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California Newspaper Publishers Association

APRIL 28, 2017 VOLUME 25, NO. 14

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MOVIES | 27



FEDERICA ARMSTRONG

## A MUSICAL EXIT

Ed Cirimele played at the pre-show jam session before the final concert held by the Redwood Bluegrass Association on April 22, ending a 25-year run in Mountain View. Cirimele is one of the longest-serving board members of the group that nurtured bluegrass musicians and brought top talent to family-friendly shows at the Mountain View Masonic Lodge. Pictured with him, from right, is Herb Moore, David Roland and Autumn Thompson.

## Minimal parking for North Bayshore

NEW TECH, TRANSIT ANTICIPATED TO FREE DEVELOPMENTS  
OF NEED TO BUILD PLENTY OF PARKING SPACES

By Mark Noack

Making some hefty assumptions about a carless city of tomorrow, the Mountain View City Council on Tuesday laid down an optimistic vision for a future North Bayshore neighborhood, anticipating a suite of new technologies would lighten parking and road demands. City officials predicted nearly 4,000 future households in the area wouldn't need to own a car — a drastic change made possible thanks in part to the advent of self-driving cars and far-off plans for a city-wide automated-rail service.

City officials were reassured by their own consultant team, as well as representatives from

Google, the major employer and property owner in the area, that they could max out housing without worrying too much about the traffic it would bring. A new analysis by the transportation firm Fehr & Peers showed the right formula of dense apartments, meager parking and new access routes could actually reduce traffic congestion.

It was an auspicious sign for City Council members who were swept into office on a shared goal to transform North Bayshore into a mixed-use neighborhood. That vision depends on creating a “live-work” neighborhood where residents could walk to their jobs.

Under the standard play-book for city planning, it was

reasonable to highlight parking as mandatory for new development, said Councilwoman Pat Showalter at the April 25 meeting. But the city is nearly at a paradigm shift, she said.

“Many of the assumptions that we use in our modeling, we simply don't know how they're going to play out,” she said. “We're all concerned about the parking ratio, but we're on the cusp of having our parking needs change with all the technology going forward.”

Taking a cue from Google representatives, she and other colleagues advocated for a phased approach that would provide more parking early on, but would

► See **PARKING**, page 14

## New lawsuit links Young Jeezy to 2014 shooting death

TWO LAWSUITS ALLEGE RAP ARTIST RESPONSIBLE FOR DEATH OF ERIC JOHNSON AT SHORELINE AMPHITHEATRE

By Mark Noack

A second lawsuit is being filed in connection with the murder of Eric Johnson, a 38-year-old music promoter who was fatally shot while backstage at a 2014 rap festival at Shoreline Amphitheatre. The new lawsuit directly accuses rap artist Young Jeezy of the murder, saying two eyewitnesses linked him to being the gunman.

On the night of the crime, Johnson reportedly drove his car to the backstage area at Shoreline to ensure that Young Jeezy would attend an after-party in San Jose for which he had already been paid.

Around 11 p.m., a verbal argument erupted between Johnson and Young Jeezy's entourage. A gunman later fired several rounds at Johnson, who was sitting in his car. Johnson tried to flee on foot, but the gunman gave chase and fired more rounds to kill him.

The new lawsuit filed recently by the John Burris law firm of Oakland reports that two stagehands who witnessed the scene indicated to police that the gunman was Young Jeezy.

The lawsuit is critical of local police for not showing witness photos or organizing a line-up to help identify the suspect immediately following the crime.

Lawyers for the family say it took two years of litigating before they learned of the two witnesses.

“The individual who pulled the trigger looked exactly like Young Jeezy and this information was made available to the cops at the incident,” said attorney Lateef Gray of the Burris law firm. “The Johnson family is still looking for justice, and obviously the police didn't get the person they're looking for.”

The three-year-old case remains unsolved despite being Mountain View's most recent

► See **SHOOTING**, page 13



COURTESY OF GIRARDI & KEESE

Eric Johnson, who was shot to death backstage at Shoreline Amphitheatre in 2014, in a family photo with his sister Zsanna Secrease, at left, and his mother, Roseanna Robinson.

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COURTESY OF CHRIS HARDY/SMUIN

**Smuin** performs Amy Seiwert's "Broken Open" in its "Dance Series 2" program at the Mountain View Center for the Performing Arts May 5-7.

### SMUIN'S 'DANCE SERIES 02'

Celebrated choreographer Trey McIntyre returns to the contemporary ballet company Smuin to launch "Be Here Now," his tribute to the 50th anniversary of San Francisco's Summer of Love, which will incorporate classic rock songs of the era. The piece will be one of several featured in Smuin's "Dance Series 02," which will also include "Broken Open" by its choreographer in residence, Amy Seiwert, and "The Poetry of Being," a premiere by Smuin dancer Nicole Haskins. "Dance Series 02" will be performed at Mountain View's Center for the Performing Arts, 500 Castro St., May 5-7 (at 8 p.m. on Friday and Saturday and 2 p.m. on Saturday and Sunday). Tickets are \$56-\$72. Go to [smuinballet.org](http://smuinballet.org).

### PENINSULA WOMEN'S CHORUS TURNS 50

The Palo Alto-based Peninsula Women's Chorus, an award-winning female choral group known for commissioning new works, resurrecting seldom-sung works and keeping classic chorale pieces alive, is marking its 50th anniversary this 2016-2017 season. The chorus will celebrate this milestone with an anniversary weekend of special events April 29-30, with a sing-a-long rehearsal for alumni and current singers and a dinner party at Palo Alto's Crowne Plaza Hotel on Saturday, followed by a public concert, "True North," on Sunday, April 30, at Mission Santa Clara, 500 El Camino Real, Santa Clara, at 2 p.m. Included in the program will be Schubert's Psalm 23, Ron Jeffers' "Jabberwocky," several new commissions including work by British composer Cecilia McDowall; "Harriet Tubman" by Kathleen McGuire, and a world

premiere by Eric Tuan. Tickets to the concert are \$10-\$35. Go to [pwchorus.org](http://pwchorus.org).

### 'ST. JOAN OF THE STOCKYARDS'

For its next production, Stanford University's department of Theater and Performance Studies (TAPS) will present an all-women cast (complete with a "riot grrrl punk chorus") in Bertolt Brecht's 1931 play about economic and environmental injustice, "St. Joan of the Stockyards." It tells the story of social worker Joan Dark's futile battle with the meatpacking industry, in all its gruesome, corrupt glory. Performances run May 4-6 at 8 p.m. at the Roble Studio Theater, 375 Santa Teresa St., Stanford. Tickets are \$5-\$15. Go to [taps.stanford.edu](http://taps.stanford.edu).

### 'HOW LOVELY TO BE A WOMAN'

DeeDee Queen, co-founder of local burlesque group Curtains Cabaret, will perform her new one-woman feminist show, "How Lovely to be a Woman," at the Dragon Theatre (2120 Broadway, Redwood City) on Saturday, May 6, at 8 p.m. "Have you ever noticed how many Broadway songs there are about why it's great to be a woman — and how all of them were written by white men?" Queen asked in a press release. "That was the original concept for the show. It's since grown into a look at social conditioning, sex, leaning in and leaning out, body image and motherhood — with glitter, pasties and Broadway musicals, of course." Tickets to the show are \$10-\$20. Go to [performingwoman.com/lovelyCA](http://performingwoman.com/lovelyCA) and [howlovely.bpt.me](http://howlovely.bpt.me).

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## The City is accepting applications for the following Commissions and Committees:

- Human Relations Commission
- Downtown Committee - Downtown Property & Business Owner
- Performing Arts Committee

Applications will be accepted until 4:00 p.m. on May 12, 2017  
in the City Clerk's Office at 500 Castro St., Mountain View, CA 94041

- Mountain View citizens wishing to serve are encouraged to apply
- The Commissions and Committees are volunteer positions and serve in an advisory capacity to the City Council
- Appointments are available on an equal opportunity basis

Applications are available in  
the City Clerk's Office, or online at:  
<http://www.mountainview.gov>

Please contact the City Clerk's Office at  
650-903-6304 for further information



## CRIME BRIEFS

### SECURITY BOT ATTACKED

A Mountain View resident was arrested last week after he allegedly knocked over a 300-pound security robot stationed outside of Knightscope's Mountain View office, according to police.

Police received reports of the man-on-robot assault around 8:15 p.m. on Wednesday, April 19. The suspect, later identified as 41-year-old Jason Sylvain, had allegedly knocked over one of the robots in front of the Knightscope building, and one of the company's employees detained Sylvain until officers arrived, according to police spokeswoman Katie Nelson.

