, storage, and use. Burning hydrogen produces harmful nitrogen oxides and impacts the composition of the atmosphere. According to the Department of Energy (DOE), hydrogen fuel enables vehicles to travel longer distances with less refueling, which is ideal for fueling heavy-duty tractor trailers and public transit buses that travel hundreds of miles at a time. Germany is replacing 14 diesel passenger trains running on un electrified tracks with a fleet using hydrogen fuel cells to generate electricity. For more information about hydrogen, visit the websites of DOE’s Vehicle Technologies Office and the Hydrogen and Fuel Cell Office.



HELP LWVFA CELEBRATE LWVFA’s 75th Anniversary

April 15, 1948 - April 15, 2023

Be part of the grand celebration.

Join the planning committee.

Contact

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703-476-8347

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703-725-9401

LWVFA Action and Advocacy New Virginia Positions

During this League year, LWVFA members will have the opportunity to read and discuss four LWV-VA studies: Child Care, Education Equity, Environmental Justice, and Finance Reform. There will be questions for which we will be asked to come to consensus. If agreement is reached, these new positions will be the foundation on what action and advocacy we support.

Consensus is agreement among a substantial number, not just a simple majority, of the members reached after study and group discussions. It is the “sense of the meeting.” The presence of disagreement may be noted as a minority opinion, but does not imply taking a vote. This process begins with interest in an issue that a governmental body can implement and change laws or rules. Any new or updated study issue is introduced and voted on at League conventions (national, state or local). A committee is chosen to research the topic. The members write a report with both pro and con positions. The committee composes consensus questions that are approved by the relevant board. At this point, the report and consensus questions are presented to League members for discussion.

If a consensus is reached, a position is formulated by the study group and approved by the board. This process often takes two years. The Study for the October

LWV-VA Childcare Consensus Study, will not appear in the October VOTER as it will not be received from the state League until after the October VOTER deadline. When we receive the study, it will be posted on our website and listed on the Saturday ENews.

LWV-VA and LWFVNCA Program Planning: A New Approach To Reviewing Positions

Each year League members are asked to review our positions which are the basis to advocate or lobby for legislation. This year we review LWV-VA and LWFVNCA (National Capital Area) positions. Trying a new approach has become necessary since there are four Virginia State studies in which we need to reach consensus by March 2023.

As you read the different positions, think about the need to retain, delete or up-date each one. Is a new study needed and would you be willing to lead or belong to a committee?

The LWFVNCA full positions are printed below. The LWV-VA Positions in Brief will be published in future issues of the Fairfax VOTER. These positions and history can be found on our website (www.lwv-fairfax.org) under the Actions and Advocacy tab. As you read the different positions, think about the need to retain, delete or up-date each one. Is a new study needed and would you be willing to lead or belong to a committee? Your individual thoughts and ideas are needed since unit discussions will focus on consensus questions. Respond to Julie Jones (julie.Jones@lwv-fairfax.org) or Judy Helein (judy.Helein@lwv-fairfax.org) with your suggestions.



LWV of the National Capitol Area (LWFVN-CA) Full Positions

As Approved May 7, 2016 and Readopted May 4, 2019

AIRPORTS

1. Use of the three major metropolitan Washington airports [Baltimore-Washington International Thurgood Marshall (BWI), Washington Dulles International (IAD), and Ronald Reagan Washington National (DCA)] should be balanced based on overall airport infrastructure and capacity. Good ground transportation is necessary to all airports.

2. It is necessary to place limitations on the use of DCA. We support the enforcement of:

- a. The current High Density and Perimeter Rules, and noise abatement procedures.
- b. Other methods to limit aircraft types.

3. With regard to all three airports, jurisdictions should:

- a. Enact responsible, comprehensive planning and zoning policies that limit development to industrial and/or commercial uses in the immediate vicinity of the airports.
- b. Restrict residential development within the area directly affected by the presence and operations of the airports.
- c. Consider potential development height when evaluating land use changes. (1985, 2007).

BELTWAY SAFETY

1. In order to control speeding and unsafe driving on the Capital Beltway and its feeder roads, we support:

- a. the use of additional patrol officers for visibility and enforcement.
- b. the use of automated photographic speed enforcement devices as an additional system of speed enforcement.

2. We support measures to increase truck safety on the Capital Beltway and its connector roads that include:

- a. mandatory commercial vehicle safety inspections in Maryland, Virginia and the District of Columbia,
- b. increased fines for truck safety violations,
- c. limiting hazardous material carriers to certain hours.

