

1996-97
ACADEMIC SENATE
California State University, Sacramento

AGENDA

Thursday, March 13, 1997
Forest Suite, University Union
3:00-5:00 p.m.

INFORMATION

1. Moment of Silence:

JAMES J. KLAVETTER
Assistant Professor of Physics and Astronomy
CSUS 1993-1997

NICOLE ROBERTS
CSUS Undergraduate Student

2. Spring 1997 Schedule of Meetings (*=tentative):

March 20*

April 3*, 10, 17*, 24 at 3:30 p.m. (3:00-3:30, 1997-98 Senate, Nomination of Officers)

May 1*, 8 at 3:30 p.m. (3:00-3:30, 1997-98 Senate, Election of Officers), 15 from 3:00-4:00 (4:00-5:30 Reception honoring Outstanding Teacher/Outstanding Professor Award Recipients)

3. Report on Academic Conference in Monterey, February 26-28

(Cornerstones website: <http://www.co.calstate.edu/aa/cornerstones/organization.html>)

4. Presentations on Perimeter Road

Time Certain: 3:15 p.m.

CONSENT CALENDAR

AS 97-21/Ex. COMMITTEE APPOINTMENTS--University

Persons with Disabilities, Committee for:

Ramzi Mahmood, Instructional Faculty, E&CS, 1999 (repl. K. Lan through 1997)

REGULAR AGENDA

AS 97-20/Flr. MINUTES

Approval of the Minutes of the meetings of February 20 10 13 (#9), 1997.

AS 97-22B

Old BusinessAS 97-15/Flr. PERFORMANCE SALARY STEP INCREASE (PSSI)

The CSU, Sacramento, Academic Senate goes on record as strongly opposing the performance salary step increase (PSSI) program and asks that it no longer be implemented in the CSU system. This request shall be communicated to the Statewide Academic Senate, the Chancellor's Office, and to the bargaining agent.

[Note: October 17, 1996, Senate Action:

AS 96-78C/Flr. REFERRAL: The Academic Senate refers AS 96-78B, University Teacher Education Council (UTEC)--Membership, to the Curriculum Policies Committee to address the following: 1) whether a seat should be designated specifically for a Child Development Program faculty member or a certain number of seats should be specified for faculty members from departments with Multiple Subject Programs one of which could then be held by a Child Development Program faculty member, and 2) whether student members should be voting (existing policy) or non-voting (proposal).

Curriculum Policies Committee proposed amendments shown below by strikeover and underline.]

AS 96-78B/CPC. Ex. UNIVERSITY TEACHER EDUCATION COUNCIL (UTEC)--
MEMBERSHIP (Supersedes AS 90-131)

The membership of the University Teacher Education Council shall be:

IV. Membership

There shall be the following voting members, nominated by the respective Deans and confirmed by the Curriculum Policies Committee or, absent a timely meeting of the Committee, by the Committee Chair:

Six members for the School of Education:

- 4 members at large
- 1 member from Field Services
- 1 Member, Chair of Teacher Education

Six members from the College of Arts and Sciences*:

- 4 members from 4 departments with Single Subject Matter Programs
- 2 members representing the Multiple Subject Programs.
- One member from the School of Health and Human Services (representing Health and Physical Education)

Two student members appointed by Associated Students Inc. by October 15, or by the Deans of the College of Arts and Science and the School of Education thereafter, from the students in Liberal Studies, a single subject waiver or the Phase programs.

Ex-officio (non-voting) members:

Dean or designee of School of Education

Dean or designee of the College of Arts and Sciences

Credential Analyst, School of Education

Appointees, one each from American River College, Cosumnes River College,

Sacramento City College, Sierra College, who shall be invited to participate fully in council discussions and deliberations. If council recommendations are believed to raise issues of concern to the interests of a community college, that school's representative is encouraged to submit a separate written opinion to the Associate Vice President for Undergraduate Programs.

~~Two student members appointed by Associated Students Inc. by October 15, or by the Deans of the College of Arts and Science and the School of Education thereafter, from the students in Liberal Studies, a single subject waiver or the Phase programs.~~

Liaison from Senate Curriculum Policies Committee

Terms of membership:

A student term is one year with the possibility of reappointment.

All other terms will be three years, with the possibility of reappointment.

Two members from the College of Arts and Sciences and two from the School of Education will be nominated annually on a rotating basis. Nomination of members and election of the chair will be in spring semester.

A simple majority of the voting members will constitute a quorum.

*Comprised of the School of Arts and Letters, the School of Natural Sciences and Mathematics, and the School of Social Sciences and Interdisciplinary Studies.

New Business

AS 97-22A /Flr. RESOLUTION IN SUPPORT OF THE PERIMETER ROAD

Whereas, the proposed Perimeter Road project has been identified on the CSU, Sacramento Campus Master Plan since 1987; and

Whereas, the Perimeter Road project has received a high priority ranking for funding from the California State University trustees; and

Whereas, campus public safety officials have stated that the proposed Perimeter Road project would alleviate dangerous traffic and pedestrian hazards on the campus; and

Whereas, the voters of the State of California, in approving Proposition 203 on the November 1996 ballot indicated their support of projects "to build new schools, repair and upgrade older classrooms, and construct laboratories, libraries and **other needed facilities**"; and

Whereas, the approved CSU Capital Outlay Plan specifies the monies for the perimeter road; therefore, be it

Resolved: that the Academic Senate of CSU, Sacramento supports the spending of Proposition 203 monies for the construction of the Perimeter Road project on the CSUS campus.

AS 97-22B/Flr. RESOLUTION OPPOSING THE PERIMETER ROAD

Whereas, the voters of the State of California, in approving Proposition 203 on the November 1996 ballot, indicated their support of projects "to build new schools, repair and upgrade older classrooms, and construct laboratories, libraries and other needed facilities"; and

Whereas, the CSU, Sacramento campus has pressing needs for many educationally related projects including--but not limited to--the repair and upgrade of older classrooms, the construction of laboratories, and improvement of the campus telecommunication infrastructure; and

Whereas, the CSUS administration has identified construction of a Perimeter Road as the beneficiary of \$7.5 million the monies from Proposition 203; and

Whereas, the issue of traffic and pedestrian safety is the primary argument forwarded by the administration in justification of spending Proposition 203 monies on building a road instead of the repair and upgrade of older classrooms, and constructing laboratories, or improvement of the campus telecommunication infrastructure; and

Whereas, alternatives to solving the traffic and pedestrian safety issues need to be explored; therefore, be it

Resolved: that the Academic Senate of CSU, Sacramento opposes the spending of the Proposition 203 monies for the construction of the Perimeter Road and urges reconsideration by the CSU Trustees and State Legislature to reallocate the funds for more educationally related projects at CSUS, or within the CSU.