While talking to Sylvain, officers said, the man appeared to be confused, had red, glassy eyes and was emitting a strong odor of alcohol. Sylvain was arrested and charged with prowling and being drunk in public.

The incident played out in the company's front parking lot, and Sylvain never went into the company's building itself, Nelson said. The robot was not seriously damaged.

The egg-shaped K5 security robots, developed by Knightscope, are autonomous, unarmed and designed to patrol areas for potential threats and criminal activity. Last year, the company announced improvements to its line after a family claimed the robot knocked over its 17-month-old son while it was patrolling the Stanford Shopping Center.

### ASSAULT AT LIQUOR STORE

Police arrested a transient man over the weekend after he allegedly tried to leave a liquor store without paying and punched an employee who confronted him.

Police say Denzel Davis, 25, entered the Wine Press liquor store at 2100 W. El Camino Real around 11 p.m. on Saturday, April 22, and tried to leave without paying for a box of cigarettes and a cigar, according to police spokeswoman Katie Nelson. When an employee confronted him, Davis allegedly assaulted the employee and fled.

Officers were able to track down Davis nearby on El Camino Real. Davis ran from police but was eventually caught a few blocks away. He was arrested on charges of robbery and resisting an officer and was booked into Santa Clara County jail with a bail set at \$51,000.

► See **CRIME BRIEFS**, page 12

## POLICE LOG

### AUTO BURGLARY

1 block Church St., 4/19  
W. Dana St. & Hope St., 4/21  
Farley St. & San Luis Av., 4/21  
1500 block N. Shoreline Blvd., 4/22  
200 block Diablo Av., 4/24  
2400 block Charleston Rd., 4/24  
2400 block Charleston Rd., 4/24  
500 block Walker Dr., 4/25  
800 block San Ardo Way, 4/25

### BATTERY

200 block Castro St., 4/22  
2200 block California St., 4/22

### GRAND THEFT

2000 block Plymouth St., 4/20

### INDECENT EXPOSURE

1600 block Amphitheatre Pkwy., 4/23

### PEEPING TOM

1000 block Terra Bella Av., 4/19

### POSSESSION OF STOLEN PROPERTY

500 block Moorpark Way, 4/19

### RESIDENTIAL BURGLARY

1500 block W. Middlefield Rd., 4/19  
500 block San Antonio Rd., 4/20  
1900 block Crisanto Av., 4/22  
700 block N. Shoreline Blvd., 4/24

### ROBBERY

2100 block W. El Camino Real, 4/22

### STOLEN VEHICLE

Armand Dr. & Space Park Way, 4/22  
1900 block Leghorn St., 4/25

### TERRORIST THREATS

1900 block California St., 4/23

### THREATENING A POLICE OFFICER

1400 block W. El Camino Real, 4/21  
Charleston Rd. & Independence Av., 4/21

### VANDALISM

100 block N. Whisman Rd., 4/25

**The Mountain View Voice** (USPS 2560) is published every Friday by Embarcadero Media, 450 Cambridge Ave, Palo Alto CA 94306 (650) 964-6300. Periodicals Postage Paid at Palo Alto CA and additional mailing offices. The Mountain View Voice is mailed free upon request to homes and apartments in Mountain View. Subscription rate of \$60 per year. POSTMASTER: Send address changes to Mountain View Voice, 450 Cambridge Ave, Palo Alto, CA 94306.



MICHELLE LE

Edith Aguilar helps preschoolers at Slater dress up in graduation gowns for picture day on April 18.

## County expands access to affordable preschool and child care

CHANGES TO INCOME ELIGIBILITY MEAN MORE FAMILIES QUALIFY

By Kevin Forestieri

Low and middle-income families struggling to pay for costly child care may finally get some relief this year, after the Santa Clara County Board of Supervisors agreed on a new plan that would raise income eligibility for state-subsidized care. By doing so, the county will be able to use millions in additional child care funds earmarked for the county.

The complex, 10-component plan, which glided through the April 25 board meeting on the consent calendar, is designed to make sure state and federal child care subsidies reach as many Santa Clara County families as possible. Under current income guidelines, many families in the region make too much money to be eligible for free preschool, but still can't afford preschool tuition, due to the high cost of living.

One of the primary components of the county's "Child Care Subsidy Plan" would raise eligibility to include families making up to 85 percent of the state's median income. Terri Wallace, the preschool director for the Mountain View Whisman School District, said the district won't be sharing its updated eligibility numbers until the plan receives final approval from

► See **PRESCHOOL**, page 12

## Decision time for city's future goals

COUNCIL WHITTLES DOWN LIST RANGING FROM AIRBNB TAX TO POD CARS TO SANCTUARY CITY STATUS

By Mark Noack

On a mission to choose the city's big goals for the next two years, the Mountain City Council last week took a messy priority list and trimmed it down.

After months of adding new goals, Mountain View staff at the April 18 meeting urged elected leaders to start making

hard choices for what the city could accomplish in the near future. The council members have amassed about 75 individual goals they wanted to pursue, including new services for immigrants, a hodgepodge of new transportation initiatives and nearly two dozen different suggestions for boosting local housing.

Flipping her slideshow to an

image of a gigantic iceberg, Assistant City Manager Audrey Ramberg warned that under the surface, city staff is already running nearly at full capacity, unable to handle much more. Throughout the meeting, staff members implored city leaders to be conservative in their picks.

► See **GOALS**, page 16

## Far fewer girls enrolled in advanced math

MV WHISMAN DISTRICT REPORT RAISES QUESTIONS ABOUT GENDER GAP

By Kevin Forestieri

Mountain View Whisman School District officials are taking a closer look at what could be causing fewer girls to sign up for the most challenging middle-school math classes, despite having performance and test scores equal to that of boys.

District reports released this month show that girls, Latino students and students from low-income families are less likely to enroll in classes that put them on a trajectory, or "math pathway," that would place them in Algebra II by the time they reach high school. Although the district has made it a focus to close the achievement gap along ethnic and economic lines, evidence of a gender gap came as a surprise.

Middle school marks the first point in which students diverge down different paths for mathematics, and it often determines what classes they take when they reach ninth grade. The district's first priority is to make sure all students are on a path to be successful in Algebra I, at the least, by high school. Taking Algebra I in ninth grade is considered essential to getting into a four-year university.

But it's also important to take a step back and make sure schools are supporting the highest-performing students as well, said Superintendent Ayinde Rudolph.

"Often times the conversation is centered around all kids, or the lowest performing," he said. "Our strategic plan calls for achievement for all kids, so our team is trying to highlight how our highest (achieving) kids are performing."

District officials have long been aware of the achievement gap along ethnic lines, and state-standardized test scores show a need to raise Latino student achievement in math to that of their white and Asian peers. But perhaps the most puzzling information to come out of the district's report was a clear gender gap in higher math. In the 2015-16 school year, there were 50 percent more boys than girls enrolled in classes that prepare students for Algebra II by the

time they reach high school. The disparity is less pronounced this year, but boys still outnumber girls by about 25 percent.

Total middle school enrollment shows both Graham and Crittenden middle schools have roughly the same number of male and female students, and performance in the advanced math pathway shows girls slightly outperform boys on mid-year tests. Rudolph told board members that the data doesn't explain why there's a discrepancy, but it does force the district ask "hard questions" about its practices.

"I am certain there are females in our district who could be in this class who may be under-identified," Rudolph said. "If half our population is female, why don't we see half of those kids in there?"

On the national level, girls and boys share close to equal representation in Algebra I in both seventh and eighth grades, and hold a roughly 50-50 balance through geometry, Algebra II and calculus, according to 2012 data from the U.S. Department of Education's Office for Civil Rights. More recent surveys by the National Science Board found gender balance across most science, technology, engineering and math (STEM) fields with the exception of computer science and engineering.

There are a number of potential reasons why there's a gender gap, and it could come down to social factors, said Erin Hogeboom, community development manager for the National Girls Collaborative Project, a nonprofit that encourages girls to pursue STEM careers. It's right around middle school, Hogeboom said, when girls start to develop more self awareness, read into social cues and can be discouraged from going into higher-level math.

"We see a lot of girls start to read into the messaging, sent to them by their peers, the media or sometimes even teachers or adults in their life, that girls aren't good at math or that there's not really a space for them in the field," she said.

► See **GENDER GAP**, page 13

# Concern rises over restrictions on grade separations

By Mark Noack

As the Valley Transportation Authority prepares to dole out the first portion of the \$6 billion of Measure B funds, Midpeninsula cities are raising concerns that the agency could be putting onerous restrictions on projects for Caltrain grade separations.

