

policynotes



highways & byways

Goldman School and Transportation

FALL 2017

California's Local Crisis

The Uber and
Lyft Revolution?

A Conversation with
Bill Easterly

gspp.berkeley.edu

Dean's Message



Dean Henry E. Brady


SOMETIMES YOUR BRAND IS YOUR CURSE. UC Berkeley strongly identifies with the 1964–5 Free Speech Movement — the first mass civil disobedience by students in the 1960s. The FSM called for lifting the existing ban on campus political activities and for allowing students the rights of free speech and academic freedom. The FSM made it possible for students to invite speakers of any political persuasion to campus.

In this past year, Berkeley has been tested by conservative campus organizations that have invited far right “controversialists” Milo Yiannopoulos and Ann Coulter to speak. On February 1st of this year, peaceful demonstrators were upstaged and literally shoved out of the way by anarchist “anti fascist” members who destroyed property, started a fire, and engaged in altercations with people near Bancroft and Telegraph. Yiannopoulos’s speech was canceled about two hours before the planned starting time because administrators feared for public safety.

Milo is certainly controversial, and I think that his mockery, posturing, juvenility, and bloviation adds nothing to academic debate and dialogue. Nevertheless, as the FSM argued, students and student groups should have the right to invite whom they want. Indeed, as a public institution, Berkeley must provide 1st Amendment free speech rights without respect to political perspectives, and we can only impose viewpoint neutral “time, place, and manner” restrictions meant to protect public safety and to allow the campus to get on with its work of educating students. The 1st Amendment, our public status, and the legacy of the Free Speech Movement impose strong legal and moral strictures on what we do. Among other things, the Supreme Court has made it clear that even “hate speech” is protected speech as long as it does not try to incite violence.

In September the campus was tested again as the campus Republicans invited conservative author Ben Shapiro to come. Police were recruited from other UC campuses around the state so that an overwhelming police presence could ensure public safety. The talk went off with only minor problems and the *Wall Street Journal* grudgingly said that “The University of California at Berkeley’s new chancellor, Carol Christ, has done a democratic service by defending free speech on campus,” but they noted that it cost \$600,000 to provide adequate security.

The campus was even more severely tested when a small campus online newspaper group, the Berkeley Patriot, invited Milo Yiannopoulos back to campus in the fall. Once again, the campus mobilized, spent about \$800,000, reorganized several days of campus life, and prepared for these events. In the end, it turned out the events were more fantasy than fact. Yiannopoulos still showed up on Sproul Plaza on Sunday, surrounded by hundreds of police to provide protection, and made a fifteen minute speech. The *Los Angeles Times* described “How the ‘Coachella of Conservatism’ fizzled into an ‘expensive photo opp’ at Berkeley.” The *San Francisco Chronicle* asked “And the point of all this was what exactly?”

The point was that Berkeley showed that it could protect free speech and continue the tradition started by the Free Speech Movement. Still, important issues remain: What kind of “time, place, and manner” restrictions should a university impose to make sure that outside speakers do not interrupt its teaching and research mission? And should there be some limits on how much a university has to spend each year to provide protection at campus speaking events? Once again, Berkeley is a leader in thinking about how we protect free speech while undertaking the basic mission of a university. 

Henry E. Brady
Dean, Goldman School of Public Policy
Class of 1941 Monroe Deutsch Professor
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Editor's Note

WHAT DO YOU THINK?

As in semesters past, this issue of *Policy Notes* has a theme: transportation. Unlike other issues, it features many more bylines by alumni and students, and more opinion pieces. Check out Bruce Schaller’s (MPP ’82) take on ride services like Lyft and Uber. Read about that critical part of transportation that Margot Yapp (MPP ’05) says is right outside our front door. Read about student Michael Pimentel’s argument in favor of the gas tax and see why Emily Alter thinks that traditional modes of transportation planning isn’t enough. Then let us know what you think. Send an email to borareed@berkeley.edu with your thoughts and comments. With enough interest, we may even start a “Readers Respond” column. Here’s to continuing the conversation! 



Bora Reed
Editor



California’s Local Street and Road System is in Crisis

By Margot Yapp, PE (MPP '05)

EVERY MORNING, when we open our front door, whether we drive or bike to work, take our kids to school, take the bus or train, or go to the farmer’s market, we begin our trip on a city street or county road.

But these are challenging times due to increased demand and unreliable funding. In California, there is a significant focus on climate change and building sustainable communities, yet sustainable communities cannot function without a well-maintained local street and road system. The need for multi-modal opportunities on the local system has never been more essential. Every component of California’s transportation system is critical to providing a seamless, interconnected system that supports the traveling public and economic vitality throughout the state.

Most of us are unaware that cities and counties are responsible for over 81 percent of California’s road system (over 143,000 miles). Yet historically, statewide transportation funding investment decisions have been made without local pavement condition data.

In 2008, the California State Association of Counties (CSAC) and the League of California Cities (League) sponsored a study to answer important questions:

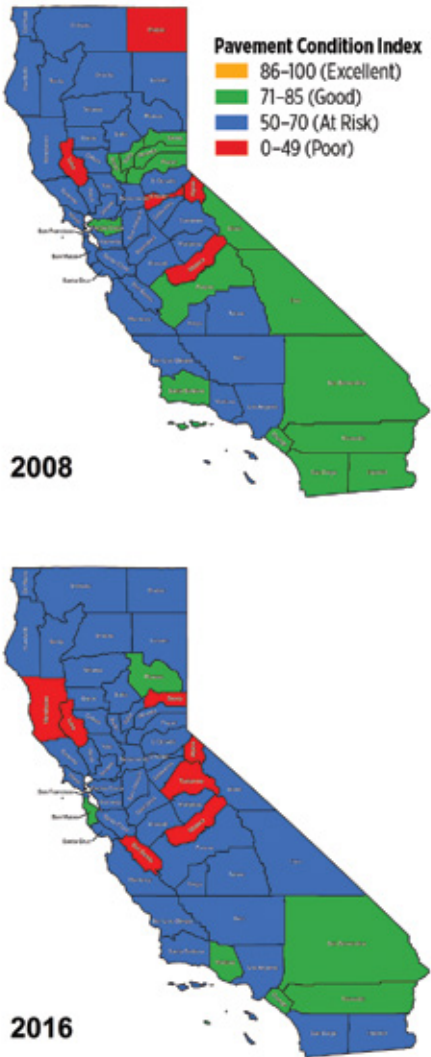
What are the current pavement conditions of local streets and roads? What will it cost to repair all streets and roads? What are the needs for the essential components to a functioning system? How large is the funding shortfall? What are the solutions? This study has been updated biennially since then and provides a critical piece in providing policymakers with a more complete picture of California’s transportation system funding needs.

All of California’s 58 counties and 482 cities were surveyed in 2016, and captured data on more than 99 percent of the state’s local streets and roads — a level of participation that makes clear the local interest in addressing the growing problems of crumbling streets and roads.

The local road system is composed of three categories: pavements, essential components (traffic, safety and regulatory) and bridges.

Pavements

On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) has deteriorated to 65 (“at risk” category) in 2016. Even more alarming, 52 of 58 counties are either at risk or have poor pavements (the maps illustrate the changes in condition since 2008).



In order to use the taxpayer’s money wisely, it makes more sense to preserve and maintain our roads in good condition, than to let them crumble further and spend more to fix them. The costs developed in this study are based on achieving a roadway pavement condition called Best Management Practices (BMP). At this condition level, preventive maintenance treatments (i.e., slurry seals, chip seals, thin overlays) are most cost-effective. Preventive maintenance interferes less with commerce and the public’s mobility and is more environmentally friendly than rehabilitation and reconstruction.

The importance of this approach is significant. As roadway pavement conditions deteriorate, the cost to repair them increases exponentially. For example, it costs as much as fourteen times more to reconstruct a pavement than to preserve it when it is in good condition. Even a modest resurfacing is four times more expensive than maintenance in the BMP condition. Or to put it another way, employing maintenance practices consistent with BMP results in treating as much as fourteen times more road area for the same cost.

By bringing the local roadway system to BMP conditions, cities and counties will be able to maintain streets and roads at the most cost-effective level. It is a goal that is not only optimal, but also necessary.

Three funding scenarios determined that:

1. The existing funding level of \$1.98 billion/year is inadequate. The PCI will deteriorate to 56, the unfunded backlog will grow from \$39 billion to \$59 billion and almost a quarter of the road system will be in failed condition in ten short years.
2. In order to maintain existing conditions, at least \$3.5 billion/year is needed.
3. To reach Best Management Practices, \$7 billion/year is needed.

Essential Components

The transportation network also includes essential safety and traffic components such as curb ramps, sidewalks, storm drains, streetlights and signals. These components will require \$32.1 billion to maintain over the next 10 years, and there is an estimated funding shortfall of \$21.1 billion.

