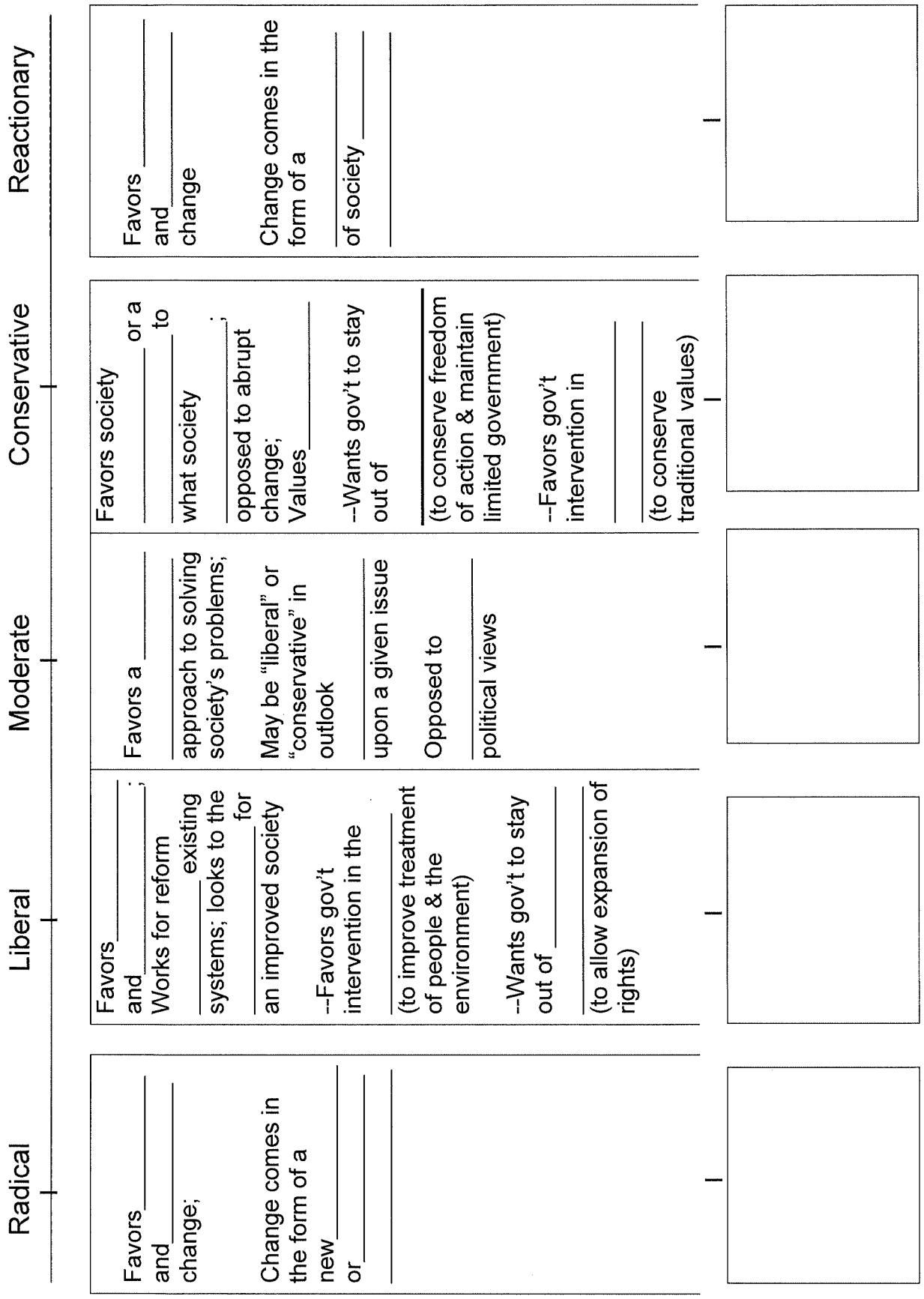


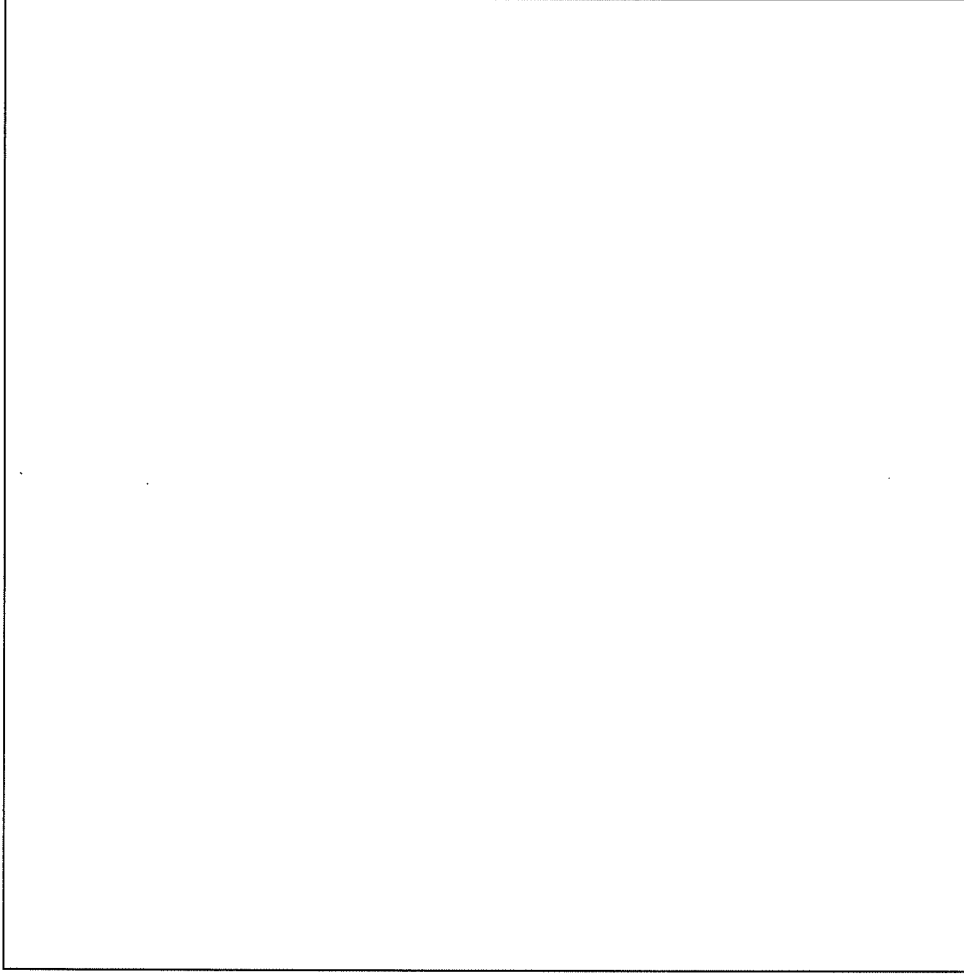
Name _____

Understanding the Political Spectrum

Political Spectrum definition: _____



The Political Compass



Name _____

Pick any 5 of the following presidential candidates to research: Biden, Buttiegieg, Bloomberg, Sanders, Klobuchar, Warren, Steyer, Weld (the only remaining Republican challenger to Trump)

See "Who's Running for President" <https://www.nytimes.com/interactive/2019/us/politics/2020-presidential-candidates.html>

Candidate Name: _____

Candidate Background:

Social Issues (Immigration, Guns, etc.)

Environmental Policy

The Economy

Foreign Policy

After conducting your research, on the spectrum below, mark your current level of support for this candidate. Explain why. (If you are conservative and don't plan to vote for any Democrat, remember there is a difference between a rating of 1 and a rating of 2.5. Explain what you see in one candidate that might lead you to support them even a little more (or less) than the other candidates.)

Do not support anything about this candidate

Very strongly support this candidate

0

10

Explain your current level of support for this candidate:

Candidate Name: _____

Candidate Background:

Social Issues (Immigration, Guns, etc.)

Environmental Policy

The Economy

Foreign Policy

After conducting your research, on the spectrum below, mark your current level of support for this candidate. Explain why. (If you are conservative and don't plan to vote for any Democrat, remember there is a difference between a rating of 1 and a rating of 2.5. Explain what you see in one candidate that might lead you to support them even a little more (or less) than the other candidates.)

Do not support
anything about
this candidate

Very strongly
support this
candidate

0

10

Explain your current level of support for this candidate:

Candidate Name: _____

Candidate Background:

Social Issues (Immigration, Guns, etc.)