revised

AS 97-22C/Flr. RESOLUTION ON THE PERIMETER ROAD

Whereas, the Academic Senate is considering opposing construction of the perimeter road, despite the project's identification in the Sacramento Master Plan since 1987, and the high priority for this project received from the CSU trustees; and

Whereas, the argument against the perimeter road depends on the notion that a feasible alternative exists for moving traffic away from traffic interior roads; and

Whereas, the alternative most frequently mentioned is closure of roads currently open to traffic; and

Whereas, the road closure option was tried and quickly abandoned at an earlier time; and

Whereas, concerns have been raised about the acceptability of the road closure option to students, the faculty in general, the City of Sacramento and emergency agencies such as the local fire department; and

Whereas, it is unwise for the Academic Senate to take a policy position that depends on a largely unexamined and possibly infeasible policy alternative; therefore be it

Resolved, that the Academic Senate of CSU, Sacramento hereby directs its Executive Committee to study the feasibility of the road closure alternative, and report back to the full Senate by May 1; and be it further

Resolved, that the Executive Committee's study include but not be limited to obtaining input from a) the local fire department and other appropriate emergency agencies, b) the local city council representative, c) leaders of CSU student government, and d) chairs of faculty departments.

Failed Hornback/
Attiguy

[Handwritten notes and signatures]

That an outside agent or agency w/ proper expertise in traffic control & safety be found to study possible alternatives to +/- road construction

*Substitute for
AS 97-15
Hornback / Dr. Bow*

Substitute Motion

On the PSSI

failed

Whereas the bitterly divisive effects of the PSSI policy and its implementation are manifest in the scope and intensity of the controversy it has generated on this campus, as well as campuses throughout the CSU system; and

Whereas faculty who either apply but are not awarded PSSI's or who refuse to apply are penalized in that monies used to fund permanent raises of two to five salary steps cannot be used to reduce the gap between CSU faculty and faculty in the twenty comparison institutions established by CPEC; and

Whereas PSSI policy, by granting lifetime rewards for one to three years' accomplishments, will inevitably encourage faculty to "rest on their laurels" once they have advanced financially to a comfortable level; and

Whereas, for faculty who do not receive, or are in conscience unable to apply for, a PSSI, they will slip further behind the salary norms for our comparison institutions, creating serious morale problems, and driving faculty out of the system; and

Whereas the PSSI system is inherently flawed in placing despotic control of faculty salary increases in the hands of campus presidents, who, despite in some cases their being genuine academicians, cannot possibly have the expertise to judge the relative merits of faculty from radically disparate disciplines; and

Whereas word of the salary inequities inherent in the PSSI system will render recruitment of qualified faculty more difficult;

Therefore be it resolved that the Academic Senate of California State University, Sacramento, communicate to the CSU Chancellor, the CSU Trustees Bargaining Team, and the California Faculty Association its opposition to the PSSI as it is presently constituted, and urge that the above listed problems with the PSSI be addressed.

= HAROLY "AROUND"

3:36+

= 15+

(major premise)

THROUGH

NO AVOIDABLE ROADWAY DESIGN FACILITATING MORE NUMEROUS, SMOOTH FLOWING, FASTER ARTERIAL TRAFFIC THROUGH TIGHT AREAS OF CONFLICTING PEDESTRIAN, BICYCLE, ACADEMIC AND RECREATIONAL USES IS AN ECONOMICALLY OR ETHICALLY APPROPRIATE DESIGN.

(minor premise)

THE PROPOSED EASTERN PERIMETER ROAD DESIGN HAS ALL THOSE PROPERTIES ENUMERATED ABOVE.

THEREFORE THE PROPOSED EASTERN PERIMETER ROAD DESIGN IS NOT ECONOMICALLY OR ETHICALLY APPROPRIATE.

Defense of the Major:

MINIMUM REQUIREMENT OF ECONOMICALLY APPROPRIATE DESIGNS IS THAT THEY ARE IMPROVEMENTS AND NOT DELETERIOUS TO THE HUMANS FOR WHOM THE BUILDING FUNDS ARE INTENDED. ANY DESIGN WHICH ENCOURAGES FASTER MOVING LARGE VOLUME TRAFFIC IN THE MANNER DESCRIBED IS GOING TO INCREASE INJURY RATES, NOISE, STRESS, POLLUTION, IN CONFINED AREAS. THESE EFFECTS ARE UNDENIABLY DELETERIOUS.

MINIMUM REQUIREMENT OF ETHICALLY APPROPRIATE DESIGNS IS THAT ANY DELETERIOUS SIDE EFFECTS BE COUNTER-BALANCED BY UNAVOIDABLY NECESSARY GOODS TO BE GAINED BY THE DESIGN. AS STIPULATED, AVOIDABLE TRAFFIC ENCOURAGEMENT DOES NOT SATISFY THAT REQUIREMENT.

INJURY RATES ARE PARTICULARLY SIGNIFICANT. THE CAUSAL FACTORS BEHIND THEM, HOWEVER, ARE IMPORTANT TOO. HERE THE INCREASED SPEED AND SMOOTHNESS OF TRAFFIC MOVEMENT LEADS TO THE MENTAL STATE OF "ROADWAY DETACHMENT". THIS IS A CONDITION OF CONFIDENT RELAXATION BROUGHT ON BY THE VERY EASE OF THE ROADWAY. IT LEADS TO AN

INATTENTION WHICH CAUSES ACCIDENTS WITH THE VULNERABLE WALKERS AND BICYCLISTS IN MULTIPLE USE AREAS.

- 1) PERIMETER = NO
 - 2) MOST POPULOUS - BEST NO ROAD
 - 3) 23,000 W but 70 DO GO THRU
 - " 70 need to
 - " 70 will after NEW PERIMETER?
- 1 = MORE

Defense of the Minor

[This defense requires no more than a description of the technical characteristics of the eastern perimeter road to show that it has the physical characteristics and the predicted outcomes claimed. The certitude of predictions is less easily established than purely physical characteristics. But our point is that the predictions are in part those of the designers themselves and not solely of the opponents. The remainder of the predictions are based on 20 years of experience with improvements in roadways: The better they are, the more they get used. BUILD THEM AND THEY WILL COME.]

THE EASTERN PERIMETER ROAD HAS THE PROPERTIES ENUMERATED IN THE SUBJECT OF THE MAJOR PREMISE.