Mountain View and Palo Alto city officials expressed alarm recently that VTA planners seemed to be setting a rigid template for eight projects from Sunnyvale to Palo Alto that would separate roadways from the railroad tracks.

Those concerns centered on a brief outline buried in a staff report for a Friday, April 21, VTA board workshop. The excerpt noted that to receive funding, rail-crossing projects “would maintain the tracks at grade level with traffic and pedestrian access either over or under the tracks.”

For transit advocates and city officials, this was reportedly the first time the VTA stated specific standards for grade-separation projects, which they say could disrupt months of city planning.

For example, Mountain View officials last year decided against a grade separation at the Castro Street rail crossing, figuring that money could be better spent on closing the street at the tracks and rerouting traffic to Shoreline Boulevard.

Meanwhile Palo Alto officials have heavily favored running Caltrain in a below-grade tunnel or trench with road



MICHELLE LE

**The busy Castro Street** crossing in downtown Mountain View is slated to be closed, rather than have a grade separation underpass constructed, with vehicle traffic routed to Shoreline Boulevard instead.

crossings above.

Adina Levin, co-founder of the group Friends of Caltrain, said it was now unclear whether either city’s vision for pursuing grade separation would satisfy VTA’s guidelines for Measure B funding.

“Does this mean (Mountain View’s plans) wouldn’t get funding even though they would be less expensive?” she said. “I think VTA has a reasonable intent, but this particular policy is not the right way to go.”

Those concerns were echoed by several speakers at an April 21 VTA board meeting, where the board discussed allocating just under \$300 million next year as the first phase of funding from revenue generated by the new

transportation sales tax.

The initial allotment includes \$7 million in grants for early grade-separation planning, but a total of \$700 million is planned for these projects over the 30-year lifespan of the sales tax.

At the meeting, VTA officials appeared somewhat surprised by the uproar. Scott Haywood, a project manager, emphasized that the VTA would take the cities’ concerns into consideration before the agency’s full board meeting in June to approve the final budget for the initial round of sales tax money.

“Staff was directed by the board to be flexible where the grade-separation project funding is concerned and to work closely

with the cities to come up with alternative language in the proposal,” wrote VTA spokeswoman Stacey Hendler Ross in an email to the Mountain View Voice. “There will be at least four more opportunities for public review of the proposal before it goes to the board for a June vote.”

Midpeninsula cities have had a complicated relationship with VTA, especially last year as the transit agency asked for support from regional political leaders for its sales-tax initiative. The request stirred up grievances among North County and West Valley leaders who thought VTA had spent the bulk of past tax measures on projects benefiting San Jose, particularly construction of

a long-sought BART connection to the city. They banded together and ended up supporting the measure after VTA officials pledged to cap BART spending at 25 percent.

By lending their support, Midpeninsula elected leaders came to believe they would have control over how to design grade-separation projects, explained former Palo Alto Mayor Pat Burt.

“The VTA staff proposal to only consider designs with tracks at ground level restricts proper alternatives analysis,” he wrote in an email. “This may not result in the most cost-effective design and may not best meet the broader set of design issues that are critical to the communities.”

In any case, the \$700 million earmarked for grade separations is already expected to be inadequate to pay for all eight Caltrain crossings from Sunnyvale to Palo Alto. VTA staff note that the difference will need to be paid by “outside funding sources” — in other words, the cities along the Caltrain line.

Multiple Midpeninsula cities are pursuing grade-separation projects in tandem to prepare as Caltrain upgrades its system for faster and more frequent service. The train agency is currently working to phase out its older diesel-engine trains for a faster electrified system.

Caltrain officials are also planning to eventually use the train corridor for the statewide high-speed rail line. ■

Email Mark Noack at [mnoack@mv-voice.com](mailto:mnoack@mv-voice.com)



CITY OF MOUNTAIN VIEW

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# Your input is important.



**SPECIAL  
DISTRICT BOARD  
MEETING  
Monday  
May 15**

## The El Camino Healthcare District Board of Directors is requesting community input.

We are considering some changes to the El Camino Hospital Board structure. The topic will be reviewed at a special District Board Meeting where we will discuss potential hospital board models that:

- Provide for the hospital's long-term sustainability
- Strengthen the competency and relevant experience of the Hospital Board
- Attract and retain top talent to the hospital executive team
- Deliver on El Camino Healthcare District's mission and vision to advance the health of our community.

### Three El Camino Hospital Board governance scenarios under consideration:

<b>A</b> Current Model: 5 District Directors	<b>B</b> Expanded Model: 5 Hospital Directors	<b>C</b> Alternate Model: 3 District Directors
5 District Directors (Elected) 3 Hospital Directors (Appointed) 1 Hospital CEO	5 District Directors (Elected) 5 Hospital Directors (Appointed) 1 Hospital CEO	3 District Directors (Elected) 5 Hospital Directors (Appointed) 1 Hospital CEO
District Directors are the majority in the Hospital Board's composition	The number of Elected District Directors and Appointed Hospital Directors is equal	Appointed Hospital Directors are the majority in the Hospital Board's composition
Board Size: 9	Board Size: 11	Board Size: 9

In all three models, the El Camino Healthcare District retains its reserved rights, which allows District-elected members to fulfill their fiduciary duties.

### Monday, May 15 at 5:30 p.m.

2500 Grant Road  
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El Camino Healthcare District  
Administration C131  
2500 Grant Road  
Mountain View, CA 94040

Fax Your Comments to 650-988-7862\*

\*The requested deadline for comments via email or fax is Wednesday, May 3 at 5 p.m.



EL CAMINO HEALTHCARE DISTRICT

# Mountain View goes back to school

LOCAL COMPANY ENROLLS HUNDREDS IN FREE COLLEGE PROGRAM

By Kevin Forestieri

After months of pounding the pavement and getting the word out, leaders of the local education company Study.com says it has successfully put 300 people back on track for a college degree at little or no cost. And as interest in affordable higher education spreads, the company is poised to spread

the program into other Bay Area cities.

Last year Study.com, based in downtown Mountain View, began a philanthropic effort called the Mountain View Working Scholars program, which aimed to help people who either live or work in the city earn a bachelor's degree without having to deal with a rigid class schedule or high tuition costs.

Study.com is online education website with thousands of classes on a digital platform spanning from middle school to post-graduate courses, some of which can be taken for college credit. Enrollees in the Working Scholars program are able to take these classes for free, and can complete up to 90 units towards a bachelor's degree in business administration.

In December, the company's robust outreach campaign to get the word out — going door-to-door and asking individual employees if they'd be interested in trying it out — began to pay off, as roughly 250 applications rolled in and the inaugural class of about 30 people began actively working towards their degrees.

Since then, the company has received close to 1,000 applications and enrolled 300 people in the program, according to Krystal Alvarez, spokeswoman for Study.com. Many of the participants are familiar faces throughout Mountain View, including employees from Google, local bank branches, health care companies and downtown businesses. The Mountain View Whisman School District has 24 employees taking classes — most of whom are classified staff from several school campuses — making it the

agency with the highest percentage of its workforce in the Working Scholars program, according to Superintendent Ayinde Rudolph.

Although Mountain View Working Scholars is open to pretty much anyone, the program is tailored for working residents and parents who don't have the time or resources to take classes at a local college or university. Testimonials from participants detail how going back to school and finally getting a bachelor's degree is nearly impossible with a full-time job, a requirement for getting by in an area with such a high cost of living.

Manny Velasco, the school linked services coordinator at Castro Elementary and Graham Middle School, is participating in the Working Scholars program, and said he's been in constant contact with Study.com and has encouraged both school employees and families to sign up. He called it an "amazing" opportunity to give low-income immigrant families in the community a chance to finally get a college degree.

"I couldn't be happier with the program," Velasco said.

Using Mountain View Working Scholars as a tool to fight local inequality has been part of the mission of the company since it began the program last year. Adrian Ridner, the CEO and co-founder of Study.com, told the


*Voice* in an email Monday that people living and working in Mountain View who don't have degrees can't tap into all the new, higher-paying tech jobs in the area, but are still stuck with the skyrocketing cost of living that comes with the booming jobs market. The result, he said, is an area rife with inequality and a loss of diversity.

Since launching the program, surrounding cities have taken notice and have approached Study.com about expanding beyond Mountain View's borders. About six cities are now working on a similar program, and the Gilroy Working Scholars program is set to launch in June this year, said Bo Cheli, the company's manager of community relations.

Cheli said the next big step is making sure Working Scholars participants network with one another and are well-positioned to advance their careers once they complete their degrees. The company hosted an event earlier this month and gave about 75 students in the program a chance to meet one another, network and feel like they aren't doing it alone.