Environmental Policy

The Economy

Foreign Policy

After conducting your research, on the spectrum below, mark your current level of support for this candidate. Explain why. (If you are conservative and don't plan to vote for any Democrat, remember there is a difference between a rating of 1 and a rating of 2.5. Explain what you see in one candidate that might lead you to support them even a little more (or less) than the other candidates.)

Do not support
anything about
this candidate

Very strongly
support this
candidate

0

10

Explain your current level of support for this candidate:

Candidate Name: _____

Candidate Background:

Social Issues (Immigration, Guns, etc.)

Environmental Policy

The Economy

Foreign Policy

After conducting your research, on the spectrum below, mark your current level of support for this candidate. Explain why. (If you are conservative and don't plan to vote for any Democrat, remember there is a difference between a rating of 1 and a rating of 2.5. Explain what you see in one candidate that might lead you to support them even a little more (or less) than the other candidates.)

Do not support anything about this candidate

Very strongly support this candidate

0

10

Explain your current level of support for this candidate:

Candidate Name: _____

Candidate Background:

Social Issues (Immigration, Guns, etc.)

Environmental Policy

The Economy

Foreign Policy

After conducting your research, on the spectrum below, mark your current level of support for this candidate. Explain why. (If you are conservative and don't plan to vote for any Democrat, remember there is a difference between a rating of 1 and a rating of 2.5. Explain what you see in one candidate that might lead you to support them even a little more (or less) than the other candidates.)

Do not support
anything about
this candidate

Very strongly
support this
candidate

0

10

Explain your current level of support for this candidate:

Proposition 13

What would it do?

2-3 Strongest Arguments in Favor

2-3 Strongest Arguments Against

At this moment, do you think you will vote for or against? Explain.

Measure I

What would it do?

2-3 Strongest Arguments in Favor

2-3 Strongest Arguments Against

At this moment, do you think you will vote for or against? Explain.

PROPOSITION

13

AUTHORIZES BONDS FOR FACILITY REPAIR, CONSTRUCTION, AND MODERNIZATION AT PUBLIC PRESCHOOLS, K-12 SCHOOLS, COMMUNITY COLLEGES, AND UNIVERSITIES. LEGISLATIVE STATUTE.

OFFICIAL TITLE AND SUMMARY

PREPARED BY THE ATTORNEY GENERAL

The text of this measure can be found on page 36 and the Secretary of State's website at <https://voterguide.sos.ca.gov>.

- Authorizes \$15 billion in state general obligation bonds for public education facilities: \$9 billion for preschools and K-12 (includes \$5.2 billion for modernization, \$2.8 billion for new construction, \$500 million for charter schools, and \$500 million for career technical education); \$6 billion for public universities and community colleges.
- Projects will improve facilities' health/safety conditions (including earthquake/fire safety and removing lead from water) and increase affordable student housing.
- Limits administrative costs to 5%.
- Appropriates money from General Fund to repay bonds.

SUMMARY OF LEGISLATIVE ANALYST'S ESTIMATE OF NET STATE AND LOCAL GOVERNMENT FISCAL IMPACT:

- Increased state costs to repay bonds estimated at about \$740 million per year (including interest) over the next 35 years.
- Mixed effect on the amount of local bonds issued by school and community college districts and a likely reduction in the amount of developer fees collected by certain school districts going forward.

Summary of State Costs	
New Borrowing	
Principal	\$15 billion
Interest	11 billion
Total Estimated Cost	\$26 billion
Payments	
Average annual cost	\$740 million
Likely payment period	35 years
Source of payments	General Fund tax revenues

FINAL VOTES CAST BY THE LEGISLATURE ON AB 48 (PROPOSITION 13) (CHAPTER 530, STATUTES OF 2019)

Senate: Ayes 35 Noes 4
 Assembly: Ayes 78 Noes 1

★ ARGUMENT AGAINST PROPOSITION 13 ★

THIS YEAR'S PROP. 13 IS A PHONY!

Don't be confused by the deceptive title of this spending measure to be "Prop. 13." Unlike the landmark taxpayer protection of 1978, this year's Prop. 13 instead will put taxpayers on the hook for \$27 billion.

TYPICAL CREDIT CARD MATH BY SACRAMENTO POLITICIANS

The politicians plan to borrow \$15 billion from Wall Street and then make taxpayers pay it back plus 80% in total interest costs. That's an additional \$12 billion we'll be forced to pay, bringing the entire bill to \$27 billion.