- 1. AVOIDABILITY:** As demonstrated by the proposed traffic calming deliberate obstruction of arterials in a 120 square-block area of down-town Sacramento, and on most major universities in this country, no workplace/residential/living space **needs** non-emergency arterials. They need **EFFICIENT ACCESS, EGRESS AND NOT TRANSGRESS**. Any residual needs for occasional through traffic is amply supplied by the western perimeter.
- 2. MORE NUMEROUS:** This is frankly a prediction. It is hardly contentious. It seems almost to be the purpose of the design. That any significant portion of that traffic will not be even university-related is probably a function of how well the following technical properties are achieved. I.e. the principal paradox of this design is that **THE BETTER IT IS THE WORSE IT IS**.
- 3. SMOOTH FLOWING:** Many of the proposed changes are proclaimed by the designers to promote more smooth traffic flow. Twenty years ago that was presumed to be a virtue and that conviction is unshaken even in recent publications by the campus planners. At present speeds most cars cannot negotiate the turn by the science building without crossing the median stripe. That 90% curve will be removed. Much of the road will be widened and the southern portion promises to have little of the intense cross traffic conflicts currently present.
- 4. FASTER ARTERIAL.** Mere observation shows that the road is an arterial. It is currently a discouraging arterial. Its redesign, to the extent it is successful (the paradox noted above), will make it an attractive arterial for on and off-campus users. Especially for off-campus users, the attractiveness of a shortcut is as a time-saving and conflict-reducing arterial: This implies, logically as well as psychologically, that the traffic will go as fast as it can get away with. There is no evidence in the design of any intent to make it less attractive as an arterial. Were the more modern approach of deliberately adding **less attractive** traffic-calming features adopted, it would lead logically to the realization of the most effective measure: cutting off the arterial feature entirely and redesigning the dismembered northern and southern limbs for more efficient filling and emptying of the north-eastern and southern parking lots.

5.) THROUGH TIGHT AREAS OF CONFLICTING PEDESTRIAN, BICYCLE, ACADEMIC AND RECREATIONAL USE

A.) TIGHT: Five major academic buildings abut on the road. Some relief of the closeness is present in the redesign, but most remain the same. Science is 23 paces from the new road. No noise blocking, pollution reducing barriers are possible at the distance.

B.) CONFLICTING: The conflict consists essentially in cross-traffic, but for teachers and students conflicting noises are not minor problems, nor is the stress of noise in academic offices and labs a minor consideration, especially if it is avoidable.

1. Cross traffic from pedestrians: The residence halls students, the users of the north-east parking areas seeking buildings in the area, the walkers using the west levee will continue to dismount the levee in the most direct route to their destination, not using the planned grade-separation.

2. Bicycle cross traffic. Hell will freeze over before a bike rider will get off his/her bike when that is physically avoidable. They, and the walkers, who tramped down 60 yards of four foot tall vicious wild raspberry bramble to get past the flood under the water purification jetty should warn the planners. They will be cutting across your high-speed traffic. They will dismount from the levee where they want. They will not use your spiral descent from the Guy West, because they will not be on the Guy West.

3. Joggers and strollers who use the western levee will still dismount where the path is most convenient.

Of course, severe regulation and fencing, essentially cutting the university off from its most beautiful and park like extensions, might reduce this conflict--but why? Cut off the traffic and let the park spill over into the campus and the campus into the parkway. Keep the park in and the traffic out.

Headline: HOPES FOR SCHOOL CONSTRUCTION, REPAIRS RIDE ON PROP. 203

Date: March 16, 1996

Page: A1

Length: MEDIUM, 822 words

Author: Brad Hayward Bee Capitol Bureau

Section: MAIN NEWS

Edition: STATE FINAL

Text:

To Paul Disario, associate superintendent of the San Juan Unified School District, the need for Proposition 203 is apparent all around him.

"Our schools are mostly over 30 years old. They have insufficient electrical systems, failing heating systems, they need new roofs, they need new plumbing," Disario said.

"We're trying to be good neighbors, mowing the lawn and painting the buildings. But go inside and we've still got two plugs in each classroom, and the teacher wants to put in 24 computers."

The March 26 statewide ballot measure, titled the Public Education Facilities Bond Act of 1996, is viewed as crucial by San Juan and scores of other districts that have put off facility upgrades or new construction as budgets have tightened and previous bond funds have dried up.

Little organized opposition has developed, but Proposition 203 backers are taking nothing for granted. The last statewide school bond narrowly failed in June 1994; voter turnout is expected to be low again this year, and no one is sure just what mix of voters will be motivated to turn out for the primary.

"We're running scared," said Jim Murdoch, lobbyist for the Coalition for Adequate School Housing. "I'm not complacent at all, and we won't be until the votes are counted."

The \$3 billion bond measure would offer a little more than \$2 billion to K-12 schools and a little less than \$1 billion to community colleges and university campuses.

Almost half of the K-12 money would be used to build new schools. The balance would be dedicated to projects that school officials say are hardly glitzy but desperately needed - such as renovating existing buildings, wiring schools for technology, repairing roofs and quake-proofing facilities.

The money would only begin to tackle the problem.

Construction, modernization and deferred maintenance needs for K-12 schools will total \$17 billion over the next decade, according to the state Department of Finance. Already, the state has approved \$1.2 billion in projects that are just waiting for funding, and bond backers say local districts have submitted an additional \$6 billion in project applications.

Opposition to Proposition 203 has come largely from the Libertarian Party, which argues that the bond will produce tax increases, that schools are wasting much of the funding they already have and that vouchers or tuition tax credits would address the problem by sending more kids to private schools.

"There's so much money going to the school bureaucracy right now," said party official Ted Brown. "This is just giving them what they don't deserve."

But the California Taxpayers' Association is backing the measure, arguing that state bonds do not necessarily trigger tax increases and that the improving economy should provide the revenues necessary for infrastructure investment. Business, development and seniors' groups are among the other backers.

Organizers say they remain hopeful about the measure's prospects because their grass-roots mobilization is much improved over that of 1994 and because K-12 and higher education advocates - who ran separate bond measures in 1994 - are now working together. They also have a bigger budget and expect to run just under \$1 million worth of TV ads around the state this month.

Locally, the bond measure could have a big impact on some districts. San Juan Unified, for instance, anticipates receiving up to \$50 million for repairs at 30 schools if the bond passes.

The fast-growing Elk Grove Unified district expects to receive \$15 million, largely for new construction. If the measure fails, Elk Grove Superintendent Dave Gordon said, the district is looking at busing more students, implementing more year-round programs sooner than planned and using more portable classrooms.

"Do things need to get so bad that people feel considerable pain before they're willing to vote for something?" Gordon asked. "I hope that's not the case. We're much better getting out ahead of the curve." Sacramento City Unified officials said they only expect about \$3 million from Proposition 203 -- funding repairs at one elementary school and planning for other projects -- but the next state bond, when it comes, should provide at least \$30 million.

On the higher education front, local institutions expect up to \$51 million if Proposition 203 is approved.

Among the potential projects are a \$15 million wastewater treatment plant at the University of California, Davis; \$7 million in safety improvements for a road-ringing California State University, Sacramento; \$3.2 million to equip a learning resource center at Sacramento City College; and \$850,000 to expand the animal health complex at Cosumnes River College.