Bridges

Local bridges are also an integral part of the local streets and roads infrastructure. There are 12,501 local bridges (approximately 48 percent of the total) in California. They have an estimated shortfall of \$1.7 billion to maintain the safety and integrity of the bridge infrastructure.

Total Funding Shortfall

The table below shows the total funding shortfall of \$73 billion (constant 2016 dollars) over the next 10 years.

Transportation Asset	Ten Year		
	Needs	Funding	Shortfall
Pavement	\$70.0	\$19.8	\$(50.2)
Essential Components	\$32.1	\$11.0	\$(21.1)
Bridges	\$4.6	\$2.9	\$(1.7)
Totals	\$106.7	\$33.7	\$(73.0)

What are the Solutions?

The conclusions are inescapable. Given existing funding levels available to cities and counties, California’s local streets and roads will continue to deteriorate over the next 10 years. It is alarming that local streets and roads have decayed to the point that funding will need to almost double just to maintain current conditions.

Investing in California’s local streets and roads sooner will reduce the need for exponentially more spending in the future. To reach that level — at which taxpayer money can be spent most cost-effectively — will require an additional \$50.2

billion for pavements alone, or \$73 billion total for a functioning transportation system, over the next decade. **Only \$2.5 billion per year will be needed to maintain the pavements after they reach a level at which they can be maintained with best management practices.**

To bring the local system back into a cost-effective condition, thereby preserving the public’s \$168 billion pavement investment and stopping further costly deterioration, \$7.3 billion annually in new funds are needed — that’s equivalent to a 49-cent-per-gallon gas tax increase. To the average driver, that’s an additional 67 cents a day.

Failure to invest would be disastrous — not only for local streets and roads but for California’s entire interrelated transportation system. Failure to invest will impact our ability to increase alternative modes, active bicycle and pedestrian options, transit needs, meet air quality impacts, greenhouse gas reduction policies, and other environmental policies.

The ten year efforts of CSAC and the League bore fruit in April 2017, when the Legislature passed and the Governor signed the Road Repair and Accountability Act. This raises over \$5 billion a year in new revenues for transportation statewide, of which approximately \$1.5 billion a year will go to cities and counties. Although insufficient to completely erase the shortfall, nonetheless, it represents an important first step for California’s policy makers to grapple with our transportation system. **G**

Margot Yapp is Vice President at Nichols Consulting Engineers.

The Uber and Lyft Revolution?

By Bruce Schaller (MPP '82)

RARELY DO NEW COMPANIES BURST INTO the transportation picture the way that Uber, Lyft and other app-based ride services have done since 2012. These two companies now transport 6.6 million passengers per day, roughly triple traditional taxicabs and about one-half the number of passengers traveling by local bus in the United States. What are they? How are they transforming urban transportation? What public policy responses, if any, are needed?

To understand what is happening, it's important to set aside the hype. Are Uber and Lyft a "new modality," as some have claimed? Mostly, no. They look an awfully lot like traditional taxicabs: on-demand, exclusive-ride transportation from your doorstep to your destination. The ease and transparency of their services, however, have felt like a revolution to many customers. The apps show how long customers will wait for the driver to arrive and the intended route once in the cab, and enable automatic payment without fumbling for a credit card or cash. This transparency and ready availability has fueled unprecedented growth in cities across the United States and indeed, globally.

Unfortunately, what is good for the individual user — a quick and reliable way to get from A to B — is becoming problematic for society as a whole. In big, dense cities ranging from Boston, New York and Washington to San Francisco, Los Angeles and Seattle, there are concerns about the impacts of these new mobility services on traffic congestion and public transit systems. In New York City alone, Uber, Lyft and other "Transportation Network Companies" (TNCs) added over 600 million miles of driving to city streets from 2013 to 2016, as shown in my report, "Unsustainable?" released earlier this year (<http://schallerconsult.com/rideservices/unsustainable.htm>). Other researchers have found substantial increases in vehicle mileage due to TNC growth in San Francisco and the Denver area.

Many TNC users have switched from transit to TNCs. Fed up with slow, unreliable and crowded buses and trains, they now have the option of pulling out their smartphones and getting an Uber or Lyft. Other surveys have found that in big cities, only 10-25 percent of TNC users say they would have used a personal vehicle for the trip had a TNC not been available. The rest come from taxi, transit, walking, biking, or new trips not made otherwise.

The original vision of "ride share" companies was that multiple passengers taking overlapping trips would fill empty seats in these vehicles and reduce congestion and vehicle emissions. That does not look to be happening. Even several years after introducing UberPool and LyftLine, the companies report at most 25 percent or so of their trips are pooled, and that is only in the country's big cities. Those gains are minimized by the fact that only a portion of each trip is shared and the vehicles still need to "dead-head" (without passengers) to the first pick-up. Furthermore, data from New York City shows that most pooled trips originate in low-income neighborhoods, not Midtown Manhattan where pooling is most needed to reduce congestion.

In sum, TNCs are definitely good for personal mobility, but are having serious impacts on cities as a whole. What is to be done?

There are many opportunities for public policy, and they are just beginning to emerge as more is understood about the role that TNCs are playing in our major urban areas.

The first thing to recognize is that TNCs are profoundly reshaping customer expectations for how people get around. The two fastest-growing mobility services in New York City are TNCs and bikes. Both are on-demand, rubber-tired modes providing point-to-point transportation. Their popularity shows that people care most intensively about the end-to-end customer experience. They care less than commonly thought about which mode. (Elected officials should take note and think twice about where light rail and streetcar investments are appropriate).

The challenge to transit agency managers is to compete on service. Transit agencies need to systematically squeeze out the "pain points" of using transit, from knowing where the closest bus stop is to uncertain waiting times and jam-packed trains.

Municipal officials need to clear street space to speed up buses and enable them to maintain even spacing and thus to minimize waiting times and unreliability. They also need to confront head-on the inefficiencies of TNC service, namely far more vehicles driving around empty than are needed to service the next few passenger requests. Cities can assert control of their own streets to require TNCs and taxis alike to operate efficiently in congested areas.

Often the hardest part of moving in a new policy direction is finding traction to take the first step. The proliferation of TNC vehicles in our big cities offers opportunities to showcase solutions in focused areas, be it a downtown area, along a congested corridor, or through a congested intersection. Local officials can start by giving transit priority in these areas, establish pickup and drop off areas for TNCs and taxis, and enforce average vehicle occupancy minimums. Officials can show success in focused areas and then scale them up to larger areas.

The rise of TNCs can be good for cities as a whole, but only if local officials leverage the opportunities TNCs have created. TNCs might not be a new mode, but they have transformed what people expect in the simple act of getting around town. **G**



Bruce Schaller is Principal of Schaller Consulting, based in Brooklyn, NY. An expert on issues surrounding the rise of new mobility services in major US cities, he has served as Deputy Commissioner for Traffic and Planning at the NYC Department of Transportation, Policy Director at the NYC Taxi and Limousine Commission, and consulted on urban transportation issues across the United States.

Space Matters

Deploying Spatial Data to Solve Public Policy Problems

IMAGINE THAT YOU'VE BEEN GIVEN A MAP of the entire rail system in India with the assignment to determine where to place grain silos in order to maximize utility and minimize transportation costs. Or perhaps you've been tasked with determining how many coast guard helicopters are needed to monitor the Hawaiian coastline and where they should be located. How would you go about solving such problems?

These are the kinds of policy challenges tackled in Professor Solomon Hsiang's Spatial Data and Analysis class, which trains students to "think spatially" by "engaging with spatial data... intuitively and creatively."

"Whether its disaster response, public health, environmental management or public finance... a lot of the policy puzzles that



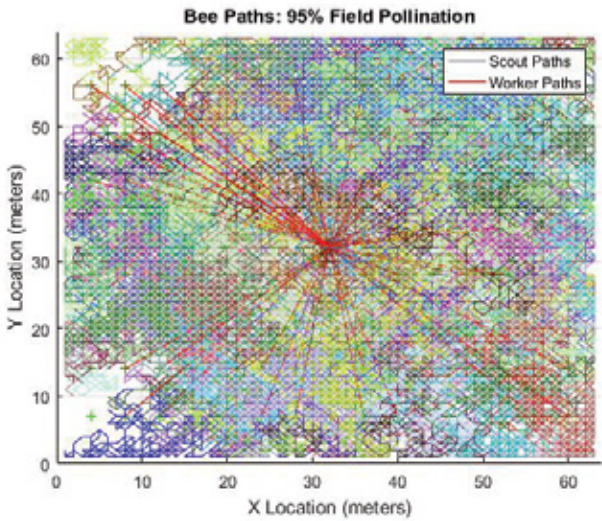
we deal with have a spatial component that's often overlooked or underplayed," says Terin Mayer, who took the course last spring. "This course confronts the fact that space matters, and gives us a set of tools to think rigorously about that fact."

