



FREMONT, NEWARK & UNION CITY

OCTOBER 2011

Federal Role in Education:

A sneak preview of one of the consensus questions

Federal support for early childhood education programs (e.g. Head Start, Title I, Special Education, Early Start) should include funding for parent education and support regarding child development, child health and nutrition, and access to other supportive services, such as mental health as needed.

Strongly Agree

Agree

No consensus

Disagree

Strongly Disagree

This funding should be extended to:

All children

Only those with special needs

Special needs first

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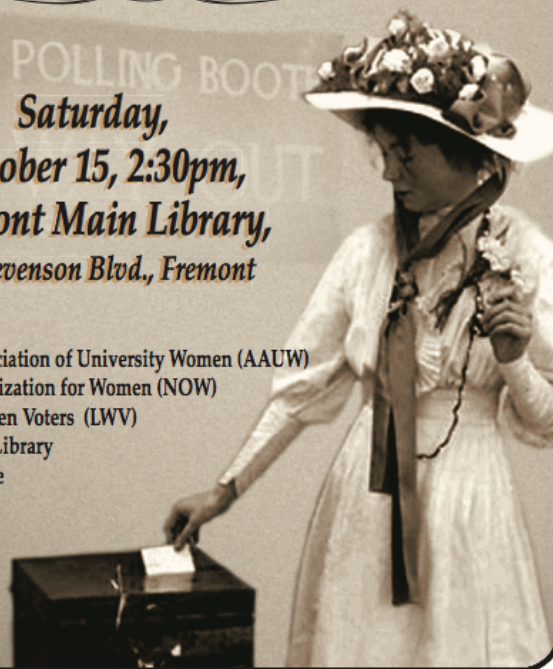
The 100th Anniversary Celebration!

A Readers' Theater Production of
Women Winning the Right to Vote in California

Saturday,
October 15, 2:30pm,
Fremont Main Library,
2400 Stevenson Blvd., Fremont

Co sponsors:

- American Association of University Women (AAUW)
- National Organization for Women (NOW)
- League of Women Voters (LWV)
- Fremont Main Library
- Patterson House



Festivities will include members and guests dressed in period clothes, period posters and memorabilia, a Quiz Box, refreshments, and a slide show. The Readers' Theater will feature dialogue from four major supporters of women's right to vote and also dialogue from those who opposed this historic election in 1911. All of the actors are members of either LWV, AAUW or NOW.

PRESIDENT'S MESSAGE



We have two big events in store for us in October. The first is an evening filled with the Newark Mayoral Candidate Forum, the Newark City Council Candidate Forum, and a Pro/Con

presentation of Measure G, a bond measure to help the Newark Schools. Even if you don't live in Newark, it should be interesting to see the issues before the Newark voters and the caliber of candidates for the offices. We can also use workers that evening; call or e-mail Marilyn Singer.

The second big event is our Celebration of the 100th Anniversary of Women Getting the Right to Vote in California. That's right! Nine years before suffrage for women was passed at the national level, the women of California earned the right to vote. Three organizations, AAUW (American Association of University Women), LWV (The League of Women Voters) and NOW (the National Organization for Women) are presenting an original Readers' Theater production featuring the women (and men) who made a difference in California. That includes Fremont's own Clara Patterson.

Come in period dress if you like and join the celebration.

Miriam Keller
President

The Voter

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And the Winner Is...

It could be YOU! Since our League is seeking membership growth, we decided to offer an incentive to the current member who recruits the most new members by December 31, 2011. The winner will receive a gift card worth \$25.00.

Friends, family, colleagues, neighbors—even exercise or book group buddies! All are potential League members. Perhaps you can invite them to attend our monthly meetings with you. Or talk about League events and highlights when getting together.

It's easy to join. The front page of our Web site has a special button for becoming a member, and every issue of *The Voter* includes a membership application. In addition, new membership brochures will soon be available. Why not carry a few with you so you will be ready when someone says YES, I WANT TO JOIN THE LEAGUE TODAY!

In order for you to receive credit, please make sure the new members indicate they were referred by YOU.