Memo:
CAMPAIGN '96

Perimeter Road

On-Campus Circulation Patterns

Once on campus, motor vehicle traffic is confined to a two-way circle road (comprising Judah Way (State University Drive), Jordan Way and Jed Smith Drive (State University Drive)) that is augmented by the one-way Jordan Way Bypass. The alignment and design of this heavily traveled main circulation route encourages accidents by forcing motor vehicles, bicyclists and pedestrians to mix.

The existing road alignment separates the campus academic core from an outer ring of parking lots, student housing, temporary classroom buildings and support services including the student health center, public safety, the child care center, facilities management, reprographics and the campus mail room. As a result, there is always pedestrian traffic crossing the road. Access is extremely hazardous during peak traffic periods when 16 to 27 vehicles per minute travel the same road that pedestrians are attempting to cross. ⁷

The existing project area rights-of-way are too narrow to permit design modifications that will reduce or eliminate the conflict between pedestrians, bicyclists and motor vehicles. Road design is marred by the lack of turn lanes, marked bike lanes, and the excessive number of driveway cuts accessing the road and crossing sidewalks. Combined with the high volume of traffic carried by the circle road, and the speed at which traffic moves, collisions are difficult to prevent. A speed study conducted on Tuesday, May 23, 1995 between 9 a.m. and 11 a.m. found that 75% to 80% of all cars on Judah Way and Jed Smith Drive exceeded the posted 25 mph speed limit. ⁸

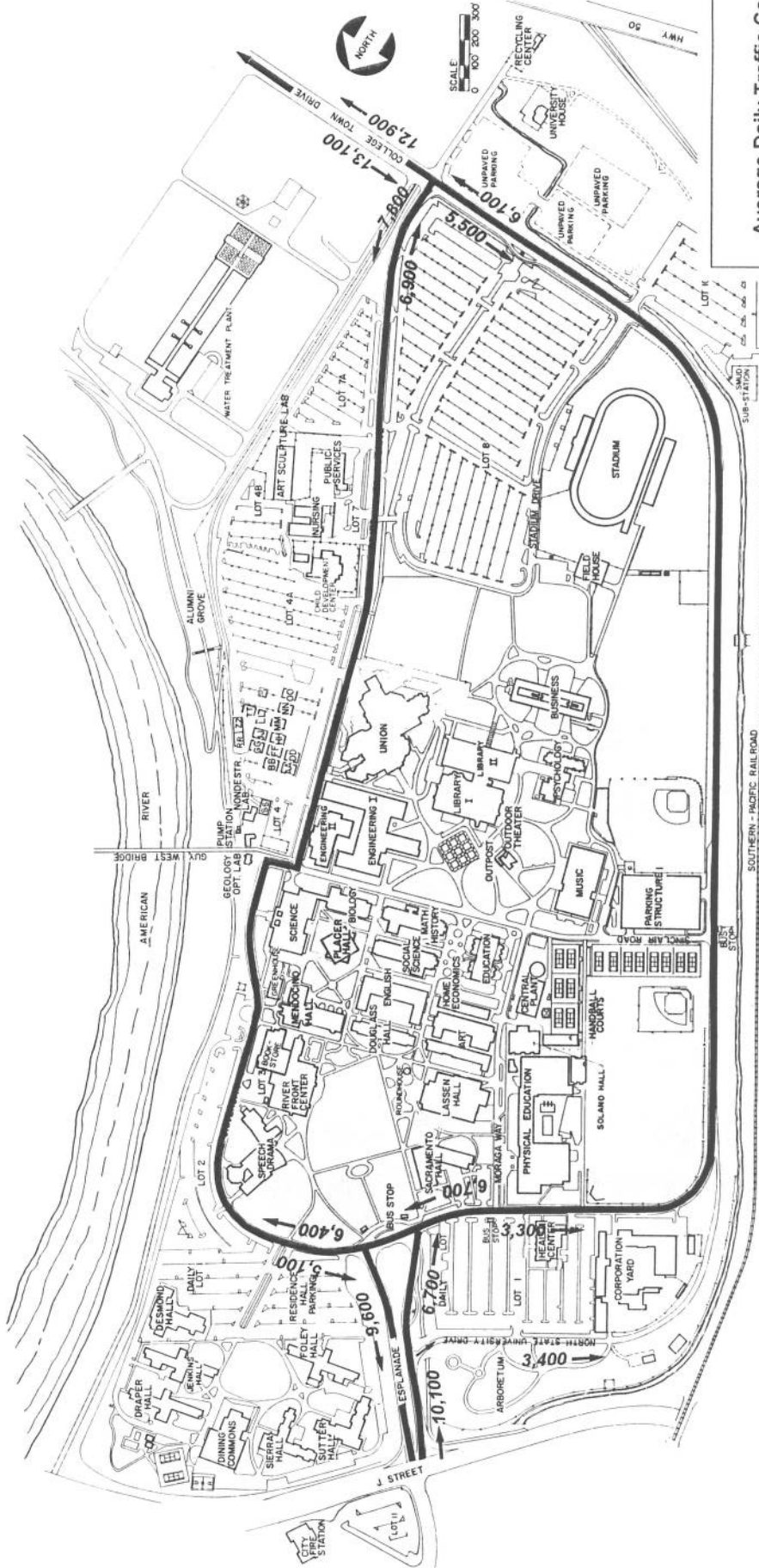
Three projects now under construction will increase vehicular traffic and reduce the parking supply within the loop road. These include Placer Hall which is adding 150 people to the campus; the University Union Expansion Phase 2 which includes large venue facilities; and the Babe Ruth baseball facility located catercorner from Parking Lot 8.

RIGHT: Annualized FTE was 17,308, the year in which these parking lot utilization rates and traffic counts were collected⁷, and the lowest level since the early 1980's. Campus enrollment has since grown annually, and is expected to continue to do so as the college age population increases. As a commuter campus, higher enrollment levels are expected to increase the number of vehicles on campus.

*Accident Report
960058, February 2,
1996:*

Witness: "I was in my car behind the green car and it was stop-and-go traffic due to the vehicle and pedestrian traffic on Judah Way. The green car stopped at the crosswalk. When I first noticed the man [victim] he was crossing the street in front of the car in the crosswalk. The car started forward and hit the man who was in front of the left head light. The man went into the air and landed on the ground. The car did not go fast, I think the driver just wasn't paying attention to where the man was."