THE GOVERNOR & LEGISLATURE FAIL TO MAKE SCHOOLS A PRIORITY

Instead of spending the state's \$21 billion surplus on upgrading school facilities and providing high quality education for our children, the Governor and the Legislature are wasting our money on their own pet projects. That surplus money could have gone into solutions for our education system—both in classroom instruction and for new facilities—*without new debt* that our children will be paying for three decades!

HIGHER LEVELS OF DEBT LEADS TO HIGHER TAXES

We've seen this before from Sacramento politicians—they overspend, they issue bonds, and they punish us with tax hikes on our cars, gasoline, and income. And those tax hikes almost never go to what the politicians say they will—just look at our crumbling roads and see the billions of dollars diverted to High Speed Rail!

BILLIONS WILL GO TO MONEY PITS, NOT INTO CLASSROOM INSTRUCTION

Wasteful money pits in the vast education bureaucracy will grab much of this money while not one cent of it will

be spent for direct instruction in school classrooms. This money will go to wasteful construction projects that benefit special interests.

LOCAL SCHOOL DISTRICTS WILL GO FURTHER INTO DEBT

A hidden provision of this proposition will encourage local school districts to increase their borrowing by more than 60%. Local school debt is paid back with higher property taxes. We're already paying a fortune for previous borrowing, and the problem is never fixed.

SWEETHEART DEAL FOR DEVELOPERS, NO MONEY FOR FIRST RESPONDERS

Only in the State Capitol would someone decide to subsidize wealthy developers while withholding money from local police and fire fighters. Yet that's exactly what this proposition would do. The politicians were hoping no one would read the small print, but we did and we caught them red-handed.

WE CAN DO BETTER FOR OUR KIDS AND GRANDKIDS

California's schools are consistently ranked near the lowest in the country. Rather than just throwing \$27 billion into school construction projects, our state needs a well-thought out, long-term solution to achieve a high standard of excellence in reading, writing, and math. This costly measure does nothing to improve classroom instruction or help our children succeed.

VOTE NO ON THIS PHONY PROPOSITION 13.

SENATOR BRIAN JONES

District 38

JON COUPAL, President

Howard Jarvis Taxpayers Association

LARRY SAND, Retired Teacher

★ REBUTTAL TO ARGUMENT AGAINST PROPOSITION 13 ★

Don't believe the false attacks.

Proposition 13 will fix and upgrade public schools all across California that are unsafe, out-of-date, and badly in need of repair. It's broadly endorsed by teachers, principals, firefighters, doctors, and nurses—and has the strong support of Republicans, Democrats, and independents alike.

Proposition 13 makes local school buildings stronger and healthier. Removes asbestos, toxic mold, and hazardous materials from aging classrooms. Replaces deteriorating pipes so children have safe drinking water. Adds school nursing facilities. Makes schools safer in wildfires, earthquakes, and natural disasters. Studies show that safe school buildings are more likely to result in higher student performance.

Proposition 13 also guarantees that every dollar spent is accountable, audited, and transparent to state taxpayers. It requires administrative costs be limited to no more than 5%, ensuring that more funds than ever are invested directly into schools.

Don't take our word for it. Listen to the experts:

California Professional Firefighters President Brian Rice says: "Proposition 13 will fund improvements to make our schools safer. Safer schools create safer communities. That's why public safety experts support Prop. 13."

Dr. Peter Bretan, President of California Medical Association, the state's largest physician organization, says: "Students deserve access to healthy schools with clean water, breathable air, and school nurses. California's health providers support Proposition 13."

California Association of School Business Officials CEO Molly McGee Hewitt says: "School bonds are proven to be the most effective and fiscally responsible way to fund repairs to deteriorating school buildings. Yes on Proposition 13!"

CELIA JAFFE, President

California State Parent Teachers Association

DR. LINDA KAMINSKI, President

Association of California School Administrators

PAMELA KAHN, President

California School Nurses Association

★ ARGUMENT IN FAVOR OF PROPOSITION 13 ★

PROP. 13 WILL MAKE CALIFORNIA'S SCHOOLS & COLLEGES SAFER AND HEALTHIER

The current condition of California's school buildings is unacceptable.

Despite research showing students learn better in classrooms which are modern and safe, too many school buildings are dilapidated, unsafe, and unhealthy. Thousands remain at risk of wildfires or earthquakes. Others are contaminated with lead, mold, asbestos, and other hazardous materials. California's children deserve better.