We're wishing the best of luck to all of you.

Newark Candidate & School Bond Forums

The League of Women Voters is hosting a candidate forum on Thursday, October 6, at the Newark Council Chambers, 37101 Newark Blvd., Newark. The public will have an opportunity to question the mayoral candidates and city council candidates at the City Council Chambers. Discussion about the proposed school bond will follow the forums.

Candidates for Mayor Anna Apodaca, Al Nagy, and Ray Rodriguez will be interviewed

from 7-7:45 p.m. Candidates for city council Richard "Rick" Bensco, Mike Bucci, Maria "Suky" Collazo, Jack Dane, and Luis Frietas will be interviewed from 7:50-8:50 p.m.

The public will hear about the school bond from 9-9:30 p.m., following the council candidate forum. Spokesmen for and against the school bond have been invited to attend.

For further information, please call the League of Women Voters at 510-794-5783.

Board Briefs

At its last meeting, our Board:

- Reviewed our policy on participation with other organizations
- Endorsed the Newark school bond
- Appointed an audit committee
- Started a contest to see who can get the most new members
- Discussed a new program/membership brochure
- Decided to take part in the Newark Parade and have a registration booth on 9/18 in Newark

The Clipper Card and How It Will Make Using Public Transportation Easier

Information provided by Kay Emanuele

Attention BART riders! You will soon need to obtain a Clipper card. BART is going to phase out the old paper tickets we use now.

A plastic Clipper card can be used on BART, AC Transit buses, Muni buses, Caltrain, and Golden Gate Transit and Ferry. It works like a FasTrak pass, keeping track of the cash value you load onto it. This will be a great improvement and will be a time saver for all.

There will be two ways to get a Clipper card—

1. You can go online at **clippercard.com** and download an application, or
2. You can call **877-878-8883**.

The idea is to load your card with money and use the card for any of the transit systems listed above. When you need to add money to the

account you can go online again or call the number listed above.

For a Senior or Youth discount card, you must take your application and proof of age (driver's license) to the Embarcadero station only, and present it in person. You can pay money into your account at that time, or do so at home by going online at clippercard.com, or calling 877-878-8883.

Each time you use the card to pay your fare, the card reader will show the amount being charged (such as \$2 for an adult Muni fare), and it will also show the balance remaining on your card.

We are lucky to have public transportation in our area that will now be even easier to use.

Working for alternatives to the death penalty

Excerpted from information provided by Death Penalty Focus

SAFE (Savings, Accountability and Full Enforcement) California Campaign, of which Death Penalty Focus is a part, will be gathering signatures to place an initiative on the November 2012 ballot to replace California's death penalty with life without the possibility of parole.

Repealing the death penalty requires a vote of the people. A bill in the California Senate failed to move forward, and thus the initiative effort. If you would like to receive information about

upcoming volunteer opportunities with the campaign, contact SAFE California Campaign.

The initiative, called the SAFE California Act, was filed with California's Attorney General on Friday, Aug. 26. The Attorney General will write title and summary for the initiative in the next 45 days and signature gathering can begin in mid-October.

The League is officially opposed to the death penalty.

Role of the Federal Government in Public Education:

Equity and Funding

Produced by the LWVUS Education Study

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Public school funding comes from many sources—federal, state and local taxes as well as grants provided by both governmental and nongovernmental agencies. The federal government adds less than 10 percent to local education budgets, yet it contributes significantly to the rules for how the funding is used. Additionally, the United States invests 5 percent of the GDP in public education. Nearly half of the k-12 education funding in the United States is intended to come from the states, drawn from a combination of income taxes, fees and other taxes. However, some states resemble Illinois, where the state's share is only 27 percent. The remainder usually comes from local property taxes.

Equity

States that rely heavily on property taxes to fund education tend to have large inequities in school funding, which mirror the inequity of wealth in society-at-large. Hurst (2007) noted that inequities in wealth stem from the fact that wealthy people earn much of their income from investments and/or inherited funds, while the poor earn all of their income from jobs and they spend it on food, shelter, transportation, etc. In the United States, the wealthiest 20 percent own 84 percent of the total wealth.