CALIFORNIA STATE UNIVERSITY, SACRAMENTO



Average Daily Traffic Counts
in the Project Area
November 1993

Project Area Accidents

Circulation System Creates Modal Conflicts

An unacceptably high number of accidents occur each year within the project area as a result of the described infrastructure deficiencies: one-hundred and ninety-six (196) motor vehicle collisions were investigated by campus police between January 1986 and July 1996. Nearly one-fifth of these accidents involved either a pedestrian (15) or a bicyclist (22). As summarized in the table below, the remainder involved a collision between a motor vehicle and another vehicle, a parked vehicle, or fixed object. Fortunately, none of these collisions resulted in a fatality.

*Accidents That Have Occured within the Project Area
Tabulated by Number, Type and Year of Occurrence
January 1986 through July 1996*

<u>Motor Vehicle w/:</u>	<u>86</u>	<u>87</u>	<u>88</u>	<u>89</u>	<u>90</u>	<u>91</u>	<u>92</u>	<u>93</u>	<u>94</u>	<u>95</u>	<u>96</u>
<i>Non-Collision</i>	1	1								1	
<i>Pedestrian</i>	1	1		2	1	1	1	1	3	2	2
<i>Other Motor Vehicle</i>	17	11	12	13	9	16	11	12	9	9	9
<i>Parked Vehicle</i>					2						1
<i>Other Roadway</i>				1							
<i>Bicycle</i>	2	3	5	3	3	1	1	1	1		2
<i>Fixed Object</i>	6	1	1	2	4	3			1	3	4

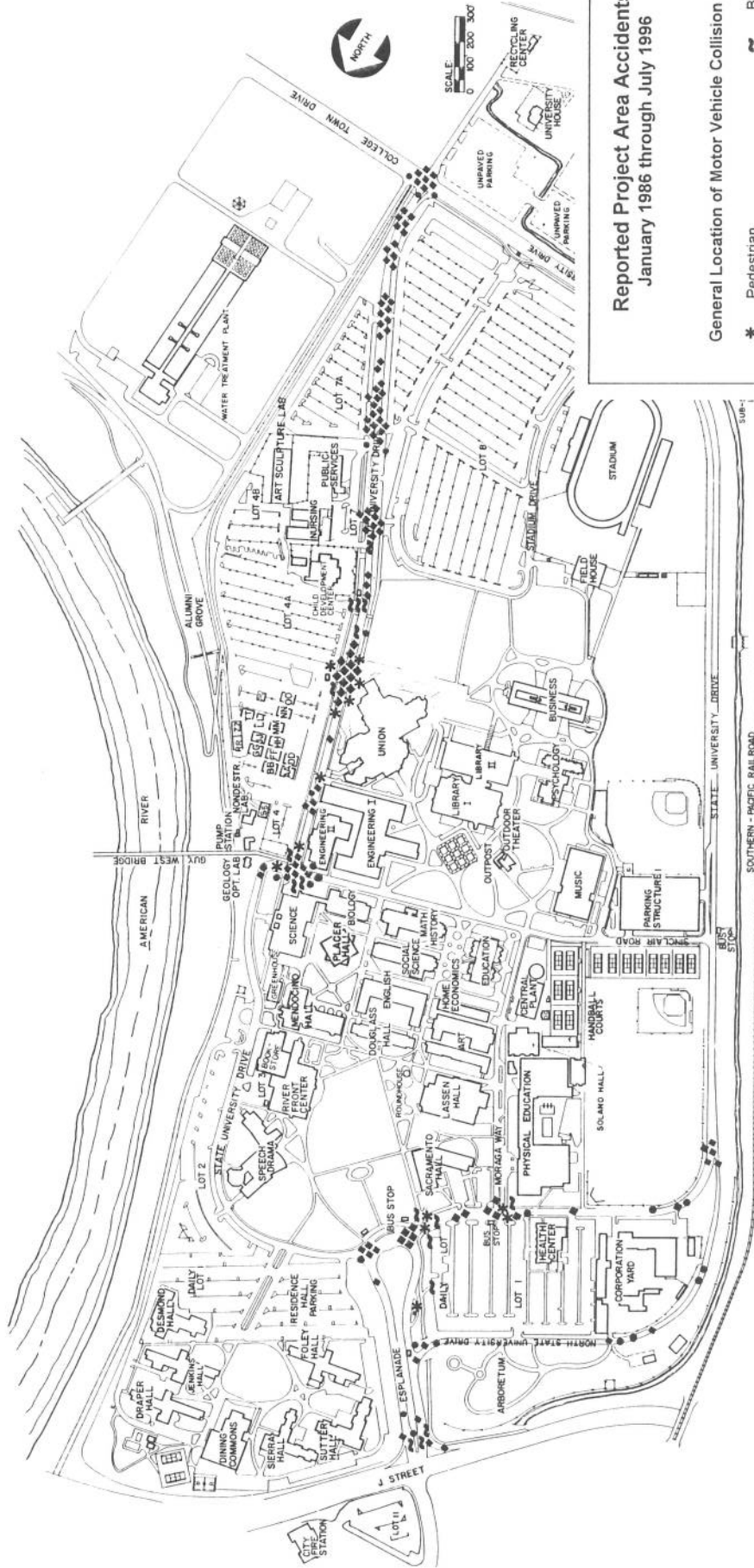
Source: Traffic Collision Reports filed with the CSUS Public Safety Office, January

RIGHT: As the diagram at right illustrates, accidents occur throughout the project area as opposed to being clustered at one or two problem areas.

Over half of all collisions between motor vehicles were rear end accidents, caused by motorists who were either following too closely or traveling too fast for the traffic conditions. The prevailing traffic condition that contributes to these accidents is traffic backups, exacerbated by motorists failing to yield to oncoming traffic, or stopping suddenly for pedestrians crossing the road.

The structural problems that we are attempting to correct are no less severe because the accidents that result occur incrementally at the rate 1.7 per month. Nor is the problem less severe because we have not yet had a fatality. In addition to health and safety projects, seismic retrofit projects are another CSU funding priority driven by probability. The San Francisco Bay Area might expect a magnitude seven quake once every 500 years.¹³ Assuming the accident rate on this campus does not increase, CSUS may expect 10,200 reported traffic collisions over the same period.

CALIFORNIA STATE UNIVERSITY, SACRAMENTO



Reported Project Area Accidents
 January 1986 through July 1996

General Location of Motor Vehicle Collision with:

- ★ Pedestrian
- ◆ Motor Vehicle
- Bicyclist
- Object

PROPOSITION 203 FACT SHEET
February 1996

PROPOSITION 203

It is \$3 billion two-year bond measure which helps address the needs of California's K-12 schools, community colleges, and public universities by providing funds for school construction, restoration, and earthquake retrofitting.

The measure would provide Sacramento area colleges and universities with \$38 million for needed building projects. It would also fund \$42 million for Sacramento areas K-12 building projects.