Throughout the world and across disciplines, researchers are using the enormous amounts of spatial data generated by everything from satellite imaging to crime statistics to conduct innovative new research. Much of Professor Hsiang's own research — on the economic cost of large weather events, for example — is in this vein. But as far teaching students how to use spatial data analysis to tackle public policy problems, this class is unique. As such, this class not only draws Goldman School students, but graduate students from ecology, law, public health, social welfare, economics, political science, geography and the School of Information.

The class "encompassed everything I wanted to do in graduate school," says Lisa Quan. "The content was conceptually advanced; we coded in Matlab, which is one of the more difficult languages to learn, and we learned how to make that leap from conceptual understanding to successful programming of the techniques."

"The more I explored political and environmental phenomena at a really granular level, the more I realized how little had been done to work with data in this way," adds Terin. "It was one of the first recognitions of the fact that I could be on the frontiers of human understanding just by combining information in novel ways."

Along with lectures, readings and labs, students must complete a final spatial data analysis project. Elizabeth Leuin analyzed optimum beehive placement in almond farms to reduce farmer time and spending on field pollination. She created a complex model that simulates bee pollinating behavior. This included separate algorithms for "scout" and "worker" bees based on honeybee colony behavior literature. She then ran a series of simulations to determine optimal hive placement.



Terin applied similar techniques to his final project, evaluating investments in grassroots organizing for Minnesota's 32 watershed districts, while Lisa looked at crime patterns on BART.

"The class cemented my commitment to learning programming skills and advanced data collection techniques to solve policy problems," says Lisa. "My background is in criminal justice and there has been a long-time push for using spatial techniques in the field. It is definitely applicable in urban policy in general."

Elizabeth agrees, adding that she wants to incorporate spatial research and analysis into her future work in environmental and agricultural policy. "There's no better way to learn to code than to be thrown into the deep-end with a complex policy problem," she says. "This was one of the most challenging classes I have taken at GSPP and as a result, one of the most rewarding"

"In lab assignments every week we had to take a set of formal mathematical concepts explained on the blackboard and figure out how to translate those into algorithms that a computer can understand," adds Terin. "Building this kind of skill is a key part of unlocking the potential of computing power to transform how research is done, and it totally got me hooked." **G**



BERKELEY PUBLIC POLICY JOURNAL

A Conversation with William Easterly

William Easterly is Professor of Economics at NYU and a visiting faculty member at the Goldman School. The following is from an interview conducted by students of the *Berkeley Public Policy Journal*. A longer version of the interview appears in their publication. <http://berkeleypublicpolicyjournal.org>

BPPJ: Your most recent book, *The Tyranny of Experts*, made waves in development circles. Your critics claim that the book is pessimistic and iconoclastic. Do you think that's a fair characterization?

WE: I've gotten that criticism on every book I've written. I think it's more like who or what are you pessimistic about, and or who or what are you optimistic about, rather than just a blanket statement of pessimism. I think just like in the aid debate, the proponents of aid are very optimistic about the aid system and about aid bureaucracy, and I think they're too pessimistic about poor people and their resourcefulness and their ability to contribute to solutions of their own problems. In *The Tyranny of Experts*, the debate is more about political and human rights, and I think the pro-rights people are very optimistic about the ability of people to, again, hold people accountable for finding solutions to their problems if they have the political rights that enable them to do so. That's optimism about people's resourcefulness and willingness to participate in politics and advocate for their own freedoms and the freedoms of their neighbors. That's a kind of optimism about the future of poor people, that they're fighting for their own rights and their own freedom. I think that's pretty optimistic.

We have tendency in development to imagine that there's some kind of utopian alternative, and anyone who is non-utopian is seen as pessimistic because there exists this utopian alternative that will solve everything. But there really isn't a utopian alternative, there really is no utopian system available to us. Pointing that out is not being pessimistic, it's just being realistic.

BPPJ: Was that your impression when you were at the World Bank, that there was this general idea of a utopian possibility?

WE: I wouldn't say the World Bank was utopian. I just think they were too optimistic about tried and true solutions to development, mainly involving monetary flows of foreign aid, that the money itself would solve the problems.

BPPJ: The capital inflow.

WE: Well, the foreign aid inflow, yeah. That by making foreign aid money available by itself would solve all the problems.

BPPJ: Is foreign aid simply a tool for rich countries to enact their international policy priorities?

WE: One way to think about it is through the lens of a social scientist. So there's a sort of political economy of how you build support for aid. You want to sell it to the

voters as this 'aid' is good for our foreign policy objectives and also good for helping poor people. If you can persuade the voters that they are getting a two-for-one deal and that you can both promote US foreign policy objectives and also help people at the same time, it enables you to build this kind of large alliance of people who care only about US foreign policy and national security and another set of people who care only about humanitarian needs. Now you've got these two groups allied with each other, and you've got a lot of support for aid. It's kind of understandable that it often happens. It happened during the Cold War. It's happening now during the war on terror. However, it does have some adverse effects.

Humanitarian people strike a sort of devil's bargain with the national security people. For example, the government gives security agencies a lot more money for drone projects but then they are forced to provide development aid to people who are allies in the war on terror, but these might be the worst environments for assistance to be effective. What happened during the Cold War is happening now. Aid is being used for foreign policy purposes, and as a humanitarian, you go along with it because you're getting lots of money for development. A lot of money these days is being invested in a post-conflict environ-

ment and fixing failed states (what used to be called nation building). It's much better to use aid in well-targeted health programs such as vaccinations and fighting malaria and all of that.

To be fair to the humanitarian agencies, they did indeed get more money for fighting malaria from the alliance for the war on terror, but the cost is that a lot of the money was going to somewhat dangerous regimes and a very bad environment for aid to work like Afghanistan.

BPPJ: Can you explain with a simple example why aid is so bad in post-conflict environments?

WE: First of all, we're often not talking about the post-conflict environments, we're talking about where the conflict is still happening. So you're in Afghanistan. You're giving aid for a bridge, and the bridge is blown up by the Taliban, so the funding did not turn out to be very productive or you have extremely high overhead costs because any aid worker in war-torn Afghanistan needs a very expensive team of bodyguards and security costs are enormous. It's also very hard to monitor what's happening with aid in such environment. So it's much more likely that corruption is going to be a problem, of course. It's very well-documented that corruption has been appalling in Afghanistan.

BPPJ: So if aid is not a viable way to help these people during a time of conflict, is there an alternative way that the international agencies, World Bank, or aid organizations can affect the situation?

WE: Before you go and give a good answer to that question, let's ask another question. Why did the aid community decide that that conflict area should get all of the attention and almost all of the resources?

People who are caught in conflicts are tragic victims of really horrible stuff. There are lots of other tragic victims of many different awful problems that are more amenable to aid fixes like health, education and clean water. So again, it seems like there's an excessive investment in an area that has a very unfavorable cost-benefit



ratio and that is taking money away from a much broader set of people in other areas where it can prove to be effective. So that's the first reaction to your question.

Then people will say, "are you just going to abandon the people of Afghanistan?"

I'm watching as I'm sure many others are now, the new Ken Burns series on Vietnam. There are so many parallels to what's now going on in Afghanistan, and a little while ago in Iraq. Invading people to give them development just seems like a terrible idea. And let me clarify that was not the main reason for the invasion. The prominence of development as an idea took a colossal ratchet upwards at the time of the Vietnam War. At this very moment, the same thing is happening again. It seems we just keep getting stuck in the same way of thinking.

BPPJ: What role can we as policy students take in these organizations/think tanks? How can we avoid reinforcing the same negative patterns in foreign aid?

WE: First of all, you can be involved in policy debates as a policymaker by belonging to a think tank as an academic. Despite all the skepticism that we've been talking about in this conversation, all the material trends are positive, like access to clean water, falling mortality rates, maternal mortality, infant mortality, under-5-mortality, life expectancy, rising education levels — all these things are going right. There has been progress over time that was advanced by having good, healthy policy debates in those areas. Even advocacy is kind of a cousin of policy debate, I guess — advocacy for human rights, for holding aid accountable, for preventing violations that happen to poor people in having their land seized by the government or even by a development project.

You have to remember it's such a wide open area; there are and there have been a lot of opportunities for success in this area. You are talking about a very large pool of poor people in the world and a pretty large pool of money from rich people in rich countries that is being made available to solve the problems of really poor people. In that situation, you should be able to find something that uses rich people's money and technology to do good for poor people who are lacking capital and technology.