"We want them to feel like they are part of a cohort of students," Cheli said. "You get to grow your network, you get to meet people in Mountain View. It's not just a degree." ■

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## SF, Peninsula officials urge feds to OK Caltrain funds

San Francisco and Peninsula elected officials on Monday called on the Trump administration to approve federal funding for a Caltrain electrification project that is expected to add capacity to the busy transit corridor.

Speaking at an event at the Caltrain station in San Francisco April 24, officials including U.S. Reps. Jackie Speier and Anna Eshoo, as well as San Francisco Mayor Ed Lee, argued that electrifying the Caltrain corridor would reduce emissions, save fuel, reduce traffic congestion and create jobs.

It would also increase capacity on the overcrowded Caltrain system, which now carries around 65,000 passengers a day, officials said.

"This wasn't thought of in the last 100 days, this has been in the works for over 25 years," Mayor Ed Lee said today. "That extra capacity is needed now more than ever."

The nearly \$2 billion project was expected to receive the final installment of federal funding

in February, a \$647 million grant from the Federal Transit Administration approved in the last days of the Obama administration.

However, Transportation Secretary Elaine Chao declined to sign off on the funds after receiving a letter from members of the California Republican congressional delegation objecting to the fact that the project also draws funds from a high-speed rail project they oppose.

The result has left the project, which is ready to break ground almost immediately after the funding is approved, in limbo, with Caltrain officials paying to extend some contracts while they wait to see if funding is included in the federal budget in May.

Speier, D-San Mateo, said the delay is costing around 9,600 jobs.

In addition, she said the Trump administration is threatening not just the Caltrain project, but the Capital Investment Grant Program that funds transit projects nationwide, at a potential

cost of around 600,000 jobs nationwide.

"The president keeps saying 'Make America Great,' but the president's proposal would really make America stop," Speier said. "If in fact you're making America great again then we have got to create jobs."

Eshoo, D-Palo Alto, described Caltrain as an essential transportation system and part of the "economic backbone" of the Bay Area.

Eshoo, whose congressional district includes Mountain View, said that the project, which is backed by major business groups from San Francisco to San Jose, meets every requirement for the federal grant and is supported by state and voter-approved local funds, but is being held up by "bad politics."

"This is bad, bad politics," she said. "It's shameful that anything like this would happen. The American people deserve better, certainly the people of our region deserve better."

—Bay City News Service



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## Local News

### PRESCHOOL

► Continued from page 5

the state. Based on California's 2017 median income, the maximum income threshold could increase to around \$68,000 for a family of four.

Currently, the Mountain View Whisman School District's preschool program enrolled families in for free preschool who were making up to to \$4,494 a month in gross income, or about \$54,000 each year.

The county was able to create an individual, local plan for who qualifies for child care and preschool through new state legislation passed by former Assemblyman Rich Gordon. The bill gives Santa Clara County significant leverage to set eligibility and priorities for enrollment in subsidized early childhood services, and set reimbursement rates for licensed facilities accepting vouchers.

What the plan amounts to is about \$9.3 million in extra state-subsidized child care funding that is already allocated to Santa Clara County, but up until now has gone unused and had to be returned to the state, according to a county staff report. The low income thresholds for child care mean that more than two-thirds of families in the region with children under age 18 do not qualify for financial support. County estimates find that the loss of potential child care funds translates to about 1,100 children who could have been served.

"Unfortunately, the fiscal reality of living in a high-cost county means that many families are deemed ineligible for subsidized child care," the report states. "As a result, child care subsidy funds allocated to Santa Clara County are not fully utilized or expended."

There are several reasons why child care is out of reach or excessively burdensome for families in the region. The high cost of living means more families are spending more than 30 percent of their income on housing, and the cost of preschool itself is between 22 and 35 percent higher in Santa Clara County than it is in the rest of the state. Most child care and preschool services cost over \$10,000 each year, meaning families who don't qualify for subsidized care spend close to 25 percent of their income to send just one child to a child care facility.

Child care centers are also struggling with reimbursement rates that don't keep up with their own increased costs, fueled in part by new minimum wage laws taking effect throughout the county.

"The large share of families above the income threshold, coupled with low reimbursement rates and other regulations, have resulted in child care contractors not drawing down all the funding available in contracts in the county," according to a summary from the Child Care Subsidy Plan.

Although half-day preschool, like the program offered at

the Mountain View Whisman School District, will be free for all newly eligible families, the same won't be true for full-day preschool, Wallace said. Families with annual incomes between the existing state income threshold and the new cut-off at 85 percent of the state's median income fall under what's called the "pilot income range," and will be charged fees based on about 10 percent of family income for full-day preschool.

Other components of the plan include giving priority enrollment to special needs students and allowing sibling preference, and allowing children ages 2.9 to 5 to be included in the state preschool program.

Earlier this month, the Mountain View Whisman School District board agreed to expand preschool to include 48 children from families making too much to be eligible for state-subsidized child care services. Those families would have paid monthly fees ranging from \$425 to \$575, based on income, but the fee schedule could change when the Child Care Subsidy Plan goes into effect.

"We have not discussed any specifics of the effects of the pilot on the fee schedule as of yet," Wallace told the *Voice* in an email. "Once the pilot has final approval and we are allowed to implement the stipulated changes, we will be able to address whether or not our fee schedule needs to be modified." ■

### CRIME BRIEFS

► Continued from page 4

#### MISSING CHILD FOUND

A 13-year-old Crittenden Middle School student who was reported missing after school on Wednesday, April 19, was found safe the next day in Woodland, according to police.

The Mountain View Police Department reported shortly after 3:30 p.m. Thursday that the student, Myra Renteria, had been located, concluding a search that began Wednesday afternoon and lasted roughly 24 hours.

It was good news for Myra's school community. "We care deeply about this student and are so relieved that she is safe," Crittenden Principal Angie Dillman said shortly after Myra was found. "We are grateful for the entire Mountain View community for the care and concern they have demonstrated."

According to initial police reports, Myra may have taken public transit out of the area after school Wednesday.

Police have not released information on how detectives determined her location or why she was in Woodland, but say she has been reunited with her family, according to police spokeswoman Katie Nelson.

Patrol teams did an "active" search of the area Wednesday night, and detectives continued the search for her the next day, Nelson said.

Crittenden school staff actively worked with the police department to find Myra, and communicated with the student body about the search, Dillman said. Counseling services were made available, and students were invited to the school office if they needed to talk, she said.

—Kevin Forestieri

#### INDECENT EXPOSURE

Police are looking for a man who allegedly exposed himself Friday to a person riding a bike in Los Altos a few blocks from a preschool.

The victim told police that a man, described as white, 18 to 20 years old with long reddish-blond

hair pulled back in a ponytail, exposed himself to the victim at about 3:40 p.m. on April 21, near South Gordon Way and Hawthorne Avenue.

The intersection is about three blocks from the Los Altos-Mountain View Children's Corner preschool.

The suspect was wearing a black beanie and dark clothing. He was driving a gold or beige older-model sedan, according to police.

The suspect drove up to the bicyclist, spoke with that person and exposed himself. The victim turned away and rode home.

In a separate incident at 4:16 p.m., someone who police believe is the same person drove up to and started talking to two people in front of a home in the 400 block of Valencia Drive near Los Altos High School.

Sgt. Brian Jeffrey said the pair became frightened and ran home.

Police are following leads and expect to release a sketch of the suspect this weekend, Jeffrey said.

—Bay City News Service

## Companies, PTAs fuel Measure B campaign

By Kevin Forestieri

Construction, engineering and architecture firms remained the top donors for the Mountain View Whisman School District's parcel tax campaign through the first half of April, but contributions from PTAs and individual parents are beginning to roll in, according to campaign finance reports released Thursday, April 20.

Measure B is a \$191 parcel tax on this year's May 2 all-mail ballot. If passed by a two-thirds majority of voters, the measure would effectively replace the existing Measure C parcel tax, which expires at the end of June. District voters began receiving ballots earlier this month.

Campaign finance reports show that proponents have raised \$62,425 in contributions to help pass the measure, with the biggest donations coming from local real estate developers and companies that work closely with the district. The campaign received \$10,000 from BHM Construction, a Napa-based company in charge of building new facilities at both Crittenden and Graham schools as well as the shared

Castro and Mistral elementary school campus. Additional big donations came from Hibser Yamauchi Architects (\$5,000) and WHM Incorporated (\$2,000), both of which work together to design the new campuses at Huff, Bubb and Landels.