Los Rios Community College Projects: Total \$4.5 million

	YEAR 1 (1996/97)	YEAR 2 (1997/98)
Animal Health Complex Remodel/Expansion (CRC)	\$648 thousand	\$202 thousand
Child Development Center (CRC)		\$239 thousand
Learning Resource Center - Equipment (SCC)		\$3.2 million
Child Development Facility Expansion (ARC)		\$215 thousand

CSUS Projects: Total \$7.6 million

Telecommunications infrastructure	\$212 thousand	
Perimeter Road Safety Improvements		\$7.4 million

UC Davis Projects: Total \$26.2 million

Campus Wastewater Treatment Plant	\$15.3 million	
Environmental Services Facility Equipment thousand		\$72
Walker Hall Seismic Renovation		\$10.8 million

Combined student enrollment at Sacramento's colleges and universities is nearly 100,000:

Los Rios Community Colleges	50,000 students
UC Davis	23,000 students
CSUS	<u>22,000 students</u>

Proposition 203

Perimeter Road at CSU, Sacramento

The academic core of campus is surrounded by a ring of parking lots, student housing and temporary classroom buildings. Separating the core and ring is a heavily traveled main circulation route with major entrances at the north and south ends of campus. On any given day, as many as 26,000 vehicles use this main circulation loop, and a similar number of pedestrians cross back and forth over it. The presence of many closely spaced parking lot driveways also contributes to vehicle-vehicle and vehicle-pedestrians conflicts on campus. As a result, a high number of accidents occur each year. Proposition 203 will make it possible to realign portions of this roadway, encompassing most campus uses within the academic core, and eliminating or reducing the number of pedestrian/vehicular accidents. The estimated construction cost is \$6.2 million.

Telecommunications

The half-century old telecommunications infrastructure that California State University, Sacramento (CSUS) relies on is not up to the academic or administrative demands that are placed upon it. The system does not meet the technical requirements of the telecommunications industry nor does it meet the guidelines established by the CSU. Funding via Proposition 203 will allow CSUS to begin to upgrade its telecommunications system in line with its master plan. This first phase will provide additional conduit and cable vaults between buildings, expand or improve communications rooms and distribution pathways within buildings, and add or update media and network transmission devices and electronics. The estimated construction cost is \$7.0 million.

What Prop. 203 would buy

California's multibillion-dollar backlog of school construction and renovation projects wouldn't be erased by the passage of Proposition 203 on the March 26 primary ballot, but it would certainly be alleviated. And a number of local school districts and colleges would benefit greatly as a result.

In districts such as Placer County's Dry Creek Elementary, where enrollment has mushroomed from 600 in 1988 to 3,700 today and where 450 additional students are anticipated annually for the foreseeable future, the space needs are verging on overwhelming. Dry Creek hopes for \$3.5 million, added to locally raised funds, to build Quail Glen Elementary School, which would house 1,000 students on a year-round schedule.

The Elk Grove Unified School District, one of the fastest-growing in the state, anticipates \$15 million to \$17 million from the bond, the bulk of which would help build two elementary schools. The Roseville High School District would be eligible for \$12 million to fund half the cost of constructing a new high school in Granite Bay. All three districts will be hard-pressed to accommodate the new students unless planned construction projects are funded.

In older districts, such as Grant, San Juan and Sacramento City Unified, the needs are

more maintenance- and renovation-oriented, but just as great. San Juan, where many of the 1960s-era schools are in shameful states of decrepitude, would be eligible for \$50 million and would use it to repair or rebuild roofs, heating and cooling systems, electrical wiring and restrooms at 30 sites. The city schools anticipate \$3 million for repairs to an elementary school and for future facilities planning efforts.

While the bulk of the \$3 billion bond would be dedicated to K-12 schools, some would also go to community colleges and the state's universities. California State University, Sacramento, would receive more than \$7 million for crucial safety improvements to its roadways; the Los Rios Community College District would get about \$6 million for remodeling and expansion projects at three campuses. It would be hard to find a project earmarked under the statewide bond that isn't worthy, but as is often the case with things close to home, the ones in our own backyard are particularly so.

■ The Bee recommends

The Bee endorsement editorials for the March 26 primary are available on-line at <http://www.nando.net/sacbee/> or via fax from BeeFax (552-5252) category 6350.

Hopes for school construction, repairs ride on Prop. 203



By Brad Hayward
Bee Capitol Bureau

To Paul Disario, associate superintendent of the San Juan Unified School District, the need for Proposition 203 is apparent all around him.

"Our schools are mostly over 30 years old. They have insufficient electrical systems, failing heating systems, they need new roofs, they need new plumbing," Disario said.

"We're trying to be good neighbors, mowing the lawn and painting the buildings. But go inside and we've still got two plugs in each classroom, and the teacher wants to put in 24 computers."

The March 26 statewide ballot measure, titled the Public Education Facilities Bond Act of 1996, is viewed as crucial by San Juan and scores of other districts that have put off facility upgrades or new construction as budgets have tightened and previous bond funds have dried up.

Little organized opposition has developed, but Proposition 203 backers are taking nothing for granted. The last statewide school bond narrowly failed in June 1994; voter turnout is expected to be low again this year, and no one is sure just what mix of voters will be motivated to turn out for the primary.

"We're running scared," said Jim Murdoch, lobbyist for the Coalition for Adequate School Housing. "I'm not complacent at all, and we won't be until the votes are counted."

The \$3 billion bond measure would offer a little more than \$2 billion to K-12 schools and a little less than \$1 billion to community colleges and university campuses.

Continued from page A1

Almost half of the K-12 money would be used to build new schools. The balance would be dedicated to projects that school officials say are hardly glitzy but desperately needed — such as renovating existing buildings, wiring schools for technology, repairing roofs and quake-proofing facilities.

The money would only begin to tackle the problem.

Construction, modernization and deferred maintenance needs for K-12 schools will total \$17 billion over the next decade, according to the state Department of Finance. Already, the state has approved \$1.2 billion in projects that are just waiting for funding, and bond backers say local districts have submitted an additional \$6 billion in project applications.

Opposition to Proposition 203 has come largely from the Libertarian Party, which argues that the bond will produce tax increases, that schools are wasting much of the funding they already have and that vouchers or tuition tax credits would address the problem by sending more kids to private schools.

"There's so much money going to the school bureaucracy right now," said party official Ted Brown. "This is just giving them what they don't deserve."

But the California Taxpayers' Association is backing the measure, arguing that state bonds do not necessarily trigger tax increases and that the improving economy should provide the revenues necessary for infrastructure investment. Business, development and seniors' groups are among the other backers.

Organizers say they remain hopeful about the measure's prospects because their grass-roots mobilization is much improved over that of 1994 and because K-12 and higher education advocates — who ran separate bond measures in 1994 — are now working together. They also have a bigger budget and expect to run just under \$1 million worth of TV ads around the

state this month.