Inequities in school funding reflect housing patterns. During the past 50 years since *Brown vs. Board of Education*, schools have become re-segregated (Ladson-Billings, 2006). Currently, three-fourths of the Black and Latino/a students attend schools that are predominately non-white.

Adequacy

Since, 1990, rather than looking at equity, most lawsuits have focused on adequacy—whether a state is providing local districts with just enough funding and resources to give all students a basic education. Odden and Picus (2008) developed a model calculating the cost of an adequate education. They defined an adequate education as one that includes factors such as a full-day kindergarten, core class sizes of 15 for grades K-3, 25 for grades 4-6 and specialist teachers. The cost of an adequate education varies. For instance, more money is needed to educate students from impoverished communities and students with special needs.

Funding Priorities

When schools are not funded adequately, this has a long-lasting impact. For instance, Darling-Hammond (2010) noted that dropouts cost the country at least \$200 billion a year in lost wages and taxes, costs for social services and crime. Since the 1980s, national investments have spent three times more on the prison system than on education. Data show that the national average for educating a child is \$9500, while it costs \$43,000 per year to keep a person incarcerated. With 5 percent of the world's population in the United States, we house 25 percent of the world criminals (Kang & Hong, 2008).

No Child Left Behind (NCLB)

In 2001, President George W. Bush signed the reauthorization of Elementary and Secondary Education Act, "No Child Left Behind," which was intended to close achievement gaps,

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Education Equity and Funding

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particularly for minority children. However, data from the National Assessment of Educational Progress (NAEP) reveal that scores were higher in math and reading for minority students before NCLB. One provision of NCLB permitted parents to remove a student from a low-performing school and transfer to another, better performing school. They would receive a voucher which would pay some of the cost of attending another school – public or private. Additionally, courts and education agencies stepped in to “remediate.” The sanctions imposed by NCLB had the effect of punishing or threatening punishment to low-performing schools and teachers, sending them the message that they were incompetent and that they should not have the right to make decisions about how to educate students. Studies (Reeve, 2009) showed that threatening public schools and teachers with punishment had harmful effects on students who remained in the public schools.

Supporters of NCLB appreciate the increase in accountability for schools and teachers as well as the focus on low scoring sub-groups. Critics of NCLB decry the lack of federal funding for many of the Act’s mandates, the emphasis on penalties, the reliance on standardized tests, and the lack of attention to gifted students as well as to subjects such as science, social studies and the arts. One goal of NCLB has been to offer choice to parents whose children attend poorly performing schools.

However, large-scale studies of voucher school students have revealed little difference in their performance compared to public school students with similar backgrounds, and having vouchers has not raised the performance of the most needy students (Rouse & Barrows, 2009). Furthermore, many (Holland, 2011) argue that the NCLB goal of 95 percent of students

meeting state standards in reading and math by 2014 is unrealistic.

Race to the Top (RttT)

Race to the Top was signed into law by President Barack Obama in 2009. This program shifted the basis of awarding funds to emphasize competition. Competitive grants reward reform planned in the winning states. Funding is flexible as long as states demonstrate grant dollars are aligned with the agenda outlined in their winning applications. Only twelve states received funding through RttT.

Two of the requirements met by states that received RttT funding were (1) improving teacher and principal effectiveness based on performance and (2) lifting the cap on the number of charter schools that could be created.

While both these funding requirements can be effective, neither is foolproof, and each addresses only one part of the problems schools face. For instance, research studies show that promising increased pay based on teacher effectiveness is not an effective incentive. Furthermore, research showed there is a problem when teacher performance evaluation is based only on student scores in standardized tests (Springer et. al. 2010).

Although there is no question that some charter schools are effective, they have not been the panacea many expected. They were originally proposed as an opportunity for educators to test research-supported methods for reaching hard-to-educate children, and some have done quite well. However, a large-scale research study funded by pro-charter advocates revealed that only 17 percent of the 2403 charter schools had significantly more growth in test scores compared to traditional public schools, and, in fact, 37 percent showed significantly less growth (Center for Research on Education

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Plugging in at Port: Shore Power Solutions Ease Emissions

By Alec MacDonald

Plug-in cars have recently emerged as a promising innovation in the movement to limit fossil fuel dependence. Given the ecological upside of this technology, why not try plugging in other vehicles as well—ships, for instance?