We know there already have been successes doing that — things like vaccination and fighting malaria and the progress on clean water and lots of other areas. So if you put it that way, it is indeed possible to do good. Always keep that kind of hopeful attitude. The field is wide open, there are so many possibilities.

BPPJ: So we should keep working but be a little skeptical at the same time?

WE: People tend to think of skepticism as this destructive, nihilistic thing — we forget that scepticism is central to the whole scientific process. Galileo was skeptical that the sun was revolving around the earth and that made possible a huge revolution. Doctors became skeptical that stabbing you and drawing blood from you was not good for your health and that skepticism eventually led to a huge revolution in medicine. Skepticism is just a way of vetting the possible solutions and then making sure that the one that works is the one that survives this wave of skepticism. Applying that wave of skepticism to many possible solutions is a way of killing off the bad ones but it's also a way of making sure the good ones really do get verified and get the kind of funding and attention they deserve. **G**

Michael Nacht gave an invited lecture on nuclear weapons policy at CalTech, spoke on China's maritime strategy at the Harvard Kennedy School, and was an invited speaker at the memorial service for Nobel Laureate Tom Schelling at the University of Maryland at College Park. He appeared on KQED Forum with Michael Krasny to discuss the Trump National Security Council, and on KTVU on the North Korean crisis. He completed a one-year term as Interim Director of the UC Berkeley Center for Studies in Higher Education. He offered a series of lectures on management strategies for the Goldman School's 2017 MPA class.

Bruce Wydick, professor of economics at USF, is teaching a development economics course at Goldman this semester, and is excited to be back at Berkeley. His recent paper "Developing Hope Among Impoverished Children: Using Child Self-Portraits to Measure Poverty Program Impacts" was accepted at the *Journal of Human Resources* this spring. Past media coverage of this research project has appeared in the BBC, USA Today, the Huffington Post, and elsewhere. His paper "Shoeing the Children: The Impact of TOMs Shoes in Rural El Salvador" is forthcoming in the *World Bank Economic Review* and received media attention in *The Economist* magazine. His paper "Does Child Sponsorship Pay Off in Adulthood?" was published in the April 2017 *World Bank Economic Review*, and received media attention in *National Affairs* and the World Bank "Let's Talk Development" Blog.

Daniel Kammen's recent resignation letter from the State Department went viral with over 126,000 mentions and 7000 comments. He has garnered coverage from CNN, BBC, Le Monde, and a plethora of other news & media outlets. In early September, he spoke at the Chinese national energy summit, and will return to Shanghai in November for the global roundtable, hosted by Bill Gates and Jack Ma. He signed a key global paper on the clean energy transition, with other signatories including Governor Brown and the presidents of Ireland, Mexico, and Germany. Kammen is now back from sabbatical and is the chair of ERG and Director of GSPP's Center for Environmental Public Policy (CEPP). He published the first open access studies of the clean energy paths in China and Kenya, discussing the Kenyan study with the Kenyan Parliament.

William Easterly recently published a *Wall Street Journal* book review, "How to Solve Global Poverty," in which he discusses Muhammad Yunus's "A World of Three Zeroes."

Robert B. Reich's documentary *Saving Capitalism*, based on his latest book, breaks down how the economic system that helped make America so strong is now failing us, and what it will take to fix it. It is now available on Netflix.

Richard Scheffler chaired a meeting on the "Impact of Healthcare Market Concentration on Healthcare Prices and Premiums: What Can and Should Be Done" at New York University in April, which brought together leading academics and policymakers in the fields of antitrust. His paper with Daniel Arnold, "Insurer Market Power Lowers Prices In Numerous Concentrated Provider Markets", was published in September issue of *Health Affairs*. His op-ed about the study's findings, titled "Corporations should act as their own insurance companies in our broken healthcare market," was published in September in the *Philadelphia Enquirer*, and the study was covered widely in industry media. In June, he led a week long investigation into Spanish health care innovations and the lessons they hold for the US, bringing together US healthcare executives and Spanish clinicians, policy-makers, and academics as part of a Robert Wood Johnson Foundation grant. While in Spain, he gave the keynote address at IESE Business School's Conference on Research and Innovations in the Hospital Ecosystem, discussing value-based healthcare.

Avi Feller was recently awarded a Spencer Foundation/National Academy of Education post-doc.

Hilary Hoynes is the Co-Director of the Berkeley Opportunity Lab (O-Lab), a new Berkeley center dedicated to generating high quality evidence on poverty and inequality. Appointed by Nancy Pelosi, she's also a member of the Bipartisan Federal Commission on Evidence-Based Policy Making, which presented its final report in the US Capitol on September 7th along with the bill's cosponsors Paul Ryan and Patty Murray. She delivered the keynote lecture at the Royal Economic Society meetings in Bristol, England on "The Social Safety Net as an Investment." Her research has been summarized in the *New York Times* article "Supply Side Economics, but for Liberals." With Jesse Rothstein, she organized a roundtable discussion on wage stagnation and economic opportunity in California. Additionally, she was appointed to the National Academy of Science, in the Committee on Building an Agenda to Reduce the Number of Children in Poverty by Half in 10 Years.

We live in unusually challenging times, especially if one is undocumented, impoverished or an underrepresented minority. **Bob Birgeneau** has continued to work with the undocumented student community here at Berkeley, most especially raising funds to provide the undocumented students with the legal and psychological support services that they need to survive. The Berkeley community, including the faculty, staff, and students of GSPP, have stepped up admirably for the undocumented students. On another front, several GSPP faculty members (Steven Rafael, Amy Lerman and Bob Birgeneau) have been working with the Underground Scholars Initiative. This is a remarkable group of Berkeley students who have been severely impacted by the incarceration system in California and the rest of the country. Many of these students have served hard time including extensive solitary confinement in prisons like Pelican Bay and San Quentin. The faculty members have been providing these students with support and guidance. In addition, he has been trying to raise philanthropic support for them with some recent success. They welcome any support that the GSPP community might be able to provide to these unique students. His efforts on behalf of public higher education have been put on hold post-November 8, and he will resume this activist public policy work once the situation at the federal level clarifies itself.

Janelle Scott co-authored a policy report published by the National Education Policy Center at the University of Colorado, Boulder entitled "Law and Order in School and Society: How Discipline and Policing Policies Harm Students and What We Can Do About It." The report can be found here: <http://nepc.colorado.edu/publication/law-and-order>. She also received the Distinguished Faculty Mentor Award from UC Berkeley's Graduate Division.

Sarah Anzia recently published a paper titled "Polarization and Policy: The Politics of Public-Sector Pensions" in *Legislative Studies Quarterly* (coauthored with Terry M. Moe). She has lectured on Urban Political Economy conference at Vanderbilt University in March, and presented two new working papers at the annual meeting of the American Political Science Association, one on female candidates in local elections in California, and one on how rising pension costs are affecting local government budgets throughout the US. She has been cited in both the *New York Times* and the *Sacramento Bee*.

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students Julie Nguyen

Before coming to the Goldman School, Julie Nguyen (MPP candidate '19) worked as the head of "Bureau de la Tutelle et de la Programmation" (Office of Trusteeship and Programming) in the French Ministry of Environment and Energy. She spoke with Policy Notes about working on transportation policy in France and the European Union.

What kind of transportation policy work did you do in France and Europe?

In France, the Ministry of Environment and Energy is in charge of transportation, housing and urban development. It is therefore the most important ministry in terms of human and financial resources.

My team and I worked on the strategic plan for the French Institute of Science and Technology for Transport, Development, and Networks, a major player in the European research on transportation and civil engineering. I was also involved in the conception of the national transportation data platform, a study conducted jointly by the French Ministry and the National Mapping Agency on the sovereignty risks related to the autonomous vehicles, and last but not least, the transposition in French law of the European Directives on open data.



Julie Nguyen (center) with students and teachers at a Vietnamese high school where she taught a class on the environment.

How did you get involved in this policy area?

I was born in a small village close to Hanoi in Vietnam. Coming from a modest family who earned our living by cultivating flowers, I understand very well the value of nature and the land. I remember studying by the light of oil lamps because we didn't have enough fuel and due to frequent power outages. I will never forget these hard but happy moments in my life.

I developed a strong interest in environmental policy during an internship working with the European Commission's chemical and waste management frameworks. I was appointed by the French incumbent Minister of European Affairs, Nathalie Loiseau at the end of 2014 to participate in the World Policy Conference held in Seoul, which discussed the impact of climate change on worldwide public health and immigration policy.

After being appointed as a high-ranking civil servant by French President François Hollande in 2015, I chose to work at the French Ministry of Environment and Energy. This choice led me to work on transportation policy.

What brought you to do the Goldman School?

The Goldman School is one of the best schools in the world where students can study environment and energy policy. I am very interested in environmental equality, and the link between environmental and human rights. I hope that my two years at Goldman will deepen my knowledge and skills in these policies.