The campaign got a boost from real estate developers, including \$3,000 from the owner of Village Lake Apartments, FortBay; \$1,000 from local real estate developer John Lovewell; and \$1,000 from Mountain View housing developer Greystar.

Local education advocates and parent groups also stepped up contributions through April 15, with \$5,000 coming from the Mountain View Education Foundation and \$500 from Alison Barnsley, who spent years as the organization's executive director. PTA fundraising totals are \$3,000 from the Landels and Mistral PTAs, \$1,000 from Crittenden, and \$500 from Theuerkauf.

Every school PTA has endorsed Measure B, and has committed to contributing an amount ranging from \$500 to \$3,000, said Cleave Frink, parent and co-chair of the Measure B

campaign. The variance, he said, is dependent on the financial status and budget obligations of each organization.

Other small but notable contributions include \$100 from both Jessica Speiser, a Los Altos School District board member, and Laura Blakely, a Mountain View Whisman school board member. Carol Fisher, the former executive director of Mentor Tutor Connection, also gave \$100.

Campaign spending remained close to flat through April 15, according to the finance reports. Expenditures totaled just over \$3,200, almost all of which was spent on campaign signs. Frink said the campaign has boosted spending since last week, including mailers and newspaper ads.

"We have been putting together a vigorous effort to ensure the success of Measure B, which will be more apparent when you see the next filings," Frink said in an email Friday.

The Santa Clara County Registrar of Voters has not received campaign finance reports from opponents of Measure B. ▣

Email Kevin Forestieri at [kforestieri@mv-voice.com](mailto:kforestieri@mv-voice.com)

## GENDER GAP

► Continued from page 5

Hogeboom said the onus is on school districts to be aware of any "micro messaging" by teachers and counselors that could be subtly steering girls away from higher math. Gender representation in math is not about ability, she said, it's about self-confidence and interest.

But the gender gap could come down to something else entirely, and may not be indicative of internal bias or lack of encouragement from school staff, Rudolph said. The middle-schoolers going through Graham and Crittenden right now could be a "crop" of students with a disproportionate number of higher-achieving boys in math, and enrollment in the advanced math pathway could become balanced in a few years. Data only goes back two years, and district officials could not provide the *Voice* with previous years' data by the newspaper's press deadline.

In the second-rung advanced math pathway that prepares students to take geometry in their freshman year of high school, the trend is reversed — girls outnumber boys by about 25 percent, and there's no clear explanation as to why.

"There's so many nuances to these questions that we just don't know," Rudolph said.

At an April 6 board meeting, Rudolph told trustees that in an altruistic world, these tougher classes would enroll students that more or less match the district's general student population. For this year's middle school students, that would amount to equal number of boys and girls, and 46 percent Latino or Hispanic students, 28 percent white students and just under 11 percent Asian students. But in reality, enrollment is heavily skewed, and only 24 Latino students — less than 10 percent — are enrolled in the most challenging "math pathway" across

all three grades.

When students from the Mountain View Whisman district reach high school, signs of a clear, systemic gender gap appears to vanish. Gender differences in geometry and Algebra II, as well as the most advanced classes like Calculus AB and BC, vary from one year to the next, but are either not significant or not consistent over time, according to former Associate Superintendent Brigitte Sarraf. Among students from Mountain View Whisman schools, boys outnumber girls by about 2-to-1 in the Algebra II Honors course this year, but girls outnumber boys 2-to-1 in AP Calculus BC.

The high school district runs an accelerated math program over the summer in order to bridge any gaps in proficiency, giving students entering ninth grade a chance to enroll in classes like Algebra II by freshman year. This is at least partially responsible for attracting girls into math and science, Sarraf told the *Voice* Monday in an email.

At the same time, Sarraf said the district has a strong presence of women teachers in higher level math and science classes, giving female students more confidence in their ability to compete. The most advanced high school science class offered by the district, Advanced Scientific Investigations, consistently attracts more girls than boys, she said.

"Our classes are rigorous and we work hard at building a culture that helps girls believe that they can succeed in math and science," she said. ▣

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## SHOOTING

► Continued from page 1

murder. Young Jeezy and his entourage were originally police investigators' main suspects.

Three days after the concert, the rapper and five others were arrested on weapons charges in Irvine after a search warrant turned up an AK-47 rifle in their tour bus. But police later were forced to drop all charges after DNA evidence failed to link any of them to the firearm.

Since then, there has been little new information from the police on the investigation, and more information has trickled

out mostly as a result of lawsuits filed on behalf of Johnson's family.

Police spokeswoman Katie Nelson said on Monday that the case remains an open investigation, and she declined to answer questions on specifics of the case.

In 2015, Johnson's mother filed a lawsuit against Young Jeezy and five members of his entourage for causing her son's death. Her suit also named as defendants Young Jeezy's record label Def Jam Records, Shoreline concert organizer Live Nation, and the city of Mountain View for being partially to blame for providing insufficient

security at the concert.

That case is now being consolidated with the new lawsuit, which is being filed on behalf of Johnson's three children. The new lawsuit names Young Jeezy, Def Jam, Live Nation and the security company NPB companies as defendants.

Gray, the attorney in the case, declined to specify a dollar amount the family is seeking in damages.

"We want some semblance of justice," he said. "No amount of money will bring this man back to his family." ▣

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## SHOOTING

► Continued from page 1

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### LET'S DISCUSS:

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# At town hall, Eshoo goes after Donald Trump on tax-returns

By Dave Boyce

President Donald Trump's tax returns and his refusal to release them was topic No. 1 for Rep. Anna Eshoo, D-Menlo Park, who took questions for about two hours Saturday, April 22, during a town-hall-style meeting in a gymnasium at Canada College in Woodside.

A bill written by Eshoo would require this president and all future presidents to publicly disclose their tax returns. Since Democrats are in the minority and cannot shepherd the bill through committee to the floor for a vote, they are circulating a petition seeking 218 sponsors to bring it to the floor without a committee vote. So far, 119 Democratic representatives and four Republican have signed on, House records show. (There are 193 Democrats and 237 Republicans in the House.)

At Eshoo's town-hall meeting, attended by about 200 people, most of the questions concerned the challenges facing Democrats, as minorities in both the House and the Senate, in confronting the Trump administration. Eshoo represents California's 18th District, which includes Mountain View.

During his campaign, Trump claimed that because he was being audited, he could not release his tax returns. "There's no such thing as being under audit and not being able to put your tax return out," Eshoo told her audience.



PHOTO BY NATALIA NAZAROVA/THE ALMANAC

**"We're really swimming** in conflicts of interest here," Rep. Anna Eshoo said of the Trump administration at a town hall meeting at Canada College in Woodside.

"It's just a fib. A big fat fib." The Internal Revenue Service, according to Reuters, has said that "nothing prevents individuals from sharing their own tax information."

Trump owns 564 business entities worldwide, and while he has put his assets in a trust, it's not a blind trust, Eshoo said. Tax returns "really give a profile of the person," she said. "We're really swimming in conflicts of interest here ... but we don't hold the keys to the majority."

"Public sentiment is everything," she said, quoting Abraham Lincoln. "The decency of the people. They're outraged over

these conflicts of interest. That's what's going to change things."

## Where to begin?

Over two hours, Eshoo fielded questions that covered many of the major topics in the news, including recent bombings by U.S. forces in Syria and Afghanistan, climate change, health care, money in politics, the Supreme Court and women's rights.

Commenting on the investigation by the House Intelligence Committee into alleged Russian meddling in the 2016 election, Eshoo noted that all 17 federal intelligence agencies agree that there was interference by a

foreign government — which is not to say that Trump was not legitimately elected, she added.

She said she is hoping for a tough, fair, intelligent and undramatic investigation, adding that Republicans may be slow to act until they're up for re-election.

"This is very, very serious," she said. "If we don't take it as seriously as we should, then I don't know what happens to our democracy. This is a direct attack on a major pillar of our democracy: our elections. So who did this? Who are the people that did this? Were there U.S. persons involved with the Russians? And how far up does it go? The president (is) a master at diversion on this."

On health care, the GOP's bid to replace the Affordable Care Act would have increased the number of people without health insurance by 24 million people by 2026, according to the Congressional Budget Office. The bill was 28 hours in committee debate, and Eshoo said she was there for all of it, bathroom breaks aside.

The bill was "immoral (and) collapsed of its own weight," she said, adding that public sentiment was the key to its downfall.

## Foreign workers

A software engineer, unemployed and no longer young but with a resume full of "cutting-edge projects," asked Eshoo to comment on his having sent out dozens of applications and receiving next to no responses while the same companies

may be hiring younger foreign workers.