Prop. 13 is the STRONGEST STATEWIDE SCHOOL BOND IN HISTORY, making California's school buildings healthier, more secure, and more conducive to learning. It's an essential step forward to protecting and educating our children.

According to Public Policy Institute of California, 70% of our state's 10,000-plus schools and 300,000 classrooms are more than 25 years old. 10% are at least 70 years old. Schools statewide are projected to need more than \$100 billion over the next decade simply to meet basic health, safety, and curriculum standards. Yet California's per-pupil spending on school facilities has sharply declined since 2006.

PROP. 13 REPAIRS AND UPGRADES CALIFORNIA'S PUBLIC SCHOOLS. Too many schools suffer from unsafe conditions, including poor air and water quality and contamination from mold and asbestos. Prop. 13 provides funding to fix rundown buildings, replace deteriorating water pipes with clean drinking water, and remove hazardous materials from aging classrooms.

PROP. 13 ADDS CRITICAL SAFETY MEASURES TO SCHOOLS. It provides schools needed resources to increase student safety including fire and violence prevention. Prop. 13 provides for functioning smoke and fire alarms, physical security improvements, and long-overdue seismic upgrades. It also expands access to preschool, guidance counselors, and school nurses for health care and mental health.

PROP. 13 RESTORES SCHOOLS AFFECTED BY

WILDFIRES, EARTHQUAKES, AND OTHER NATURAL DISASTERS. In emergencies, safe operation of local schools is more important than ever. Prop. 13 provides vital and immediate assistance, including temporary facilities and power generators, to schools impacted by wildfires and catastrophic events.

PROP. 13 SUPPORTS CAREER TECHNICAL EDUCATION FOR VETERANS. Prop. 13 enables local schools and community colleges to expand high-quality career technical education to help more Californians, including veterans who have served our country, prepare for high-skill, high-wage jobs in the modern economy.

PROP. 13 PROTECTS LOCAL CONTROL OVER EVERY PROJECT. It funds local school improvement projects, where local communities and taxpayers have a powerful voice in deciding how these funds can be prioritized to strengthen neighborhood schools.

PROP. 13 CONTAINS ROBUST TAXPAYER ACCOUNTABILITY MEASURES. Fiscally responsible, Prop. 13 strictly limits administrative costs, ensuring that funds are directly spent on schools, not government bureaucracy. It requires tough independent audits and open public hearings.

PROP. 13 HAS STRONG BIPARTISAN SUPPORT. It was placed on the ballot by an overwhelming bipartisan majority of state lawmakers. It's also supported by a broad-based coalition of teachers, doctors, nurses, firefighters, and military veterans.

The science is clear—safe, healthy, high-quality school buildings increase learning. And California's students can't afford to wait any longer.

For the safety of our children and our future as a state, PLEASE JOIN US IN VOTING YES ON PROP. 13.

BRIAN RICE, President
California Professional Firefighters

E. TOBY BOYD, President
California Teachers Association

PAMELA KAHN, President
California School Nurses Association

★ REBUTTAL TO ARGUMENT IN FAVOR OF PROPOSITION 13 ★

HOMEOWNERS, RENTERS, AND ALL TAXPAYERS BEWARE OF TAX HIKES!

Hidden in this year's Proposition 13 is a near DOUBLING of the limits that local school districts can borrow.

When school districts borrow money, that debt is repaid *exclusively* by PROPERTY TAXES! Who pays property taxes? We all do, either directly in property tax bills or through higher rents and other costs. Unlike the original Proposition 13 from 1978, *this* Proposition 13 puts all taxpayers at risk of higher taxes.

NO GUARANTEES AGAINST WASTE!

The question isn't whether we need well-maintained school buildings, but how best to pay for them and whether past promises have been kept. Voters already approved \$9 billion in 2016 to build and repair schools. Now they tell us they never repaired the deteriorating water pipes and removed asbestos from classrooms? *How does High Speed Rail get full funding but yet schools don't?*

TAXPAYERS WILL BE ON THE HOOK FOR MORE BORROWING AND DEBT!

Borrowing \$15 billion for school construction and repairs makes no sense when *California has a \$22 billion budget surplus*. What's worse, the 80% estimated interest cost means we're actually on the hook for \$27 billion. Instead, let's spend the money we have *directly* in the classroom to address declining test scores and high dropout rates.