There must be some very notable differences in transportation policy between the US and Europe. Are there a couple of big ones that stand out to you?

Unlike the US federal government which can levy taxes on gasoline or other products to finance its transportation policy, the European Union's budget stems notably from the contribution of the 28 Member States. The total budget of the European Union is equal approximately 1% of the GDP of the 28 Member States (roughly \$160B in FY 2017) whereas the federal budget of the US is more than 20% of its GDP. Therefore European Transportation Policy (like any other policies in Europe) is much more related to regulation than investment.

At the national level in France, the French Ministry of Environment and Energy is also in charge of transportation, housing and urban development. Therefore, transportation policy is a branch of French environmental and energy policy. We know that the transportation sector emits 30% of greenhouse gas and consumes 35% of energy in France each year. Another notable difference between France and US transportation policies is the level at which the government is involved in the transportation sector. In France, almost all the transport companies are owned by the French Ministry of Environment and Energy, who appoints the CEOs and any other key positions with the approval of the Parliament.

[My thanks to classmates Benjamin Kane, Justin Lam, and Robert O'Connor who shared their knowledge of US transportation policy with me].

Are you hoping to return to this policy area after graduation? What tools and experiences are you gaining from Goldman that will be useful to you?

I would like to return to environment and energy policy work, either as a representative of the French government in the European Union or as a judge in the French national court specializing in environmental justice. It is also possible that I'd work in another policy area altogether. One of my goals in being here at the Goldman School is to expand my horizons by acquiring new policy tools, meeting outstanding people from different backgrounds, and gaining new experiences. **G**

Multimodal Levels of Service

A Case for Alternative Transportation Data



By Emily Alter (MPP Candidate '19)

TRADITIONAL TRANSPORTATION PLANNING relies on Level of Service (LOS) analysis to evaluate the impact of new road projects on traffic. From interstate highways to low-volume residential streets, project approval depends on existing available data to ensure that new crosswalks, traffic lights, signal changes or lane reconfigurations don't unintentionally slow cars down or divert them onto other roads.

These traditional approaches to planning, however, continue to yield unforeseen results. Projects anticipated to alleviate congestion have actually resulted in higher volumes of traffic. Contrary to traditional understanding, researchers are finding that cars follow the laws of induced demand: as the amount of roadway increases, so does our demand for it. Essentially, the short-term decrease in traffic from wider roads incentivizes drivers who weren't previously on the road to choose their car to get around, with the false hope that it will be faster. The new consensus around this law of induced demand challenges the belief that traffic is simply the result of insufficient space on the roads. As metropolitan areas continue to grow, city, county, and regional decision makers are wondering how to reduce the associated increase in traffic.

In the Bay Area, the tech boom has forced rapid economic and demographic shifts that have put extensive pressure on our regional transportation systems. Silicon Valley remains the major job center, with recent growth in employment in San Francisco

and Oakland. Employees from these areas have placed significant demand on residential real estate in and around San Francisco and near freeways and BART lines. With communities unable to quickly increase their housing stock, the car-centric bedroom communities of the South and East Bay have filled up fast (and expensively), putting strain on the public amenities and community cohesion of smaller cities. Those who cannot compete have been forced to move farther away, creating even longer commutes and more freeway congestion. Our public transportation system is relatively constrained by topography and seismic fault lines, which have made it difficult to extend Bay Area Rapid Transit (BART) routes; meanwhile our buses are stuck on the same roads clogged with cars.

Regional regulatory agencies, concerned about the impacts on our communities and our environment, are working to develop Bay Area-wide long-range plans to build more housing closer to jobs, expand and improve public transportation, and induce localized economic development, but these plans are cumbersome, slow to implement, and address regional trends on a macro-level.

On the local level, some cities are acknowledging the limitations of traditional transportation planning through new and innovative transportation planning technologies aimed at encouraging alternative, cleaner modes of transportation. Jurisdictions are evaluating opportunities to provide bike lanes and boulevards, off-road trails, wider sidewalks, and more efficient bus service to offset the private automobile. Initially these projects were constrained to traditional planning metrics, which often resulted in a negative impact in the short-term on automobile Level of Service. But communities know that they cannot solve their transportation planning simply through wider roads, so they're developing new metrics altogether, called Multimodal Levels of Service (MMLOS). This innovative new planning technology evaluates the net positive impact of alternative modes of transportation, offsetting any short-term negative impacts on automobile traffic of getting people to walk, bike or take public transportation. Now let's just hope the law of induced demand is at work here too!

Before coming to the Goldman School, Emily Alter was a Community Development Analyst for the City of El Cerrito, CA, working on transportation and climate action planning.

In Defense of the “Gas Tax”



By Michael Pimentel

(MPP Candidate '18)

AFTER MORE THAN TWO YEARS of debate, the California State Legislature passed and Governor Jerry Brown signed into law Senate Bill 1 (Beall & Frazier), a bipartisan transportation funding measure designed to address California's growing backlog of deferred maintenance on local streets and roads, state highways and public transit systems. The measure, which will generate \$52.4 billion over the next ten years from increases in various taxes and fees, was a top priority for Governor Brown in a year that also saw big legislative wins on climate change and air quality, housing affordability, and immigration policy. As with most measures passed by the overwhelmingly Democratic legislature, SB 1 quickly drew the ire of Republicans across the state, who blasted its tax and fee increases as “another blow to already struggling Californians.” In a state where the number of registered Republicans trails the number of registered Democrats by more than 3 million, and where 69 percent of Democrats say the state is “going in the right direction,” attacks from the Right are routinely dismissed. Not this time.

What separates the Right's fury on SB 1 from other matters is the unpopularity of the “gas tax” itself and how that could coalesce with the peculiarities of California's constitution, which allows for citizen-led initiatives. According to a recent poll by the University of California, Berkeley's Institute of Governmental Studies, California voters disapprove of the measure by a margin of 23 points, 58 percent to 35 percent. Importantly, voters without a party preference disapprove of the measure by a staggering 35 points. Republicans are listening. Following the signing of SB 1, Republicans advanced two initiative measures that would repeal the various tax and fee increases in SB 1. The first measure, filed by Assemblymember Travis Allen (R-Huntington Beach), a 2018 candidate for Governor, would roll back SB 1's tax and fee increases, reverting California statute to what it was prior to the signing of SB 1. The second measure, ostensibly advanced by San Diego talk radio host Carl DeMaio, but rumored to be bankrolled by Congressional Republicans, would amend California's constitution to state that the imposition, increase, or extension of any tax on the “sale, storage, use, or consumption of motor vehicle gasoline or diesel fuel, or on the privilege of a resident of

Michael Pimentel is a Masters of Public Policy candidate at GSPP. Alongside his studies, Michael serves as a Legislative and Regulatory Advocate for the California Transit Association, an organization representing more than 80 transit agencies in California. The Association was a key player in the stakeholder coalition that helped secure the passage of Senate Bill 1.

California to operate on the public highways a vehicle, or motor coach” is invalid “unless or until that proposed tax is submitted to the electorate and approved by a majority vote.” The initiative would apply to any tax that went into effect after January 1, 2017, thus requiring a popular vote on SB 1. Given California's vast transportation funding needs, both initiatives are reckless and should be stopped by voters.

Here's what the measures get wrong:

Our State Requires New Transportation Funding: According to a 2015 report by the Senate Transportation and Housing Committee, the state faces a \$57 billion funding shortfall over the next ten years for the maintenance and operation of the state highway system. This shortfall means that, today, only 59 percent of all state highway lane-miles are in “good” condition. A report by the California State Association of Counties and the League of California Cities similarly found that 52 of the 58 counties in the state have pavement that are either “at risk” or in “poor condition,” and require an additional \$73 billion over the next ten years to be brought into a state of good repair. The culprit for these funding shortfalls is not mismanagement in Sacramento, but rather excise taxes on gasoline and diesel fuel. As vehicles have become increasingly fuel-efficient, these per-gallon taxes, which provide a vast majority of funding for the rehabilitation of highways, streets and roads, have generated less revenue for the state.

Action on Climate Change Requires Strategic Investments in Transportation: According to the California Air Resources Board, the transportation sector is responsible for 38 percent of total greenhouse gas emissions in the state. To make progress in our fight against climate change, we must make strategic investments in the transportation sector that reduce or eliminate vehicular emissions and that promote “mode shift” that brings Californians out of their single-occupancy vehicles and into various forms of shared mobility, like trains and buses. While SB 1 is primarily focused on rebuilding our crumbling state highways and local streets and roads, it also provides over \$700 million annually for the maintenance and expansion of our public transportation network. This investment in public transportation is the state's single largest commitment in more than 40 years. Additionally, SB 1 will provide \$100 million annually for active transportation projects that encourage bicycling and walking, key components of a sustainable transportation network.