American companies that say they can't find Americans to fill jobs have some legitimate complaints, she said. Trump campaigned on addressing problem with the H1B visa program — to his credit, Eshoo said. "I agree that there are abuses. I am doing what I can about it, and we're waiting for the administration to come out with their policy," she said.

On aircraft noise above local communities, she said she is waiting for the Federal Aviation Administration to comment on recommendations by the recently concluded Select Committee. "We're running out of patience," she said. One idea: an airport round table as is done in San Mateo County. When the FAA responds, "my constituents are going to know," she said. "We'll make wallpaper out of it. I'm on it like white on rice."

As for fighting climate change, "there is significant damage that is taking place at the hands of the administration," Eshoo said. "An attack on science, in my view, is an attack on America. Science is fundamental. It is absolutely fundamental."

She belongs to the Climate Solutions caucus, a nonpartisan group with membership kept even between Democrats and Republicans. The goal is 50 members and there are currently around 36, Eshoo said. "It's quite an achievement, actually," she said. ▣

Email Dave Boyce at [dboyce@almanacnews.com](mailto:dboyce@almanacnews.com)

## PARKING

► Continued from page 1

gradually aim for a rock-bottom quota of 0.6 parking spaces per apartment.

Jeral Poskey, a Google transportation planner, urged city officials to leave as much flexibility as possible in their plans. That would allow developers to bring forward new ideas, he said.

"We know that traffic is one of the top concerns here, but adding housing reduces regional traffic — that was clear from this analysis," said Poskey. "Nobody wants traffic in this area to get worse, certainly not us."

But the aggressive parking plan won only a thin coalition of supporters on the council. Three council members warned it would be a recipe for trouble down the road. Councilman John McAlister criticized his colleagues for not thinking enough about the current needs for households to have their own cars. A better way for developers to go, he suggested, would be to

engineer parking garages that could easily be transformed into additional housing if parking truly became unnecessary in the future.

"(They're saying) let's build as much as we can, and then later solve the transportation problems," he said. "I want to make sure what we build is a good neighborhood; I don't want us to just to build as much as we can."

At its meeting, the Mountain View City Council took a fresh look at the city's office park north of Highway 101, where the city is pursuing plans to add nearly 10,000 new apartments. The Tuesday meeting focused on North Bayshore's transportation needs, which have been the major roadblock for new development in the area.

Currently, the North Bayshore has three main access roads — Shoreline, Rengstorff and San Antonio — but those arteries result in daily traffic jams from thousands for workers trying to funnel into the area. Mass transit is nonexistent, except for public

buses and corporate shuttles.

The new strategy called for reviving some long dormant plans for North Bayshore, such as adding a bridge over Stevens Creek to provide a new access from Moffett Field. Google proposed building the bridge in 2013, but a slim council majority opposed the idea, mainly for environmental reasons. In a change, most of the council members on Tuesday signaled they would support a bridge crossing at Charleston Road to connect to the vicinity of a Moffett Field U.S. Army Reserve property off R.T. Jones Road. City officials reported the new bridge would be reserved mainly for transit shuttles, light-rail and "other technologies," and most solo drivers wouldn't be allowed to use it.

For Google, the bridge is a crucial connection for more than just North Bayshore. At the western side of the NASA Ames Research Center, the company has recently started grading for a new office campus totaling about 1 million square feet. NASA

Ames and Google officials did not answer repeated requests by the *Voice* for more information about the project. But the company reportedly confirmed the project was going forward at a Moffett Field stakeholder meeting earlier this month, according to a meeting participant.

At the Tuesday meeting, council members signaled they were less enthusiastic about another old proposal to build a new underpass below Highway 101 to connect Charleston Road to Landings Drive. The proposed road would be used for commuters, cyclists and pedestrians. But the idea found little support with many council members, who said it would enable more congestion.

Similarly, the council also dismissed another hot-button idea to study "congestion pricing" for North Bayshore — essentially charging motorists a fee to enter the area during the busiest times. Realizing they were courting controversy, city staff members emphasized they were only considering the idea

as a last resort to reduce traffic, but elected leaders said the idea could backfire by encouraging more traffic.

"It would be a discriminatory system against low-income people," said Councilman Lenny Siegel. "The only solution is to build a robust transit system."

Mountain View is currently working on an initial study to develop an automated-guideway transit system that would go from the downtown transit center to North Bayshore. Additionally, VTA officials are nearly finished with a Google-funded study on building a new transit line from the NASA Ames light-rail station into North Bayshore.

The transportation talk was the latest step in the city's complicated process to draft a precise plan for residential growth in North Bayshore. City planning staff say they will refine the report so it can be brought back to the council for final adoption in June. ▣

Email Mark Noack at [mnoack@mv-voice.com](mailto:mnoack@mv-voice.com)



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## GOALS

► Continued from page 5

“Under ideal circumstances with unlimited resources, perhaps we could choose them all,” Ramberg said. “However, these projects must be considered in the context of the city’s other important commitments.”

But council members found themselves in the middle of a tug-of-war, pulled to the other side by a long line of public speakers advocating for pet projects. Several speakers called on the council to protect undocumented immigrants, resist a federal Muslim registry and promote environmental sustainability. Many speakers urged the city to make it a top priority to oppose new federal policies by the Trump administration, and city leaders signaled they were inclined to agree.

“As a body, we need to stand up to this tyrannical type of leadership that we see at the head of our government,” said Mayor Ken Rosenberg. “At a local level, we have to protect ourselves from the federal government.”

Diving into the hard choices, City Council members voted in turn on their favorite projects in four separate categories.

In a category headlined, “To Protect Vulnerable Populations,” nearly all the City Council members supported plans to collaborate with other South Bay cities to increase services for immigrants, including providing information and referral

sources. Most also backed the city opposing a federal Muslim registry and possibly declaring Mountain View as a sanctuary city. Similarly, council support went to fleshing out Mountain View’s designation as a “human-rights city” and an “age-friendly city” so those labels are more than just lip service.

Less clear was the fate of about 20 other goals that received fewer votes, including special library events, affordable preschool and summer camps, and efforts to combat wage theft in town. Before taking any votes, council members worked to try and merge goals together.

On the topic of housing, elected leaders had an overabundance of ideas to pick from, most focused on boosting housing opportunities for low- and middle-class families. New projects to increase homeownership opportunities and condominium developments received the council’s support. Everyone supported plans to draft regulations for Airbnb and other short-term rental companies, which currently pay no hotel taxes to the city.

The City Council threw heavy support behind long-term goals for the city’s transportation network. Nearly everyone supported plans to implement a citywide automated-guideway transit system, such as Mountain View-based SkyTran’s pod cars, which is currently being studied by a team of consultants. Councilman John McAlister pitched a wide-ranging

transportation study that would involve VTA, Caltrain, major employers and include a funding mechanism.

“We can’t be short-sighted on this and we have to find a sustainable way to fund this,” McAlister said. “I think this idea hits on all of our major goals.”

To the consternation of city staff, almost all the council supported McAlister’s idea. City Manager Dan Rich warned it was so broad that it would be a massive undertaking that wouldn’t produce results in the near future.

Addressing sustainability issues, everyone on the council supported plans to protect the local salt ponds, study new strategies for increasing parkland and create a new public environmental task force. With a surge in new development coming in North Bayshore, the council backed plans to draft new sustainability policies and performance measures for the area.

Proposals to boost community gardens, drinking fountains and local recycling program did not win much support from the council.

It was left unclear exactly what would happen to the dozens of worthy ideas that received minimal support. Ramberg told council members that staff would try to include as many ideas as possible in the final list, which will be brought back to the council next month. ■

Email Mark Noack at [mnoack@mv-voice.com](mailto:mnoack@mv-voice.com)

## Rescue Wing airlifts injured fisherman

By Mark Noack

In a risky mission, Moffett Field’s 129th Rescue Wing last week completed a complex rescue operation to airlift a seriously injured crewman from a fishing boat 600 miles off the California coast. The multi-day operation required a medical airdrop, an aerial refueling and eventually an airlift to bring the injured fisherman back to a local hospital.

The operation began on April 16 when the U.S. Coast Guard received calls for help from the captain of the Gutsy Lady 4, a tuna fishing boat located at the time about 1,100 miles west of the California coast. One of the crew members, a 30-year-old Micronesian man, had suffered a serious injury and needed immediate help. U.S. Coast Guard officials notified the California Air National Guard’s 129 Rescue Wing of the emergency.

Later that morning, the 129 Rescue Wing launched a MC-130P Combat Shadow aircraft to drop a medication bundle to the fishing boat. Thanks to the medicine, the injured man was reportedly stable, but he needed to get a hospital, said Capt. Roderick Bersamina.