Don't let Sacramento's misplaced priorities and irresponsible borrowing put California deeper in debt and lead to higher local taxes.

VOTE NO ON PROPOSITION 13!

STATE SENATOR BRIAN JONES
District 38

JON COUPAL, President
Howard Jarvis Taxpayers Association

LARRY SAND, Retired Teacher



Local Ballot Measure: I

Measure I

Sonoma-Marin Area Rail Transit District

Measure Question

To continue relieving traffic congestion, reducing greenhouse gas emissions (having carried 1.5-million passengers by providing quality transportation alternatives to Highway 101), connecting stations with pathways, expanding rail service to Healdsburg/Cloverdale as grants become available, shall an extension of the existing Sonoma-Marin Area Rail Transit District 1/4-cent voter approved sales tax, at the same rate, generating approximately \$40,000,000 annually for an additional 30 years, subject to audits and citizens' oversight, that the State cannot take away, be adopted?

What Your Vote Means

YES	NO
A "yes" vote on Measure I will authorize SMART to extend the existing tax through March 31, 2059.	A "no" vote on Measure I will prohibit SMART from extending the tax, and the existing tax would continue in effect until March 31, 2029.

For and Against Measure I

FOR	AGAINST
Mike McGuire State Senate David Rabbitt Chair Sonoma County Supervisors Steven Herrington Ph.D County Superintendent of Schools NORTH BAY LABOR COUNCIL Jack A. Buckhorn, Executive Director FRIENDS OF SMART Lucy Kortum, CoFounder	Nancy J. Cline Winery Owner Tracey Buck-Walsh Attorney at Law Ken Churchill Director - New Sonoma



Local Ballot Measure: I

County Counsels' Impartial Analysis of Measure I

Measure I asks voters whether the Sonoma-Marin Area Rail Transit District ("SMART") should extend its existing ¼-cent sales tax for an additional period of 30 years through March 31, 2059. Measure I was placed on the ballot by unanimous vote of the SMART Board of Directors.

SMART is a rail district created by the Legislature in 2003 to evaluate, plan, and implement passenger rail service from Cloverdale in Sonoma County to the Larkspur Ferry Terminal in Marin County. The geographic area of SMART includes all of Sonoma and Marin Counties.

Voters approved the existing ¼-cent sales tax in November 2008. Over the past 10 years, the tax has funded the construction and commencement of operation of a commuter rail transit system that extends from Larkspur in Marin County to Airport Boulevard in Sonoma County. The current tax will expire in 2029. If approved, Measure I would extend the tax (with no increase in rate) for an additional 30 years, providing approximately \$40,000,000 annually. The tax would continue to be collected as it is now, in the same manner as a state-imposed sales tax.

Measure I would also update the existing Expenditure Plan, which governs how the funds raised by the tax can be spent. Since Measure I continues a special purpose tax, monies collected will be placed in a special fund and may be spent only for the purposes set forth in the Expenditure Plan incorporated into the full text of the measure. These purposes include: providing for the ongoing operation, maintenance, and financing of the current system; refinancing existing debt service; enhancing and prioritizing safety, education, and community outreach programs; and funding capital projects that will provide for and increase the existing level of service, operation, and future expansion of both the passenger and freight rail train system and ancillary bicycle/pedestrian pathways in Sonoma and Marin Counties. Measure I would continue the accountability safeguards in the existing tax which include annual audits by an independent accountant and independent oversight by a Citizens Oversight Committee established by the Board of Directors.

Measure I would also authorize SMART to re-issue or restructure its existing revenue bonds, pursuant to Public Utilities Code section 105220, to expedite the commencement of the expanded passenger train service, bicycle/pedestrian pathway, and related transit improvements. Any bonds issued or restructured would be paid back with the proceeds of the tax.

The tax proposed by Measure I will become effective only if approved by a two-thirds majority of those voting on the measure.

A "yes" vote on Measure I will authorize SMART to extend the existing tax through March 31, 2059.

A "no" vote on Measure I will prohibit SMART from extending the tax, and the existing tax would continue in effect until March 31, 2029.

s/ Brian Washington
Marin County Counsel

s/ Bruce D. Goldstein
Sonoma County Counsel

Continue to next page for arguments



Local Ballot Measure: I

Arguments and rebuttals are the opinions of the authors. They are printed exactly as submitted, including errors.