Locally, the bond measure could have a big impact on some districts. San Juan Unified, for instance, anticipates receiving up to \$50 million for repairs at 30 schools if the bond passes.

The fast-growing Elk Grove Unified district expects to receive \$15 million, largely for new construction. If the measure fails, Elk Grove Superintendent Dave Gordon said, the district is looking at busing more students, implementing more year-round programs sooner than planned and using more portable classrooms.

"Do things need to get so bad that people feel considerable pain before they're willing to vote for something?" Gordon asked. "I hope that's not the case. We're much better getting out ahead of the curve."

Sacramento City Unified officials said they only expect about \$3 million from Proposition 203 — funding repairs at one elementary school and planning for other projects — but the next state bond, when it comes, should provide at least \$30 million.

On the higher education front, local institutions expect up to \$51 million if Proposition 203 is approved.

Among the potential projects are a \$15 million wastewater treatment plant at the University of California, Davis; \$7 million in safety improvements for a road ringing California State University, Sacramento; \$3.2 million to equip a learning resource center at Sacramento City College; and \$850,000 to expand the animal health complex at Cosumnes River College.

**Associated Students, Incorporated
California State University, Sacramento**



6000 J Street • Sacramento, California 95819-6011
Telephone (916) 278-6784
Fax (916) 278-6278

RESOLUTION IN SUPPORT OF PROPOSITION 203 (Reaffirmed by ASI on 3/5/97)

WHEREAS, classroom overcrowding, lack of technology and the need for seismic upgrades are serious problems for California's schools, community colleges and public universities; and

WHEREAS, California's public schools are the most overcrowded in the nation and class sizes are nearly one-third larger than the national average; and

WHEREAS, the State now ranks 50th out of 50 states in computers per student at the K-12 level; and

WHEREAS, Proposition 203 addresses these problems by providing much-needed bond funding for schools, community colleges and public universities; and

WHEREAS, Proposition 203 will help make our schools, community colleges and public universities earthquake safe; and

WHEREAS, Proposition 203 conforms to the letter and the spirit of the State's spending limit laws without raising taxes; and

WHEREAS, all school bond funds previously authorized by voters have been allocated; and

WHEREAS, Proposition 203 will provide money to build additional classrooms and may permit smaller class sizes so that students can get the individual attention they need; and

WHEREAS, Proposition 203 will help prepare students for the workplace of the 21st century and highly skilled, high paying jobs; and

WHEREAS, funds must be used to build new schools, repair and upgrade older classrooms and construct laboratories, libraries and other needed facilities. That money cannot be used for any other purpose; and

WHEREAS, Proposition 203 would fund a much needed perimeter road at California State University, Sacramento; and

WHEREAS, Associated Students, Inc. at CSU Sacramento supported the passage of Proposition 203 on March 26, 1996 by passing a similar resolution on February 28, 1996; now therefore be it

RESOLVED that ASCSUS reaffirms their support for Proposition 203 and the perimeter road project for CSUS; and

BE IF FURTHER RESOLVED that a copy be sent to President Gerth, Governor Wilson, CSSA, Academic Senate, Sacramento City Council, the SACRAMENTO BEE and STATE HORNET.

April 9th 1996

POLITICAL AFFAIRS

Recall election plot unravels

Assembly Speaker Curt Pringle's office implicated in scheme

By DAVID CHINTE
HORNET POLITICAL EDITOR

Campbell said she believed Pringle's chief of staff, Jeff Flint, set the plan in motion after Republican donors became concerned that the GOP might lose the election. She also named Rhonda Carmony, campaign manager for Congressman Dana Rohrabacher, and Richard Martin, a staffer in Baugh's campaign as people instrumental in helping her on the recall election ballot, according to the Times.

"They got pushed by Pringle's people to do it," Campbell testified. "(Carmony) was under pressure by Flint and Pringle's people, and they said, 'You better get it done.'"

Campbell was removed from the recall ballot by a Sacramento County Superior Court judge just prior to the election when it had been found that Martin and others had gathered signatures for her. Campbell had signed under penalty of perjury on her nominating papers that she had personally gathered signatures of registered voters necessary to place her on the ballot.

Martin said in testimony that, in a conversation with Pringle, the Assembly Speaker had indicated the need for another Democrat on the

ballot in order to ensure a Republican victory.

"(Pringle said) that if there were more than three Republicans on the ballot, we would need at least two Democrats there," Martin said in testimony published by the Orange County Register.

Pringle denies any involvement in the recall election scheme. He said that while he heard discussion among donors and lawmakers about the candidates running to replace Allen, he was not involved in any plot to get a Democratic candidate on the ballot, the Times reported. Pringle called comments about his alleged involvement "second- and third-hand hearsay and innuendo."

"I was not recruiting Democrat or Republican candidates," Pringle told the Times.

According to a report released by the Secretary of State's office reporting voter registration totals in California, the 67th Assembly District had 70,740 registered Democrats as of Feb. 26, giving it the largest number of Democratic voters of any Assembly District in heavily Republican Orange County. GOP voters in the district totaled 108,463 as of Feb. 26, according to the report.

Hamblin: Supports more club recognition

Continued from p. 1

But why don't we bring more to this university to make a difference?"

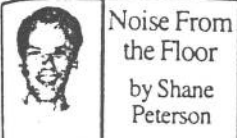
Hamblin said that programs and recognition on campus, such as the Women's Resource Center, do not receive enough recognition. Hamblin admits that he

sees CSUS becoming more like a community college than a prestigious powerful university in terms of student involvement and image.

"We live in the capital of the largest economy in the world," he said. "We should be a mecca for thoughts and ideas. The president of the university seems to enjoy our unforgiving meandering course and there is no vacation for our faculty or professors. The lead, we, the students, are the leaders of our country, and we must take the wheel and take ultimate control of our destinies."

Hamblin is a junior and has been an active member of the Air Force Reserve for three years. He has served as treasurer and chairman of philanthropy at the university, Pi Kappa Alpha, for four years. Hamblin graduated from Foothill High School in Pleasanton, California.

ASI Spring Elections will be held April 16 and 17. Hamblin is running unopposed for University Affairs President.



Noise From the Floor

by Shane Peterson

Give homeless people an inch

The recent standoff between the city and the center for homeless services gave up on its plans to expand. So the homeless are ignored.

Nobody knows what to do with the homeless, whose numbers just keep growing and growing. Why not do what Seattle did a few years back? They gave the homeless an abandoned bus barn that the city wasn't using, and gave them the power to control their own fate. It was called SHARE, for the Seattle Housing and Resource Effort.

It began in 1990, and was an instant winner. The homeless resisted setting their own rules, policed themselves, and cleaned up the bus barn and the surrounding area. They did all by themselves, with no assistance from an outside social service agency. Most importantly, SHARE kept people off the street and back on their feet with their lives. It worked, and it worked awfully cheaply.