Using the Initiative Process to Score a Short-Term Win Will Have Long-Term Consequence: While a repeal of SB 1 will lower prices at the pump in 2018, it will compound the expense of necessary infrastructure work in the near future. An assessment by the California State Association of Counties and the League of California Cities found that, if SB 1 funding is repealed, the percentage of failed streets and roads in California will increase from 6.9% today to 22.2% by 2026. This deteriora-

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students **Veterans in the MPA**

The Goldman School's recently launched Master of Public Administration program has drawn an impressive cohort of professionals from a wide variety of backgrounds, including the United States military. Two veterans, Leslie Hamilton and Dennis O'Connor, and an active duty service member, Captain Vernon Pittman,* (all MPA candidates '18) spoke with Policy Notes about their experiences in the armed services and what drew them to graduate studies at the Goldman School.

What was/is your role in the military?

VERNON: I am currently a promotable Army Captain transitioning to the Strategist career field within the Army. I spent the first half of my career as a Signal Officer primarily working with tactical computer and radio networks. My transition to being a Strategist means I'll be working on strategy and policy development at the Division and higher levels of the Army as well as working in joint units of Army, Air Force, Navy, and Marine personnel and multinational (i.e. NATO) organizations.

DENNIS: I was a shock trauma platoon leader in the US Navy. A shock trauma platoon is a unit that is made up of a doctor, a nurse, and a small number of corpsmen (medics) that is attached to a Marine Battalion and has the job of initial treatment of any casualties that the Marines have. It's basically a mobile trauma bay that treats gunshots, burns, or any other injuries the Marines have while out on deployment. It's a demanding, fast-paced job that requires you to be very flexible yet provide the highest quality medical care in a chaotic situation.

LESLIE: I was an Arabic language translator for the Army. I did translation and transcription work for the Army and government agencies.

What was your path to joining the military?

LESLIE: I started thinking that I might want to join the Army while I was still in college. I wanted to be a part of something bigger than myself. I was motivated by a sense of duty and challenge and the idea of finding out what the best version of me would be.

When I started working to join the Army, "Don't Ask Don't Tell" was still in force and I was very out as a queer lady. Though my recruiter didn't say it, that was the reason that my application to join was delayed for about 18 months. I moved on from that plan and found another job and was getting ready to move from my home in Massachusetts to Seattle for my new job when my recruiter called me and said that my application had finally gone through. The week before that phone call, President Obama had announced that Don't Ask Don't Tell was going to be repealed. I left for Basic Training a few weeks later.

VERNON: I started school at Appalachian State University with the intent of pursuing a business degree. In the first few weeks of class a friend of my roommate who was an ROTC cadet was in our room showing my roommate pictures of ROTC cadets training in the field. One picture was of a group of cadets standing in front of a Blackhawk helicopter. The cadet told me that sometimes they get to do "air assault operations." He elaborated that this included rappelling out of helicopters. Not wanting to pass up the opportunity to rappel out of a helicopter, I went to the ROTC department the next day to sign up for the program. I have never regretted that decision. I also never got a chance to rappel out of a helicopter until I graduated and arrived at my first unit, almost five years later.

DENNIS: I joined the Navy during medical school in 2005. I had been a civilian in college and had always been interested in military service. There was a program called the Health Professionals Scholarship Program that was available for those in medical school that recruited medical

students to serve in the military. There was a need in the military for doctors with both the Iraq and Afghanistan conflicts. I thought this would be a way to do something meaningful with my medical degree, give back to my country, and have my medical school paid for at the same time, so I joined.

Why did you choose to pursue an MPA now at the Goldman School?

DENNIS: During my time in the military and civilian world, I've often wished I had studied management or policy. Management of medical facilities requires a high degree of administrative and policy knowledge and I wanted to become more effective at this area of my job.

The Goldman School of Public Policy is one of the best policy schools in the country and many of its priorities, including health care, matched my interests. Public education was my path to upward mobility, and I respect the fact Berkeley is a public institution and prioritizes education for all members of our country not just for the wealthy or well-connected.

LESLIE: I decided to pursue an MPA now because I got out of the Army in March of this year. I wanted to go to graduate school to build upon my leadership experience and add more technical specialization. I've worked in management roles for the last 5 years in the Army but I needed to learn how to translate that to the civilian world. I chose GSPP for a number of reasons including the school's unparalleled reputation for academic excellence and its commitment to engaging with the outside world. I wanted to learn from and with others who feel called

to leave the world a better place than they found it.

VERNON: Looking at the scope of the program and the emphasis on strategy, leadership, and ethics I felt that the MPA program was a perfect fit for me as an Army officer and future strategist. I also found value in the program duration. As a one-year program it allows me to receive a superb education at a top university, while still allowing me to get back to the operational Army in short order to put all that I've learned to use on real world problems.

How have your experiences in the service prepared you for the MPA program? What do you hope to do with this degree?

LESLIE: The summer session for MPAs is intense: long days, lots to get done in a short time, and forming deep personal connections quickly. I was used to all those things and was able to manage my time well so that I got as much as I could out of the summer. It was, honestly, sort of a relief to still be in a place where people are pushing themselves.

When I started the MPA, I had a pretty clear plan: I wanted to work to improve access to mental health services for active duty service members. But, hearing about the work that the other members of my cohort have been doing in all different sectors and capacities has broadened the scope of my plans. I want to find a job where my skills can be best used to help my community.

DENNIS: There are some general traits that you have to pick up to be effective in the military as well as medicine. I've spent the last 12 years in an environment that values practicality and is very results-oriented and I believe this is a good mindset to approach management and policy. Being able to work as a team is stressed in the military and in emergency medicine; those skills are used at the Goldman School for many assignments. I want to use this degree to better manage a relief effort on the ground and organize medical programs.

VERNON: I believe that my Army experience has helped in a few ways. First, being able to work with a diverse group of people of varying backgrounds, experiences, and knowledge is directly applicable to my cohort in the MPA. Much like the soldiers I work with, everyone in the MPA cohort comes from different walks of life with unique experiences and perspectives that they are able to bring into the classroom. This diversity makes us better as cohort. Secondly, I have done a great deal of work using the Military Decision Making Process (MDMP) and some work with Operational Design methodology and I find some overlap between these and the Eightfold Path. Lastly, I believe that my diverse career within the Army has helped out considerably. I have worked in Signal, Aviation, Infantry, and Field Artillery units and I have been to Signal- and Engineer-specific courses. What I've learned is that all of these schools and units have their own method, and requirements, for planning within the MDMP-sometimes with drastically different outputs. I think this has helped me understand that a person who is willing can learn to work outside of their "specialty" and still achieve success. Public Policy has so far been outside of my specialty, but I am comforted by knowing that I and many in my cohort have faced this challenge before and come out of the other side better for the experience.

As for long-term goals or desires, I feel as though my experience in the military and the education I am receiving here at the Goldman School are opening up more opportunities than I could count. From working in public, private, or nonprofit sector or working at one of the many think tanks in the country, the MPA program and education will prove instrumental to my future opportunities and success. **G**



Leslie Hamilton



Dennis O'Connor



Captain Vernon Pittman

*The views and opinions expressed here are the individual's and do not necessarily state, reflect, or represent those of the United States Government, the Department of Defense or the US Army.

event highlights

California and the Climate Fight:
The State's New Relationships with
Washington and the World

An expert panel convened to discuss California's policy options given potential conflicts with the new US administration on issues of climate change and the environment.

The Cal Day event was sponsored by the Goldman School's Center on Civility & Democratic Engagement and Center for Environmental Public Policy.

From left: Dan Lindheim, Faculty Director, CCDE; Professor Sol Hsiang; Professor Meredith Fowlie, and Professor Carol Zabin with CEPP Executive Director Ned Helme (MPP '99).



EPG Alumni Dinner

Students in the Environmental Policy Group hosted its annual alumni dinner, featuring Roland Hwang (MPP '92), Director of Energy & Transportation at the Natural Resources Defense Council.



From left: Alejandra Mejia-Cunningham (MPP '13), Ben Gould (MPP '17), Ankit Jain (MPP '13), Christian Miller (MPP/ERG '19), Ben Shapiro (MPP '18).

Race in Shifting Times:
Politics, Power, and Policymaking

Students of Color in Public Policy (SCiPP), Blacks in Public Policy (BiPP), the Graduate Assembly (GA), Women in Public Policy (WiPP), Food and Agriculture Policy, Housing and Urban Policy (HUP), and the Migration and Refugee Policy Group (MRPG) co-sponsored the 7th Annual Race and Policy Symposium, a space to think critically and strategically about how to protect the rights and lives of people of color in local communities, and at the state and national level.