3. Weight and length limitations for commercial vehicles using the Capital Beltway and its feeder roads should not be increased.

4. Efforts among federal, state and local governments to improve coordination of inspection and enforcement activ-

ities on the Beltway should be an ongoing process (1991, 2016).

COMPREHENSIVE HEALTH PLANNING

1. LWFVNCAs support:

a. governmental regulations of health planning (1976, 89),
 b. regional coordination among healthcare systems and agencies in the Washington Metropolitan Area to include gathering data, sharing information, avoiding duplication of facilities and services, and controlling costs (1976, 89),
 c. regional health education and information services to the public (1977, 89, 2016).

2. In order to increase the availability of medical services, LWFV supports the concept of 24-hour clinics & the use of para-professionals (1977, 89).

3. There should be improved care for the elderly and an emphasis on community support as an alternative to long-term institutional nursing care (1977, 89).

CONTROLLED SUBSTANCES

1. We support legislation to permit the use of marijuana and heroin for medicinal purposes (1989).

2. We believe that testing for illegal drug use is a justifiable invasion of privacy when required as part of the hiring process for jobs affecting public safety and national security (1989).

3. Employees who test positive should be:

a. retested prior to any disciplinary action (1976, 89),
 b. allowed to continue working or put on administration leave,
 c. required in each case to participate in an employee assistance program,
 d. subjected to random drug tests for a one-year period following a positive test (1989).

4. Measures for solving the drug problem should include interdiction, enforcement, education/prevention, and treatment. Education and treatment should receive special emphasis and should be stressed over criminal justice sanctions (1989, 91).

5. Drug treatment programs that should be given public funding priority include detoxification and self-help programs, outpatient care, and the use of therapeutic communities, with aftercare as part of all programs (1991).

6. Treatment programs for drug users under 18 and for pregnant women should receive priority for public funding (1991).

7. Drug treatment should be incorporated into the sentence for any juvenile or adult convicted of a crime who tested positive at the time of arrest (1989).

8. Pregnant drug users should not be subjected to criminal prosecution just because they are pregnant. Pregnant drug users who are before the court for crimes other than the use of drugs should be placed in mandatory treatment through a justice system diversion program. We support the use of outreach nurses and counselors for pregnant drug users without the threat of legal penalties (1991).

9. Financial responsibility for drug treatment should fall, to some extent, on all of the following: insurance, patients, patients' families, governments (federal, state, and local), employers, and labor unions (1989).

10. Each jurisdiction in the metropolitan Washington area should set up its own treatment programs for drug users (1989).

11. The area jurisdictions should establish a public/private partnership through the Council of Governments (COG) to develop a long-range plan to meet treatment needs and to identify financial and in-kind resources. This partnership should include the private sector and citizen groups (1989).

D.C. FINANCING

1. Budget Autonomy. The District of Columbia should have autonomy in budgeting locally raised revenue. The League of Women Voters of the National Capital Area (LWFVNCAs) supports legislation eliminating the annual Congressional D.C. appropriations budget-approval process.

2. Federal Payment. To address the District of Columbia's need for a stronger revenue base, the LWFVNCAs supports Congressional legislation setting forth the factors for determining an annual, predictable federal payment. The most important factors to be considered are:

a. taxes that the District of Columbia cannot levy because of Congressional prohibitions on the District's ability to tax; and
 b. the cost of services provided by the District to the federal government.

Other factors might include the cost of state services provided by the District and the percentages of revenue that other U.S. cities receive from external sources. (2003).

LAND USE/HOUSING

1. Regional land use planning for the Washington Metropolitan area should include a coordinated and comprehensive approach to meet housing needs. The goal of the housing component of a regional land use plan should be to:

- a. provide adequate housing for all income levels,
- b. promote a balanced distribution of housing and employment for all income levels,
- c. improve the quality of housing and neighborhood environments (1975, reaffirmed 1989).

REGIONAL GOVERNANCE

1. We accept the Metropolitan Washington Council of Governments (COG) as the basic instrument for cooperative regional planning. (1966, 82, 2016).

2. We support granting COG sufficient authority so that it can resolve governmental problems that cannot be solved by local governments, planning boards and agencies (1973, 82, 87, 89, 2016).

3. Because COG should have some funding powers, we support assessments of member jurisdictions, user fees, and state and federal grants.

4. We support citizen participation at the regional level for COG and other inter-jurisdictional agencies (1973, 83, 2016).