“It was clearly known that we needed to evacuate this person,” he said. “We directed the Gutsy Lady to the medication and also the game plan for the patient’s evacuation.”

As the fishing boat made a beeline back to mainland, the Rescue Wing prepared their plans to rendezvous with the vessel 600 miles from the California coast. In the early morning on April 18, the team dispatched a MC-130P Combat Shadow aircraft and two HH-60G Pave Hawk helicopters with a pararescue team to meet

with the boat.

Given the long distance, the helicopters needed to refuel en route, and a U.S. Marine Aerial Refueling Transport Squadron from the Miramar air base in San Diego met the 129th Rescue Wing to assist. It was a high-risk operation to line up a fuel hose with the rescue helicopters, Bersamina explained.

“This required a fixed-wing aircraft to slow down to its slowest gliding speed, and having a helicopters speeding up to its fastest speed in order for them to meet up,” he said. “And things are bouncing around the whole time.”

Arriving at the boat, the rescue team boarded the fishing boat, stabilized the injured man and hoisted him onto one of the helicopters. The rescue fleet immediately flew back to deliver the patient to San Jose Regional Medical Center.

The exact nature of the fisherman’s injury is not clear. Bersamina could only describe it as resulting from the man’s duties on the fishing boat.

The Rescue Wing captain chalked up Tuesday’s rescue as his team’s 1,016th life successfully saved. He pointed out the 129th Rescue Wing consists mainly of part-time guardsmen who hold down full-time civilian jobs besides their military service.

“On a day-to-day basis, our team is doctors, engineers, teachers and firefighters. Our unit prides itself on being a close reflection of the community,” he said. “Our focus is to save lives, and we really feel that this is the greatest mission in the entire U.S. Air Force.”

A video showing the mission’s midair refueling maneuver is online at <http://tinyurl.com/GutsyRefuel>. ■

## PUBLIC HEARING NOTICE

Citizens Watchdog Committee on 2000 Measure A Program Expenditures

RESULTS OF INDEPENDENT COMPLIANCE AUDIT  
2000 Measure A Program Expenditures for FY 2016

VTA is delivering transportation solutions that are critical to the vitality, prosperity and quality of life for all who live, work and play in Santa Clara County. In November 2000, Santa Clara County voters approved Measure A, a 30-year half cent sales tax devoted to specific public transit capital improvement projects and operations. Most of the ballot-defined projects are massive and very complex, requiring years to plan, design and construct. Although in just the 10th year of a 30 year program (tax collection started mid-2006), VTA has achieved significant results toward meeting Measure A goals including:

- **Extending BART to the Santa Clara County cities of Milpitas, San Jose and Santa Clara** - extension to Berryessa currently trending ahead of schedule and under budget, with opening projected for late 2017.
- **Extending and improving light rail service** - new line from Mountain View to Alum Rock is being established to connect with Caltrain and the new Milpitas BART Station to integrate VTA’s BART to Silicon Valley Berryessa Extension. Several integral projects, including Mountain View Double-Track and Santa Clara Pocket Tracks, have been completed.
- **Increase Caltrain service and electrify the system from Palo Alto to Gilroy** - VTA has partnered with Caltrain on implementation from Palo Alto to the Tamien Station. Environmental process has been completed and contracts awarded for design and construction and for purchase of electric trains.

**PUBLIC HEARING:** The Citizens Watchdog Committee (CWC) for the 2000 Measure A Transit Sales Tax Program is holding a ballot-required public hearing on FY 2016 Measure A expenditures to receive input from the community:

Wednesday, May 10, 2017 at 6:00 p.m.

VTA Auditorium

3331 N. First Street, San Jose, CA 95134

(This location is served by VTA Light Rail and Bus Line 58.)

The public is encouraged to attend but for those unable, written comments will be accepted until 5:00 p.m. on May 10 by email to: [board.secretary@vta.org](mailto:board.secretary@vta.org) or by mail to: Office of the Board Secretary, 3331 N. First Street, Building B-1, San José, CA 95134-1927. Sign language and additional interpreter services will be provided upon request by contacting VTA Customer Service at least five days prior to the meeting at (408) 321-2300, TTY (408) 321-2330.

Copies of Measure A Program documents and reports are available for public inspection from 8 a.m. to 5 p.m. weekdays at the Valley Transportation Authority (VTA) offices at 3331 N. First Street, San Jose, CA in the Building B lobby. They are also available for viewing at local public libraries and at VTA’s website: [www.vta.org](http://www.vta.org) (which includes accessible versions). Questions on the public hearing should be directed to: Stephen Flynn, Advisory Committee Coordinator, at (408) 321-5720 or to [stephen.flynn@vta.org](mailto:stephen.flynn@vta.org).

**INDEPENDENT AUDIT:** Fulfilling its ballot-defined responsibilities, the CWC commissioned an audit of the Measure A Program financial records and schedule for Fiscal Year 2016 (July 1, 2015 – June 30, 2016). Macias Gini & O’Connell LLP, independent certified public accountants, conducted the compliance audit in accordance with attestation standards established by the American Institute of Certified Public Accountants. They issued an unqualified (“clean”) opinion on Measure A Program compliance with the ballot, making this the 11th consecutive audit receiving a clean opinion. Copies of the audit results and other related reports are available at the locations stated above and at [www.vta.org](http://www.vta.org).



## COMMUNITY BRIEFS

## MTC ADDS FACTS ON HOT TOPICS

Factual information about hot-button Bay Area topics such as housing affordability, poverty rates and life expectancy is now available online.

The Metropolitan Transportation Commission has expanded its Vital Signs website, at [vitalsigns.mtc.ca.gov](http://vitalsigns.mtc.ca.gov), to include an equity section addressing these and other issues, the agency announced Monday, April 24.

The section includes tidbits such as the fact that housing affordability generally is a greater challenge for those who live in Los Angeles, Miami and New York, the agency said. The Bay Area ranks fourth, thanks to its higher median incomes.

Visitors can also consult the interactive website to track the Bay Area’s progress toward reaching transportation, land use and environmental goals.

The Metropolitan Transportation Commission is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

—Bay City News Service

# Viewpoint

- EDITORIAL
- YOUR LETTERS
- GUEST OPINIONS

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Published every Friday at

450 Cambridge Avenue

Palo Alto, CA 94306

(650) 964-6300 fax (650) 964-0294

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The Voice is published weekly by Embarcadero Media Co. and distributed free to residences and businesses in Mountain View. If you are not currently receiving the paper, you may request free delivery by calling 964-6300. Subscriptions for \$60 per year, \$100 per 2 years are welcome.

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### ■ WHAT'S YOUR VIEW?

All views must include a home address and contact phone number. Published letters will also appear on the web site, [www.MountainViewOnline.com](http://www.MountainViewOnline.com), and occasionally on the Town Square forum.

#### Town Square forum

Post your views on Town Square at [MountainViewOnline.com](http://MountainViewOnline.com)

Email your views to [letters@MV-Voice.com](mailto:letters@MV-Voice.com). Indicate if letter is to be published.

Mail to: Editor  
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### ■ LETTERS

VOICES FROM THE COMMUNITY

#### SEVEN REASONS TO SUPPORT MEASURE B

Measure B continues local funding of a parcel tax that has been in place for the past eight years, bringing in \$2.8 million per year, about 5 percent of the district's budget. The current parcel tax expires this June.

I have been a Mountain View resident for 15 years, a Monta Loma parent for the past six years and a PTA board member for five years. I have seen a lot of positive changes in our district, but there is more progress to be made.

Why I support Measure B:

■ With the opening of Slater school, our district needs more funds, not less.

■ Retention is a huge problem in our district. Asking the dedicated teachers who do stay to do more with less will only encourage further flight.

■ Voting for Measure B is not an endorsement of the current school board or superintendent. We've had three superintendents in three years and numerous board changes. Measure B is an investment in our students and the hardworking teachers and staff at our schools.

■ Measure B funds are locally sourced, meaning they cannot be cut by state or federal government.

■ Any organization facing a 5 percent budget cut looks to the margins. Not only will every non-essential program be on the chopping block, so will efforts for groups such as special needs, ELL and other underserved students who need the most support.

■ There are exemptions for seniors.

■ Good schools = good neighborhoods = lower crime rates = higher property values.

*Debbie Chin  
Telford Avenue*

#### MEASURE B PROVIDES STABILITY IN FUNDING

I support Measure B to protect Mountain View's students and teachers — and ultimately the community — from budget cuts. We are a community that is thriving and investing in our children. This the best investment we can make as a society.