Actually, this idea has not only been tried, it's currently in practice, although with a significant twist. The aim in connecting a sea-faring vessel to the power grid isn't to recharge batteries (as with an automobile) but to receive electricity on demand. Either way, the environment benefits: plugging in a car means cutting emissions on the roadways, while plugging in a ship means cutting emissions at the docks.

After entering port, large crafts such as container ships or cruise liners still have significant energy needs, even at a standstill. Lighting, heating, air conditioning, and hot water must be available to the crew and passengers, and perishable cargo requires refrigeration. Computers, emergency equipment, and communications devices can't simply be shut off, either, and ballast pumps have to work at keeping the deck level during freight loading and unloading. Satisfying all these needs has typically fallen to on-board auxiliary diesel engines, but with all the air pollution they produce, linking up with land-based electricity — commonly referred to as shore power — represents a much cleaner alternative.

In support of this alternative, the California Air Resources Board adopted a regulatory measure in 2007 that targets the emissions of at-berth ships. Having entered its initial stage of enforcement in 2010, the measure includes a compliance schedule of escalating requirements that tops out in 2020. By then, shipping companies will need their fleets to turn off auxiliary diesel engines for 80 percent of visits

to a single port, or reduce at-berth emissions at that port by 80 percent.

The lengthy and gradual compliance schedule reflects the amount of planning — not to mention money — necessary to set up shore power infrastructure. As CARB's Grant Chin attested, "When we look at shore power installation, it's fairly complex." Some two to five cables the size of fire hoses convey electricity from land to vessel; at both ends, major engineering retrofits must be performed to accommodate the high voltage transmission. With so much current running through this system, it has to be carefully constructed for the sake of safety; given the flurry of activity at most ports, any glitches could prove disastrous.

Another challenge lies in coordinating logistics among multiple parties. Shipping companies can't handle shore power implementation themselves, and must collaborate with port authorities and local utilities. Add contractors and funders into the mix, and the task gets increasingly intricate.

Not that the Bay Area's maritime sector hasn't been up to that task. Last October, the Port of San Francisco became the first port in California to supply shore power to at-berth cruise liners. Those operated by Princess Cruises can now plug in off of Pier 27 thanks to a \$5.2 million connection system financed by the Port of San Francisco, the San Francisco Public Utilities Commission, the Environmental Protection Agency, and the Bay Area Air Quality

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Plugging in at Port

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Management District. Across the Bay, the Air District has also allocated shore power spending at the Port of Oakland, awarding \$4.8 million in CARB grants to global shipping company APL for a shore power retrofit of five container vessels and three berths at its terminal. APL kicked in \$11 million of its own on the project, which just came online in May.

By the summer of 2013, the Port of Oakland expects to finish installing shore power capability at 12 additional berths. According to Interim Project Manager Rich Taylor, construction has already begun on three of them. He anticipates that in the end, the total price tag will exceed \$100 million, and reported that \$33 million in funding has been secured thus far: \$3 million from the Metropolitan Transportation Commission, \$8 million from the federal

Transportation Investment Generating Economic Recovery program, and \$22 million from the Air District, with \$17 million of that approved through a state transportation bond program (authorized through the passage of Proposition 1B in 2006).

Monetarily speaking, the cost stands undeniably high, but once complete, the effort will greatly aid the environment and public health. The Air District forecasts it will result in emissions reductions of more than 10,000 pounds of toxic soot and 600,000 pounds of nitrogen oxides per year, which will allow people in and around the Port of Oakland to breathe much easier. And with word from Taylor that the maritime industry is investing \$1 billion in private funds to prepare their vessels for plugging in at California ports, the rest of the state should be able to as well.