TRANSPORTATION

1. In support of the concept that there be some form of public transportation available for all, we endorse public policy in services and planning that:

- a. coordinated public transportation system which includes bus and rapid rail transit (1964, 70, 83, 89),
- b. promotes and improves the present and proposed public transportation systems to encourage the use of mass transit (1963, 70, 89).

2. Priorities in transportation services and planning should include:

- a. transportation systems services that are convenient, frequent, regular, speedy, and economical to the user and for the benefit of the larger community (1963, 64, 70, 83, 89),
- b. reduced air pollution through the promotion of mass transportation systems (1970, 89),
- c. allocation of road space for use of high-occupancy vehicles (buses, carpools, vanpools) to speed services, including traffic control measures.

3. We support public participation and supervision in determining information needed and in evaluating transportation proposals, transportation planning, and operations. Public involvement and decision-making should include

- a. appointment of citizen members to decision-making boards with full authority to participate in their functions, and enough tenure to master the subject. (These members should be residents of the jurisdictions involved and include consumer advocates who do not have business connections or official roles in the transportation and appropriations process) (1971, 89),
- b. every effort by local governments to include minorities, senior citizens, economically and/or physically challenged persons and other traditionally under-represented citizens on transportation and land use advisory committees and to facilitate this participation (1997),
- c. open public meetings of all regulatory and public management boards (1971, 89),
- d. compulsory paid publication in general circulation newspapers of proposals on which public review is to be held (1971, 89),
- e. decision-making on the level of services for the regional mass transit system by the Washington Metropolitan Area Transportation Authority (WMATA).

4. We support financial measures that include:

- a. informing the public of the total costs of auto use and full public disclosure of the costs of transportation service, of who pays for service and who receives it, and of full cost/benefit information,
- b. public investment to finance public transportation systems, to encourage substantially greater use of mass transportation, to increase resources for bus and rail transit, to achieve a realistic alternative to private auto use, to provide funds for bus shelters and information services (1971, 83, 89),
- c. reduction of subsidies to auto use, such as tax favors which support parking and free parking for employees paid out of public funds (1971, 89).
- d. the use of a dedicated tax to help fund public transportation. The objective of such a tax should be to spread the costs of mass transit among the total population and to encourage the use of mass transit instead of the automobile. A sales tax which excludes such necessities as food and medicines would be the best means of financing mass transportation in the metropolitan area. The most important criteria to be used in evaluating particular taxes dedicated to transportation should be revenue potential, timeliness, and reliability (1980).

Note: the above position applies only to the Washington metropolitan area, and may be acted upon within the context of interstate regional cooperation, despite its partial conflict with the LWVMD, LWV-VA and LWVDC positions.

5. We support the integration of transportation and land use planning on local and regional levels (1997).

6. We support an interstate compact authority for regional transportation.

a. Members representing corporate, environmental, social, and political jurisdictions would best promote a regional approach to transportation planning.

b. Members representing political jurisdictions would best produce cooperation among/between local jurisdictions and would best promote efficiency and flexibility in meeting transportation needs.

c. The following areas of transportation planning should come within the jurisdiction of a regional transportation authority: Roads and highways; urban and suburban transit, including bus and rail;

interstate rail, including connections among systems, i.e., Amtrak, Marc, etc.; pedestrian/bike paths; water, i.e., water taxis, ferries, etc.; bridges and tunnels.

d. Approved projects should be funded through: Federal funds appropriated through transportation authorization act; state and local contributions; user fees, including tolls, fares, and other fees; private funding; bonds; gasoline tax (2004).

WATER RESOURCES

1. In order to ensure a safe and adequate water supply for metropolitan Washington and to restore the quality of our streams and rivers, we support:

a. conservation and protection of drinking water and supply sources. Sources of drinking water serving the metropolitan area, such as the Potomac River and Occoquan and Patuxent Reservoirs, must be maintained and protected against pollution from both point and non-point sources,

b. regional demand reduction and water conservation measures to reduce annual per capita use --

i) Contingency plans should be developed on a regional basis to provide for mandatory restrictions on water use in time of emergency.

ii) Measures to recycle treated waste water in industrial, agricultural, and other non-potable systems and measures to reduce the use of water of drinking water quality as a conveyer of wastes should be encouraged to the extent consistent with public health and hydrological requirements

c. water-sharing measures to meet emergencies and to protect the physical and biological integrity of the sources,
d. protection of ground water,

e. official consideration of new drinking water sources --
i) Sources within the metropolitan region should be investigated as possible adjuncts to existing water sources.

ii) Construction of major upstream dams on the Potomac or its tributaries for the purpose of providing additional water supplies for the metropolitan region should not be undertaken unless other options have been found insufficient to meet the essential needs of the region.