PPIA

For its 36th consecutive summer, the Goldman School welcomed thirty outstanding college juniors to be a part of the Public Policy International Affairs Junior Summer Institute, designed to empower and better address the needs of historically under-served communities and prepare students for graduate education in public policy and law.



Truth as a Common Good

Robert B. Reich, Chancellor's Professor and Carmel P. Friesen Chair in Public Policy, addressed "Truth as a Common Good" at the 2017 spring dinner for the Goldman School Board of Advisors and Friends. Video available at <http://bit.ly/truth-common-good>.



Welcoming MPAs and MPPs

The Goldman School welcomed outstanding Master of Public Affairs (summer) and Master of Public Policy (fall), and PhD cohorts.



CLASS NOTES

Doug Spencer (MPP '08) is currently a full time professor at the University of Connecticut School of Law and was recently awarded tenure.

Velrasu Periyasmy (MPA '17) is currently working as City Manager on the Kalyan-Dombivali City council. This city has a population of 1.8 million and he works to address urban challenges in areas like transportation, sanitation, and waste management.

Frank Molina (MPA '17) and **Phillip Peña** (MPP '17) joined a group of Bay Area professional Latino men at LinkedIn SF to learn more about the Latino Community Foundation's Latino Men's SF giving circle. They were hosted by **Christian Arana** (MPP '17) and consequently decided to join the LCF giving circle. They are looking forward to giving and raising funds to support small local nonprofits which are often overlooked by larger philanthropy.

Danielle Love (MPP '11) is happily still living and working in San Francisco, as a Senior Analyst on SFUSD's Human Capital Team. She and her partner, Luis, welcomed baby Matilda in February.

Corey Ponder (MPP '09) was named to the Board of Directors of the Vanderbilt University Alumni Association this summer.

Christian Arana (MPP '17) is currently the policy director at the Latino Community Foundation in San Francisco, and has recently written articles in the New York Times and the Sacramento Bee addressing issues for Dreamers and Latinos: <http://nyti.ms/2yKR1ZW> <http://bit.ly/2wYmCck>

Max Aaronson (MPP '17) is currently working at EXIM Bank of the U.S. as a Business Development Specialist through the PMF Program.

Karen Levesque (PhD '04) has taken a leap to become senior director for measurement and evaluation at Imagine Worldwide after leading K-12 education at RTI International/MPR Associates for 27 years. Imagine Worldwide is a new nonprofit that seeks to build an evidence base for personalized learning, beginning with autonomous learning strategies in sub-Saharan Africa. The new position combines her strong professional belief in the promise of personalized learning to finally address educational equity and her lifelong love of Africa, where she was a Peace corps volunteer in Senegal some years ago.

Corey Newhouse (MPP '03) is celebrating the 10th anniversary of Public Profit, a business management firm she founded to help mission-driven organizations use their data more effectively. Public Profit provides evaluation, capacity-building, and data visualization services to foundations, nonprofits, and cities around the US.

Amy Vierra (MPP '05) recently left the California Ocean Protection Council and started her own consulting company focused on ocean and coastal policy (amyvierraconsulting.com). Her first client is the California State University system where she is helping their 500+ faculty working in marine sciences to connect with policymaking at the state and federal level. Amy continues to reside in Sacramento, CA with her husband and two kids.

Nicole Smith (MPP '90/PHD '02) retired from the U.S. Public Health Service in July and is now living very happily on Bainbridge Island, WA. After 20 years in Atlanta, she is adjusting to life on the West Coast while pursuing an MBA in Sustainable Systems through the Presidio Graduate School.



Frank Molina (MPA '17) and **Phillip Peña** (MPP '17) joined **Christian Arana** (MPP '17) at LinkedIn SF to learn about the Latino Community Foundation's (LCF) Latino Men's SF giving circle.

Claudia Johnson (MPP '92/MPH '92/JD '97) delivered a TEDx talk in September 2017. The talk was on Closing the justice gap and was part of Richland WA TEDx series. Claudia's talk focused on how communities can work together to help people meet their legal needs when there are not enough free civil legal aid lawyers to meet the demand for civil law needs. The event was well received with an audience of over 300 people. <http://www.tedxrichland.com/>

Martha Ture (MPP '84) is currently working as a wildlife photographer, winning awards such as Best in Show in the digital 2016 Marin County Fair, honorable mention in the 2017 Marin County Fair, and acceptance in the Marin Society of Artists show 2017. More importantly, she loves what she does. She wakes before dawn, goes up on Mt. Tamalpais, and hangs out with the otters, coyotes, deer, herons, hawks, egrets, and eagles. You can find her website at <https://mttamalpaisphotos.com>. Her work contributes a little to societal health - Facebook friends tell her that starting their day with one of her photos gives them a moment's respite from the grim calamity in which we are living. Meanwhile, she continues to have policy ideas that she can't get anyone to act on, continues to lose in her efforts to protect open space in this county from county and city bureaucrats, mountain bikers, and self-centered members of the public.

Rob Moore (MPP '17) recently began working as a budget analyst at the Ohio Legislative Service Commission.

Besides caring for her aging parents, **Susan Blachman** (MPP '79) co-authored "Commercial Food Waste Reduction in Alameda County," the first-ever study of wasted food prevention and recovery efforts and opportunities in Alameda County. Highlights include over 50 policies and programs that if implemented could significantly reduce wasted food going to landfill, infographic representation of the food recovery ecosystem, and observations and findings based on research and interviews with key players. Funded by StopWaste, the report is available to download on the Northern California Recycling Association website <http://bit.ly/2xVRRFG>

Nicole Bergeron (MPP '95/JD '96, UC Hastings) merged her practice with another woman-owned firm, VIVA Strategy + Communications in September. Consulting in CA and CO, Nicole leads the firm's grant-making and portfolio design practice. Her expertise is working with foundation, nonprofit, and government leaders on governance, leadership development, full cost funding, strategy, and communications for social impact. Current clients include First 5 Alameda, and the Jacques M. Littlefield Foundation. She is President of the San Carlos School District Board of Trustees.

Stephen Rosenbaum (MPP '79) has continued to litigate at California Rural Legal Assistance on behalf of low income clients to preserve public housing tenancies, stem the flow of students from comprehensive district schools to county-run alternative placements, and combat sexual harassment at the workplace. In May, he was a panelist at a session on "Disablement and Decarceration: Defining Disability Justice in an Age of Mass Incarceration" at the Haas Institute's annual Othering and Belonging conference, in Oakland. In June and July he was a video-conference guest lecturer for a series of *Ateliers de la Clinique Juridique* with students from a law school clinic at the Université de Lomé in Togo. On Constitution Day (September 21) Steve spoke on a panel on "Confronting Hate Speech on College Campuses" at San Joaquin Delta College in Stockton. In November, he will be a panelist in Guadalajara, Mexico at the *Foro Académico Mundial de los Derechos Humanos*. Steve is also co-authoring an article with a SFSU special education graduate student on self-determination and self-advocacy for individuals with complex communication needs.

Sheetal Dhir (MPP '13) just started as the Senior Campaigner for Crisis and Tactical Response at Amnesty International USA. As the Senior Crisis Campaigner, Sheetal is responsible for crisis campaigns globally and domestically in the US. For the most part she is developing campaigns in response to conflict, coups or other events that result in sudden, widespread and serious human rights violations. She is also responsible for responding to swift political developments that threaten human rights at home.

Stuart Drown (MPP '86) was recently featured in the top 20 Open Government Leaders you Need to Know as part of the StateScoop Open Government Special Report.

James Savage (PHD '87) spent the Spring 2017 semester as a Fulbright Visiting Professor of International Relations at the Diplomatic Academy of Vienna, Austria. Two of his articles were accepted for publication: "Enforcing the European Semester: The Politics of Asymmetric Information in the Excessive Deficit and Macroeconomic Imbalance Procedures," in the Journal of European Public Policy, and "The European Union Budget and the European Refugee and Migration Crisis," in the OECD Journal on Budgeting.

Cyndi Spindell Berck (MPP '85/JD '86) is one of the editors of "Agricultural Adaptation to Climate Change in Africa: Food Security in a Changing Environment," to be published in 2018 by Resources for the Future Press/Routledge. Co-editors are Peter Berck and Salvatore Di Falco. Following the even longer gestation of "Pocahontas and Sacagawea: Interwoven Legacies in American History" (Commonwealth Books of Virginia, 2015), Cyndi is planning to come back as an elephant in her next life because of the shorter gestation periods.

Katie Short (MPP '12) is now working in Houston, TX with Harris County commissioner Rodney Ellis. If you find yourself in Houston, feel free to drop her a line!

Alex Greenwood (MPP '93) is currently serving as Director of Economic & Community Development for the City of South San Francisco, a position he's had since 2014.