Argument in Favor of Measure I	Rebuttal to Argument in Favor of Measure I
<p>In 2008, Marin and Sonoma Counties voters had the foresight to create SMART. You voted for a modern train system to bridge county lines and connect to the ferry in Larkspur.</p> <p>You wanted a green transportation system, a way to travel without sitting in traffic – taking cars off Highway 101.</p> <p>SMART has delivered on that promise – despite serious obstacles.</p> <p>When the recession hit in 2009, the bond market crashed, slashing more than \$100 million in projected revenue.</p> <p>Despite this setback, SMART still got a world class transportation system up and running by winning \$328 million in regional, state and federal matching funds.</p> <p>So far, SMART has carried over 1.6 million passengers, including over 5,900 passengers who require wheelchair access and 159,000 bicyclists.</p> <p>In December, SMART opened the Larkspur station to connect to the ferry. In January, SMART revamped the commuter schedule to run trains every 32 minutes. Now, SMART is at a crossroads. Measure I is critical to SMART's future.</p> <p>Measure I would extend SMART's ¼ of one cent sales tax with No tax increase.</p> <p>Measure I would ensure SMART's financial stability and allow restructuring of construction debt. This would save \$12.2 million annually, fully funding operations from Larkspur to Windsor – and with state and federal help on to Healdsburg and Cloverdale – for the next 30 years.</p> <p>Vote Yes on Measure I to: Help reduce congestion on Highway 101 and local roads; Support SMART service to additional cities; Increase the frequency of SMART trains; Build more bicycle and walking paths connecting SMART stations; Fund safety enhancements along the rail line; Add additional parking to SMART stations.</p> <p>We finally have a modern train system for Marin and Sonoma Counties. Let's keep it rolling.</p> <p>Join seniors, environmentalists, business and community leaders – vote Yes on Measure I.</p> <p>Visit www.StayGreenKeepSMART.org</p>	<p>SMART built less than 2/3 of the promised rail-line and 1/3 of the bike paths. They do not have the funds to finish, and are now asking for more money for overhead.</p> <p>Measure I is a Tax Increase Of \$2.4 Billion over 30 years, and will not fund additional rail-line or bike paths. It will not even cover SMART's operating expenses when recessions occur over 39 years.</p> <p>SMART has done no analysis to show that their Diesel trains reduce greenhouse gas emissions or traffic. We have. Recent analysis has shown that buses and cars carrying the same number of riders would have lower GHG emissions than SMART.</p> <p>Compared to similar trains, SMART has the largest taxpayer subsidy, at \$100 per round trip per rider, in the nation.</p> <p>For every 2 riders on SMART, there are more than 1,000 non-riders paying for 90% of the costs.</p> <p>SMART's schedules conflicts with the Larkspur ferry's, causing average wait times of 39-minutes for southbound riders and 54-minutes for northbound riders.</p> <p>SMART is halfway through the Measure Q sales tax period, with \$389 million additional taxes projected through 2029 and SMART already needs more money.</p> <p>SMART claims extending its debt payoff saves money, but while annual payments decrease, total debt increases by \$47.4 million.</p> <p>The agency has a history of misleading voters and is now asking for another \$8,370 per household over 30 years. We can be smarter with our tax dollars.</p> <p>Vote No on Measure I. Visit www.NotSoSmart.org</p>
<p>s/ Mike McGuire State Senate</p> <p>s/ David Rabbitt Chair Sonoma County Supervisors</p> <p>s/ Steven Herrington Ph.D County Superintendent of Schools</p> <p>NORTH BAY LABOR COUNCIL s/ Jack A. Buckhorn, Executive Director</p> <p>FRIENDS OF SMART s/ Lucy Kortum, CoFounder</p>	<p>s/ Ken Churchill Director - New Sonoma</p>



Local Ballot Measure: I

Arguments and rebuttals are the opinions of the authors. They are printed exactly as submitted, including errors.