2. We support regional planning to improve wastewater treatment management. Final selection for new or expanded wastewater treatment facilities should be based on meeting national clean water objectives, protecting public health, and minimizing environmental, energy, and cost impacts (1979, 89, 2016).

Correction

Please note that the full title of the organization RASR is incorrect in both parts of the report, “The League of Women Voters and Reparations.” The full name of RASR should have been given as Resolutions Addressing Systemic & Structural Racism.

The error is on page EF-7, column 2 of the May Voter and on p. EF-6, column 1 of the September Voter.

Also, RASR’s website URL has been changed to <https://rasrinc.org>.

I apologize for the error.

Sidney Johnson

Domestic Violence: What Do You Know? Why Should You Care?

By Adarsh Trehan

October is Domestic Violence (DV) Awareness Month. According to the National Coalition to End Domestic Violence (NCEDV), this Month was launched nationwide in October 1987 as a way “to connect and unite individuals and organizations working on domestic violence issues, while raising awareness of those issues.”

According to the National Domestic Violence Hotline (NDVH), “Domestic violence or IPV (Intimate Partner Violence) is a pattern of behaviors used by one partner to maintain power and control over another partner in an intimate relationship.” The abuse can be physical, sexual, emotional, or financial, or a combination. Sometimes, there are physical injuries resulting from the abuse, but other times there are not. You can gain a better understanding of DV by reading the book, *No Visible Bruises: What We Don't Know About Domestic Violence Can Kill Us*, by Rachel Louise Snyder (2019). The World Health Organization has called DV “a global health problem of epidemic proportions.” It states that, “Violence against women is a major public health problem and a violation of womens’ human rights. [E]stimates are that globally about 1 in 3 (30%) of women worldwide have been subjected to either physical and/or sexual intimate partner violence or non-partner sexual violence in their lifetime.”

<https://www.who.int/news-room/fact-sheets/detail/violence-against-women>

How prevalent is domestic violence in the United States? According to the National Network to End Domestic Violence (NNEDV), “one in four women and one in seven men will experience domestic violence in their lifetimes.”

What can you do to help? If a relative, friend, neighbor, or even a stranger, confides in you about such behavior, encourage them to call the Fairfax County Domestic and Sexual Services Hotline Violence at (703) 360-7273 TTY 711. In addition, if you suspect a person is suffering from such abuse, you can call the Hotline and report it. Fairfax County provides victim advocates; it also can connect victims with other service providers, who can offer a safe environment where victims can explore their options and access services and resources that they may need.

Clean Water Act 50th Anniversary Campaign Launch

By Elizabeth Lonoff

Our Clean Water Act 50th Anniversary Campaign launched on March 22 — World Water Day! On this day, Waterkeepers Chesapeake and local Waterkeepers celebrated the launch of the campaign with media events, blogs and videos, a webinar on the Clean Water Act, a trivia night, and even a new drink for the Assateague Coastkeeper!

Through the Clean Water Act 50th Anniversary campaign, Waterkeepers in the Chesapeake region will use the Act’s 50th anniversary to provide a platform for people to demand equal justice and access to clean water.

Throughout the spring and summer, Waterkeepers held on-the-water events throughout the watershed, as well as workshops and community forums to celebrate, educate, and advocate for clean water. Check out the CWA50 Community Calendar for events near you. In June, the Waterkeeper Alliance held its Global Conference and River Network hosted River Rally, both in Washington, DC. The campaign will culminate with celebrations in October in D.C. Beyond 2022, the work will continue. Waterkeepers will continue to listen to what local communities need and design tools and trainings to help local leaders advocate for their communities and recognize their power to make change.

Through storytelling, the CWA50 campaign will lift up the stories of local clean water champions in communities across our region who stood up to polluters and lax regulators and won. CWA50 will provide a platform for stories of low-income and marginalized communities are still experiencing the effects of flooding, polluted waterways, and historical disinvestment, and the barriers they face in achieving solutions that must be addressed in order to fulfill the promise of the Clean Water Act. We invite you to submit your story!



Unit Discussion Meeting Locations

Topic: LWV-VA Childcare Study

Members and visitor are encouraged to attend any meeting convenient for them, including the "At Large Meeting" and briefing on Saturdays when a briefing is listed. As of September 1, 2022, the following information was correct; please use phone numbers to verify sites and advise of your intent to attend. The October unit meetings may be in person, virtual or hybrid. If virtual, the unit leaders will send login information to every unit member.