Measure B helps us prevent layoffs of experienced teachers, and prevents class sizes from increasing and prevents school library closures. Without Measure B,

local schools will lose \$2.8 million in good funding — funding that we control as a community.

Now that Measure V (renter protections) is being implemented, teachers have more hope about being able to afford to stay in the community long-term. Let's not take that stability away from our teachers and our kids.

In voting yes on Measure B, we reaffirm our commitment to the youth in our community. We live in uncertain times, and our children are our hope for the future. Our children need and deserve more, not less.

To me the decision is easy. Please join me in voting yes on Measure B.

*Maria Marroquin  
Evandale Avenue*

#### FORMER TRUSTEE URGES 'NO' VOTE ON B

Do you trust the leadership of the school district? If no, then vote "no" on Measure B.

Vote no on Measure B, which will be used to backfill the cost of new administrators.

The administration is proposing to add school administrators even though for several years MVWSD has had more than the average number of administrators per hundred students. (California Department of Education data, Santa Clara County). More administrators decrease the fiscal reserves over the next three years, yet are not critical like classroom teachers are.

Regarding the threat you may have read, "teachers could be laid off, class sizes could increase, and school libraries could close": Why is it never: Administrators may be laid off and the number of administrators may be decreased to the county average? The quality reports on the MVWSD (2015) mentioned poor job descriptions and siloing ("It's not my job"). The most recent survey (11/16) finds the same problems, lack of coordinated work. Adding to the number of administrators, increasing it even more over the county average, will not solve these problems. Another example of why adding more money does not necessarily result in more student learning.

Homeowners get a 50 percent tax increase, but with wasted spending they do not get a property value increase. Google, Prometheus, Microsoft get a

500 percent tax decrease! Vote no on B.

*Steve Nelson, former trustee  
Mountain View Whisman  
School District  
Bonita Avenue*

#### FORMER TRUSTEE: 'VOTE YES ON B'

As I came to fully appreciate during my time as a board member of the Mountain View Whisman School District, our community cares deeply about the education of our children. Our teachers, staff, parents, residents, civic leaders, businesses, and community organizations are engaged in ensuring that our children receive the best education we can provide.

It is an exciting time for our K-8 school district. In response to the tremendous growth in Mountain View the district has opened a new school and is in the process of completing construction projects at each of the other school sites. With new and upgraded facilities, we can focus our attention on the classroom.

Measure B funding will help provide student-specific academic support; support programs in hands-on science, engineering and computer science; and maintain up-to-date textbooks and instructional materials.

Measure B funding will also help provide our excellent teaching staff with the tools to more fully utilize their skills to provide the quality of education we want for all our children throughout the district.

Please join me in voting yes on Measure B. Your support will make a difference — not only to our children; it will also help Mountain View continue to be the community we all want to live in.

*Bill Lambert, former trustee  
Mountain View Whisman  
School District  
Laura Lane*

#### COUNCILMAN URGES SUPPORT FOR MEASURE B

As a Mountain View City Council member, I believe it is important to provide the resources necessary for our local schools to continually grow, adapt, and offer the highest-quality educational opportunities to our diverse community.

While I don't yet have a family, I understand the importance of having excellent schools in my community and am more than willing to invest a small amount per year to support local students, teachers, and parents.

I'm especially willing to support Measure B, because I know those spending the funds are part of and accountable to the local community. Ever since local education funding was passed in 2004, independent citizen oversight has supervised spending and consistently reported that every dollar has been spent as promised.

Measure B mandates that no local funding can be taken by the state or federal governments and

► See **LETTERS**, page 18



## LETTERS

► Continued from page 17

prohibits any funds from being used for administrators' salaries, pensions and benefits.

Supporting Measure B is an easy decision for me, and I hope it is for you as well. Please join me in voting yes on Measure B.

*Chris Clark  
West El Camino Real*

## MARCH TO SUPPORT IMMIGRANTS MAY 1

The annual May Day march and rally is coming up on Monday, May 1. Please consider joining me in support of Mountain View immigrants.

For some, attending an immigration event is easy; for you, please come and stand in solidarity with our neighbors in their struggle to peacefully stay in our community.

For some, I recognize that it is difficult to stand with those who are not citizens or those we do not personally know. Naturally the event raises big questions about illegal entry, borders, whether or not we can all stay safe and have the living space we need. These are concerns we all share. March

with us anyway. Meet some of our immigrant residents. Our Mountain View community needs your participation and voice to confront these challenging times together.

The 2.8-mile march begins at 4 p.m., from Mountain View's Rengstorff Park. It will continue with a one-hour rally at 5:45 p.m. at City Hall Plaza (500 Castro St.).

*Dave Arnone  
Middlefield Road*

## RECOGNIZE DIGNITY OF IMMIGRANTS

This coming May Day a peaceful public march will take place through some of Mountain View city streets to call attention to the urgent need for a comprehensive immigration reform recognizing and respecting the human dignity of all immigrants. The May 1 march, which has been organized by the May Day Committee assembled by community members, will end with a rally at the City Hall Plaza, where several speakers, including the Mountain View mayor and the chief of police, will take the microphone to speak in support of the march's theme.

The immigration policies of the Trump administration have created an environment of fear and uncertainty across the nation. Without making much noise, thousands of immigrant fathers and mothers of children born in this country have been deported. Why? They are being deported under the false argument they are hardcore criminals when in fact their only "crime" is a misdemeanor such as driving to work or to take their children to school without a driver's license, or for an old DUI on record.

As a result of these inhumane and immoral actions, Trump and his associates are grossly violating the constitutional and most basic human rights of the thousands of children who are U.S. citizens by separating them from their parents and forcing them to go to foster homes or be taken to a foreign country with all the psychological negative consequences affecting their well-being.

Marches like the one in Mountain View will also take place in San Francisco, Oakland, San Jose, and other Bay Area cities this May 1, because no human being is illegal. The human dignity of each immigrant has to be recognized and respected, and

the voices of all decent human beings and morally conscious civic, political and religious leaders need to be heard in defense of immigrants. We need to hear the voices of our Catholic clergy members from all ranks. Shamefully, most of them have kept silence when they should be doing and speaking as Pope Francis does and speaks.

*Job Lopez  
McCarty Avenue*

## LOCAL GOVERNMENTS AND THE PUBLIC INTEREST

As the *Voice* reported, the City Council expressed approval for yet another large housing project (Shoreline near 101) at its April 4 meeting. But the even more telling development at the meeting was that the council voted 5-1 to spend money to review expanding office space in "East Whisman" by 1.7 million square feet and squeezing in another 5,000 housing units there.

At the meeting, council member John McAllister asked city staff what benefits more office space could be expected to bring to existing residents and workers in Mountain View. The city manager objected to the question and his subordinate

employees then kept quiet. It was quite a spectacle.

McAllister then posed the same question to other council members. None of them answered — except one noted that some existing businesses might want to expand. I then pointed out that more office space — without more housing — would continue to push up the price or "value" of homes to the financial benefit of homeowners, such as council members, and that if more housing is planned, the council might want to keep in mind there are no open public school sites in the area.

To raise money for higher salaries, the Mountain View Whisman School District has extended for decades the lease to Google (day care) of Slater School on North Whisman Road and the lease of the Whisman School site on Easy Street to a private school. Taking from another pot, the school district plans to add buildings on the playground area at Slater and call it a new school. Twenty-five million dollars of current bond (borrowed) money is budgeted.

The lesson is that local governments do not always work in the public interest.

*Gary Wesley  
Continental Circle*

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# COMMITMENT

## THANKS TO OUR INVALUABLE VOLUNTEERS

*for their time, energy, and dedication.*

National Healthcare Volunteer Week is our chance to share how honored we are to work with our extraordinary volunteers. We have more than 1,000 volunteers working across our two campuses, and they have given our hospital, and our community, an impressive 6 million hours of their time to date. We thank them all for all they do to help us deliver exceptionally personalized care.



800-216-5556 [www.elcaminohospital.org](http://www.elcaminohospital.org)  

Two campuses • 2500 Grant Road, Mountain View • 815 Pollard Road, Los Gatos

# EXPERIENCE A TROYER TRANSFORMATION™



Your home is where our heart is



## THE STORY:

This Mountain View townhome had a great floor plan and just needed updating. David's expert team refreshed with new paint and added new appliances. Then we scrubbed every inch until the tile, tub, and floors were shining. We landscaped the front for ideal curb appeal and finished with beautiful staging so everyone who walks in can picture living there.

## THE OUTCOME:

A beautiful home that sold in 6 days for 19.6% over the asking price – the highest price ever received in this complex!

To see more Troyer Transformation™ Before & After photos, visit [davidtroyer.com](http://davidtroyer.com)



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