Argument Against Measure I	Rebuttal to Argument Against Measure I
<p>Vote No on Measure I.</p> <p>At \$2.4 billion dollars in new taxes, Measure I is too much for something that does so little, with no accountability. Measure I adds a 30-year extension to the Sonoma-Marin Area Rail Transit District's (SMART) current sales tax, which doesn't even expire until 2029. It gives SMART a blank check with our sales tax dollars until 2059 — allowing SMART to spend tax revenue on things that don't impact transportation without any transparency or new budget oversight. SMART is trying to extend the sales tax now so SMART can borrow money to pay for debt on which they are overextended.</p> <p>SMART is Costly, Inefficient, and built on Broken Promises.</p> <p>SMART began rail service over three years behind schedule and massively over budget. SMART failed to complete the promised rail line and even now its fares cover only 10% of its operating expenses. The average for commuter railroads in the US is 40%, making SMART one of the worst performing railroads in the nation. Ticket fares are subsidized, so each round-trip on SMART costs taxpayers an additional \$100 per round-trip for each rider. For riders, connections to other public transit like Larkspur ferry aren't synced — forcing passengers to wait as much as 90 minutes before the next ferry departs.</p> <p>Poor Management and Bad Decisions.</p> <p>SMART wants to spend \$65 million for just a three-mile extension to Windsor that won't generate many additional riders. Even worse, SMART disagreed with 13 findings of a grand jury report and rejected 7 of 8 of the report's recommendations designed to improve the agency's financial oversight and communication with the public. Vote No on Measure I and send a strong message to SMART to stop wasting taxpayer money and start operating more efficiently with the funds they have.</p> <p>s/ Nancy J. Cline Winery Owner</p> <p>s/ Tracey Buck-Walsh Attorney at Law</p> <p>s/ Ken Churchill Director - New Sonoma</p>	<p>The same band of naysayers who opposed SMART in 2008 hasn't given up. Now they're piling numbers on top of irrelevant numbers hoping to confuse you into voting no.</p> <p>Here's what you need to know: Measure I doesn't increase your taxes; Measure I renews and extends SMART's existing sales tax.</p> <p>By ensuring SMART's financial stability, Measure I allows SMART to compete for new regional, state and federal construction funds to complete the line to Healdsburg and Cloverdale — and continue to qualify for \$6 million a year in state money for operations.</p> <p>SMART's still in its infancy. It's been just over two years since the trains began providing a green alternative to Highway 101. As with any transformative project, it takes time to maximize its potential.</p> <p>In just over two years, SMART's carried over 1.6 million passengers — a number that's likely to grow. For perspective, the Larkspur Ferry carries 50% more riders per year now than it did when it began. With the Larkspur Station open — allowing passengers to connect to San Francisco on the Ferry — SMART has a bright future.</p> <p>While traffic on 101 still causes headaches, SMART provides an alternative, helping reduce congestion and greenhouse gases. We've invested in SMART's vision for the future. Our money has been more than doubled by state and federal matching funds to the tune of \$328 million.</p> <p>Now's not the time to pull the plug. Now's the time to protect and expand an alternative to traffic on 101.</p> <p>Stay Green, Keep SMART. Vote Yes on Measure I.</p> <p>s/ Jim Wood Assemblymember, AD02</p> <p>s/ David Rabbitt Chair Sonoma County Supervisors</p> <p>s/ Lynda Hopkins Sonoma County Supervisor</p> <p>s/ Steven Herrington, Ph.D. County Superintendent of Schools</p> <p>NORTH BAY LABOR COUNCIL s/ Jack A. Buckhorn, Executive Director</p>

Political Parties Notesheet

Political Parties

A political party is _____

The main functions of a political party are:

- 1.
- 2.
- 3.

	Positives	Negatives
Two-Party System		
One-Party System		
Multi-Party System (3 or more)		

U.S. Political Party History

Originally at the founding of the nation, two political parties emerged:

- 1.
- 2.

While the former disappeared, the Democratic Party solidified under _____

The first national political party convention was held by them in _____.

The Republican Party formed as _____ party in _____.

The first Republican elected president was _____ in _____.

After the Civil War, loyalty to the Union became tied to the _____ Party.

They dominated the North until _____

After Reconstruction, _____ dominate _____ until the New Deal.

Over the next 60 years, the Republican Party gradually becomes dominated by wealthy businessmen.

When FDR becomes president in 1932, his Democratic Party suddenly becomes the party of

_____.

Many former Democrats _____ the party and the "Solid South" becomes _____.

Third Parties

Third Parties are _____.

The most important contribution that third parties have made is _____

Types of Third Parties

a) _____ Parties

-

b) One-Issue Parties

-

-

c) _____ Parties

-

d) _____ Protest Parties

-

Current Significant Third Parties include

1)

2)

3)