Sunday, September 18 or

Thursday, September 22

7 p.m. Virtual Meeting

Childcare Consensus Study Briefing.
Discussion Leaders choose date
Contact: Judy, 703-725-9401,
judithhelein@aol.com
or Julie, 703-476-8347,
Julie.jones@lwv.fairfax.org

Monday, October 10

1:30 p.m. Greenspring (GSP)

In Person
Hunters Crossing Craft Room
7430 Spring Village Drive
Springfield
Contact: Judy,
jjsmith64@earthlink.net,
703-342-3353 or Pat,
pmcgrady308@gmail.com

Tuesday, October 11

2:00 p.m. McLean Day (McL)

In Person StarNut Café
1445 Laughlin Avenue
McLean
Contact: Anne, 703-448-6626,
akanter@cox.net

Wednesday, October 12

10 a.m. Mount Vernon Day (MVD)

In Person
Mount Vernon Government Center
2511 Parkers Lane, Mt. Vernon
Contact: Sandy, 703-768-2565,
sandypeterson2010@gmail.com

10 a.m. Fairfax Station (FXS)

In Person
8739 Cuttermill Place
Springfield
Contact: Bev, 703-451-4438,
rbdahlin@verizon.net
or Sue, 703-266-0272,
sueoneill1@hotmail.com

Thursday, October 13

9:30 a.m. Reston Day (RD)

Virtual
Contact: Charleen, 703-620-3593,
Charleen.deasy@verizon.net
Time TBD Springfield (SPF)
In Person OR Virtual OR Hybrid
Location TBD if In Person
Contact: Jane, 703-256-7834, patch-work1@verizon.net

11:30 a.m. Centreville-Chantilly (CCD)

In Person

Lunch at Food Court, Wegman's
14361 Newbrook Drive
Chantilly

1 p.m. Oakton/Vienna (OV)

Virtual and In Person
Oakton Public Library, 10304
Lynnhaven Place
Oakton, VA 22124
Contact: Mary, 703-932-3665,
mmvalder@aol.com

6:30 p.m. Reston Evening (RE)

In Person
Kalypso's Sports Tavern, Outdoor
Seating in Lake Anne Plaza
1617 Washington Plaza N.
Reston
Contact: Wendy, 703-319-4114,
wendy.foxgrage@gmail.com
or Amy, 703-999-0827,
raineday7@yahoo.com

7:30 p.m. Mount Vernon Evening (MVE)

Virtual
Contact: Jane, 703-960-6820,
jane@hilderwilliams.net
or Susan, 703-587-4790,
scash5002@email.vccs.edu
or Jane, 703-380-3651;
jmbyers@att.net

November Meetings: General Meeting



The League of Women Voters of the Fairfax Area (LWVFA)
 4026-B Hummer Road, Annandale, VA 22003-2403
 703-658-9150. Web address: www.lwv-fairfax.org

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**The LWVFA Fairfax VOTER®
 October, 2022**

Pat Fege, Co-President
 Katherine Ingmanson, Co-President
 Laura Hamilton, Editor

The League of Women Voters® is a nonpartisan political organization that encourages the public to play an informed and active role in government. At the local, state, regional and national levels the League works to influence public policy through education and advocacy. Any person at least 16 years old, male or female, may become a member.

The League of Women Voters® never supports or opposes candidates for office or political parties, and any use of the League of Women Voters® name in campaign advertising or literature has not been authorized by the League.

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<https://www.lwv-fairfax.org/donate>



LWVFA MEMBERSHIP/RENEWAL FORM

Dues year is July 1 – June 30

Name: _____ Unit (if renewing): _____
 Name of Second Household Member (if one): _____
 Street Address: _____ Condo/Apt No: _____
 City: _____ State: _____ Zip Code +4: _____
 E-mail: _____ Phone: (C) _____ (H) _____

Membership Status: _____ New _____ Renewal

Membership Level (please check one):

Basic Membership:

Individual (\$75); Household (two members who share the same mailing address) (\$100);

Limited Income (suggested donation: \$10); Student (Free!)

Membership Plus:

Suffragist (\$100); Advocate Household (two members who share the same mailing address) (\$150);

Champion (\$300); Founders' Circle (\$500)

Membership Plus levels include basic membership PLUS a donation to the LWVFA General Fund. This money will support members of limited income, help invest in LWVFA web site technology, and support other priority projects. General Fund donations are not tax deductible.

Please mail this completed form along with payment to:
 LWVFA, 4026-B Hummer Road, Annandale, VA 22003-2403