Education Equity and Funding

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Outcomes, 2009). Furthermore, many charter schools do not admit and/or retain students who need increased support, e.g., students from impoverished communities and students with special needs.

The progress of the U.S. Department of Education's Equity and Excellence commissions can be tracked through <http://www2.ed.gov/about/bdscomm/list/eec/index.html>.

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Interview with Vivien Larsen—Ohlone Board Trustee

Vivien Larsen was appointed to the Ohlone College Board of Trustees in May 2011 to fill the vacancy left by the death of long time Trustee Bill McMillan. Sam Neeman and Andrea Schacter recently interviewed Ms. Larsen to obtain information about what she brings to her new position, the current state of the college, and what she hopes to accomplish during her term.

Vivien Larsen began forging a partnership with Ohlone College while she was a counselor at Newark Memorial High School. As a counselor, she worked to encourage her students to attend Ohlone because of its affordability, prestige, and opportunities for workforce preparation in the STEM (science, technology, engineering and math) subject areas.

After a career in education as a teacher, administrator and counselor, Ms Larsen, a self-described non-political person, was appointed to the Ohlone board and is rapidly learning her new responsibilities. She cited her support for open government and the recent workshop on the Brown Act as examples.

Her responses to questions posed to her paint a picture of someone dedicated to learning and to her community.

What challenges does she see facing Ohlone today? The impact of the current fiscal crisis is a prime concern, coupled with the growing demand for enrollment. Ways to increase access for students include finding more funding sources and forming partnerships with businesses.

What are the priorities for Measure G funds?

Since bond money cannot be used for operating expenses, a common misperception by the public, plans are to continue working on the Below Grade Water Intrusion Project that replaces corroded pipes in buildings throughout the Fremont campus. Other infrastructure improvements will follow on the campus,, which was built mostly in the 1960's. As with other bond measures, all funds expended will be reviewed by the Bond Oversight Committee.

How will redistricting affect Ohlone Community College District? Currently, an analysis is being conducted to assess the issues. Ms. Larsen stated that Ohlone will be in complete compliance with the California Voting Rights Act after completion of the analysis.

The interview ended with her affirmation that the Ohlone students are her “clients” and that they need to know she will continue to keep them apprised of what is happening with transparent communication with the entire Ohlone community.

Voting Rights and the Election Process

League efforts to protect the voter continue. In [Maine](#), the League is a lead petitioner in a [people's veto campaign](#) to reinstate same-day registration. The League in [New Hampshire](#) is working to uphold the governor's veto of voter ID as the state Senate plans to consider that veto in Sept. In [South Carolina](#), the League is helping individuals alert the U.S. Department of Justice about of how onerous the new ID law is and has signed on to a comment letter to the Voting Section Chief of the Civil Rights Division of the DOJ that concerns changes that would limit the acceptable forms of ID for in-person voters. As the voter registration season reaches its peak in Sept. in [Florida](#), the League continues its efforts for review of their new election law by the Justice Department. In [Ohio](#), the state League is gathering signatures for a referendum to stop Ohio's new election reform law from going into effect.

CALENDAR

Oct. 6	Newark Forums	7:00 P.M. at Newark City Council Chambers
Oct. 13	Education Committee	10:00 A.M. at Miriam Keller's house
Oct. 15	California Woman Suffrage Celebration	2:30 P.M. at Fremont Main Library 2400 Stevenson Blvd, Fremont
Oct. 20	Action Committee	12 Noon at Kay Emanuele's house
Oct. 25	Board Meeting	7:15 P.M. at League Office 2375 Country Drive, Fremont
<i>Save the Date (See part 4 of the background papers in this issue)</i>		
Nov. 12	Consensus Meeting on LWVUS study "The Federal Role in Public Education" Box lunches will be served.	9 A.M.- 4 P.M. Fremont Cultural Arts Center 2375 Country Drive, Fremont

ALL MEETINGS ARE FREE, OPEN TO THE PUBLIC AND WHEEL CHAIR ACCESSIBLE

Mission

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

Diversity Policy

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

Join the LEAGUE OF WOMEN VOTERS today!

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

Name (s) _____

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