SHARE started with 40 homeless people, and 15 soon moved out into permanent housing while the rest were put out for rule-breaking. SHARE has every resident 90 days to prove to the city they were serious about turning their lives around.

Residents had to find a job and they were given \$75 per week. If they didn't have a job, they were given a job. A job was found for them by SHARE staff. Residents were required to put in 15 hours per week working around the barn, and paid \$5 per week for room and board. The idea is that the homeless were given the chance to prove to the city they weren't the shiftless, lazy people that society thinks they are.

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Mann: Would like to see more community involvement in student internships

Continued from p. 1

the University Affairs office. Another issue that Mann feels strongly about is group housing. The new housing project would be built on College Town Dr. next to the overpass parking lot. Mann feels that group housing would attract juniors and seniors because it would be similar to apartment life, and it would encourage a community atmosphere instead of a

commuter campus.

As to the issue of new student internships, Mann feels that it is important to get the community involved in Sac State graduates since many graduates stay in the Sacramento area.

Mann is looking forward to the election with no worries. Mann even if an opponent had stepped forward, she would still feel confident about her ability to win and lead the office.

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SPRING ELECTION

LOT INITIATIVES

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IL 16-17

the primary purposes for the formation of this Corporation are the official governing body of the students of CSUS and the welfare of CSUS students.

CSUS perimeter road plan made possible by Prop. 203

By DYLAN McGRATH
HORNET NEWS EDITOR

Sacramento State is moving ahead with plans for a \$7.4 million perimeter road project in the wake of California voters approval of Proposition 203 during the state's general election March 26.

The new perimeter road is expected to increase campus safety by closing off Jed Smith Drive to all vehicular traffic between College Town Drive and the Guy West Bridge. A new road will be constructed at the intersection of College Town Drive and Jed Smith Drive which will run below the Guy West Bridge approach and merge back with Jed Smith Drive just beyond the Science Building. The project requires the raising of the approach to the Guy West Bridge.

The Sacramento State perimeter road project is the most expensive structural, health and safety correction requested under the 1997-98 CSU Capital Outlay Program. The project has not yet received the final approval of the CSU Board of Trustees.

The money to fund the project will come from the approximately \$300 million over two years that the CSU will receive from Prop 203, which was approved by 62 percent of California

voters March 26. "It's a two-year bond for '96 and '97," said CSU Chancellor spokesperson Colleen Bentley-Adler. "The money will be available by July 1, 1996 and 1997."

The passage of Prop. 203 also allows the CSU to spend slightly more than \$80 million for telecommunications upgrades on its 22 campuses. The 1996-97 Governor's Budget calls for CSUS to receive \$212,000 for telecommunications upgrades. A request for \$225,000 more in 1997-98 is pending trustee approval.

Proposition 203, a \$3 billion bond proposal, will allocate over \$2 billion to public K-12 education in California. It will also provide \$975 million to be divided by the UC system, the CSU and California Community Colleges.

The CSU plans to use the \$300 million in several capacities. Approximately \$80 million will be used for seismic upgrading of existing buildings, \$128 million for construction of new buildings and facilities and \$80 million for the telecommunications infrastructure. Approximately \$40 million has been earmarked to build three new large facilities, including a \$40 million library at Sonoma State.

Clinton still leads and Perot, Clinton

WASHINGTON (AP)—President Clinton maintains a solid lead over Republican challenger Bob Dole in two new polls, but one of them shows the gap has narrowed within the last month.

A CBS News-New York Times poll released Saturday night found 49 percent of respondents would vote for Clinton if the election were held now, compared with 39 percent for Dole. Last month, a similar survey showed Clinton with a 53-36 lead.

However, a Time magazine-CNN poll released Saturday showed Clinton has increased his lead over Dole since last fall.

If the election were held today, Clinton would receive 55 percent of the vote to Dole's 41 percent, that poll found. A similar survey last fall showed Dole near that mark, with 42 percent, but Clinton attracting just 48 percent support.

However, the Time-CNN survey found 28 percent could change their minds. Fifty-two percent of these swing voters favored Clinton and 42 percent favored Dole — about the same split found in the

Silent march begins Cesar Chavez celebration week

By DAVID CHINTE
HORNET POLITICAL EDITOR

A solitary drumbeat was the

celebration of the life of Cesar Chavez, a founder and leader of the UFW who died in 1993. Even





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T E • U N I V E R S I T Y • S A C R A M E N T O

Prop. 203: photo-finish predicted

By SEAN BARRY

HORNET STAFF WRITER

Proposition 203, the Public Education Facilities Bond Act that would provide \$16 million for CSUS, is clinging to a lead in the polls. But opposition has grown, and as the March 26 election approaches, key players on both sides say the measure may be headed for a photo-finish.

A *Los Angeles Times* poll published Wednesday found the measure holding a 54 percent to 35 percent edge with 11 percent undecided. But three weeks ago a field poll had it winning 72 percent to 21 percent with seven percent unsure. And to hear both sides tell it, the new poll might as well show a dead heat.

"I think we have a real good chance of defeating the proposition," said Ted Brown, former chair of the Libertarian Party of California, the bond's primary opposition group.

"It's very, very close," said Tracy Fairchild, chief of staff for Assemblywoman Dede Alpert (D-Coronado), a co-sponsor of the bond. "There's no guarantee it'll pass. If it does pass, it'll be by a very slim margin."

The pro-203 campaign's own polls as of last week had the measure ahead by "a slight margin," said Dennis Meyers, legislative advocate for the Association of California School Ad-

ministrators.

Both sides expect a very low turnout, and both agree that factor works against the proposition. "When you have a low turnout, you tend to still have older, affluent, conservative voters," said Mark Hall, legislative assistant with the pro-203 group Coalition for Adequate Student Housing. "As a rule these people tend to vote less often for bonds."

Brown said because it is a Republican primary, the electorate will be more conservative and weight the no-votes further.

Another element the no-camp points to is that California voters two years ago rejected a \$1 billion school bond measure — albeit by only about 30,000 votes. Opponents of the measure hope that defeat, which followed voters' approval of nine consecutive state school bonds between 1982 and 1992, may begin a trend. But supporters are just as hopeful Californians wouldn't turn back two in a row.

Prop. 203 would provide \$2.025 billion for K-12 schools and \$975 million for higher education in the state. It would fund two major projects at CSUS. The first is a \$7 million traffic-safety plan that includes replacing the stretch of Jed Smith Drive from College Town Drive to Guy West Bridge with a perimeter road alongside the American

Please see PROP 203, p. 2



Jennifer Hayden/State Hornet

and Geoff Sakala (right) barbeque hotdogs at

uggestion box elicits riotous comments