Paula D. Gordon, Ph.D. (MA '69) is the developer and instructor of a course that may be the first of its kind in the country. The course includes a focus on the addiction cycle and the addictive properties of marijuana. One in ten repeat adult users becomes addicted. Research concerning the relationship between the use of marijuana and the opioid epidemic will also be noted and discussed. Recent research on anomalies in the developing brain will also be a focus of the course. This includes brain development in utero through age 25 to 29. Indeed, some brain experts say that the brain is developing into the fifties. The topic of the three Week Online Course is "The Harmfulness of Marijuana Use and Public Policy Approaches Addressing the Challenges". The online course is being offered through Auburn University Outreach in 2017 for the following dates: September 25-October 15, 2017 and November 6-26, 2017. The course will likely be repeated four or more times in 2018. For further information about the course see <http://bit.ly/2y30j5N> or call (334) 844-5100. Dr. Gordon's work on the topic can be found at <http://bit.ly/2y2ql3f>. She may be contacted at pdg0005@auburn.edu. A recent paper of hers was delivered at the International Criminology Conference in Washington, D.C. on October 14, 2017. It is entitled "A Case for Protecting the Brain: Keeping the Federal Controlled Substances Act in Place and Providing Non-Punitive, Justice System-Based Public Health Options to Address the Use of Marijuana, Opiates, and Other Psychoactive and Mood-Altering Drugs in America." The paper is posted at <http://bit.ly/2y2ql3f>

Dr. Gordon is based in Washington, DC where she has served in a variety of public policy roles in the Federal government. She has also taught at number of universities, including George Washington University and Johns Hopkins University, and prior to moving to Washington, she had taught courses at Cal State Hayward and San Jose State. Her email address is pgordon@starpower.net.



The Goldman School is launching a podcast!

Check out <http://talkpolicytome.org> to hear stories from the people who are researching — and living — critical public policy issues. Hosted by Jonathan Stein (MPP/JD '13) and Jasmine Jones (MPA candidate '18).

from the desk of **Annette Doornbos**
The Unexpected Footprint



Annette Doornbos is the Assistant Dean for External Relations and Development

THE GOLDMAN SCHOOL IS NOT THE LARGEST OF ITS KIND. The School’s 237 MPP, MPA and PhD graduate candidates account for less than 3% of UCB’s graduate student population. In turn, UCB is one of ten campuses that comprise the University of California (UC) system, which, in economic terms, would qualify as the 13th largest state. GSPP is a small branch on the mighty UC tree.

The picture changes dramatically when you view GSPP in terms of influence and impact. As it moves on its path of policy research, implementation and public outreach, the Goldman School’s footprint belies any idea that it lacks heft. Consider GSPP’s impact and influence across multiple fronts:

University of California

GSPP’s engagement with the UC system starts at the top. UC President Janet Napolitano holds a GSPP faculty appointment. She presented her vision for UC at a faculty meeting and discussed the challenges facing the system. Well-attended Goldman School events in LA, NYC and the Bay Area have featured President Napolitano. She has supported the work of our Center for Environmental Public Policy (CEPP) both financially and as a program participant. Best of all, she is surrounded by our alumni who hold top UCOP positions.

Faculty Notes Continued from page 7

Jennifer Skeem recently consulted with the Science Education department at KQED to produce an informative video geared towards high school students that introduces risk assessment tools in the criminal justice system. She also moderated a panel that focused on risk assessment at the Inclusive AI Symposium on May 10, 2017. This panel discussed the promise and perils of using risk assessment instructions and other “algorithms” to inform policing and criminal justice decisions. A study she authored was recently published in the *Journal of the American Medical Association (JAMA) — Psychiatry*, assessing whether specialty probation yields better public safety outcomes than traditional probation, for justice-involved people with mental illness. Professor Skeem was interviewed by KCBS, and both Berkeley News and Reuters News highlighted the importance of these findings.

Henry Brady delivered papers (with Cynthia Kaplan) on the collapse of the Soviet Union at the Midwest Political Science Association meetings in Chicago in April 2017 and at the American Political Science Association in San Francisco in September. His book review of Christopher Newfield, *The Great Mistake: How We Wrecked Public Universities and How We can Fix Them* will appear soon in the *British Journal of Sociology*. His new book (with Kay Schlozman and Sidney Verba), *Unequal and Unrepresented: Political Inequality and the People’s Voice in the New Gilded Age*, is being published in April 2018 by Princeton University Press.

Larry Rosenthal, now Senior Lecturer at GSPP, was appointed in the spring of 2017 to the position of Executive Director for Online Initiatives. He is working with Dean Henry Brady and the faculty, as well as

Research with Impact

GSPP is distinguished by faculty research that illuminates our most critical issues and informs policy decision-makers from local to international arenas. For example, Steve Raphael’s research informed California corrections realignment spear-headed by then-CA Attorney General Kamala Harris. Rucker Johnson’s findings on school desegregation definitively corroborates its societal value. Sol Hsiang’s research on the social cost of carbon resulted in consideration in the federal budgeting process of the economic impact of climate change. Jennifer Bussell’s timely work focuses on natural disasters in developing countries and the incentives of governments to invest in preparedness.

Outreach to Inform and Engage

A robust social media and communications enterprise extends the Goldman School’s sphere of impact to the greater public, both in the US and abroad. Over 5,000 alumni and friends receive the eDigest with its links to articles and video. The GSPP website is content-rich and augments *Policy Notes* with topical news shorts. Our UCTV Public Policy Channel and library of lectures have garnered over 5 million views, with over 30% international. And our new podcast series promises to add a whole new dimension of accessibility to GSPP content.

Add the multiplier effect GSPP’s alumni in public leadership bring to the equation and suddenly it’s clear that the School in its most important terms — making a difference and changing the world for the better — could hardly be considered small. In the ways that matter, there is so much more than meets the eye at 2607 Hearst Ave. And the lives of countless people are better for it. **G**

the School’s IT team and online-course instructional-design colleagues on campus, to explore opportunities for the School in the realm of digital-pedagogy strategy. In July, Rosenthal and Brady presented on these topics before the Executive Leadership Academy of the UC Center for Studies in Higher Education in July. Continuing his research pursuits in the areas of local governance and housing policy, Rosenthal earlier this year completed a working paper delivering case studies of recent California municipal bankruptcies, for submission to the MacArthur Foundation. He is now finalizing a book chapter addressing challenges facing US social housing organizations, focusing upon the Boston and San Francisco Bay Area regions.

Alexander Gelber received tenure at Goldman last year.

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Center on Civility and Democratic Engagement

THE GOLDMAN SCHOOL'S CENTER ON CIVILITY AND DEMOCRATIC ENGAGEMENT (CCDE) has been actively involved in the effort to promote real free speech and dialogue on campus. Dan Lindheim, the CCDE Faculty Director, was tasked by the Chancellor to chair a faculty/student committee to create a series of point/counterpoint events where prominent people of divergent views actually converse and discuss important topical issues. It is an affirmative effort to show that meaningful and substantive discussion is possible even between people of very different viewpoints. The planning process itself has already had the effect of bringing together students and faculty from a wide range of political and interest group perspectives, who themselves are also sponsoring their own efforts to discuss difficult issues on campus.

In a similar spirit, CCDE sponsored a nominally left/right Homecoming panel in late October, *The 2016 Election: What Working Class Voters are Thinking*, with Cal Professor Arlie Hochschild, whose recent book *Strangers in Their Own Land* discussed the views, values and politics of working class voters in Louisiana and Visiting Professor Steven Hayward, a frequent conservative/libertarian commentator and the former Ronald Reagan Professor of Public Policy at Pepperdine University. CCDE was pleased to co-sponsor this special event with The Berkeley Forum, a non-partisan, student-run organization here on campus that hosts debates, panels, and talks by leading experts from a variety of fields.

Last Spring, CCDE sponsored a Cal Day panel on *California and the Climate Fight: the State's New Relationship with Washington and the World*. Panel-

ists included Professors Meredith Fowlie (Environmental and Resource Economics), Sol Hsiang (Goldman School), Carol Zabin (Research Director, UC Berkeley Labor Center), and Ned Helme (Executive Director, Goldman School's Center for Environmental Public Policy). This diverse and wide-ranging panel discussed the implications for California of the changing Federal attitudes toward climate policy and the US commitment to the Paris Accords and has already garnered more than 60,000 views on UCTV. You can view these CCDE programs and more on the Goldman School's Public Policy Channel at <https://www.uctv.tv/public-policy>.

The CCDE is also accelerating its core work to foster greater civility and democratic engagement through various convenings, student scholarships as well as faculty and student research work. **G**

Center for Environmental Public Policy

A REPORT FROM THE CENTER FOR ENVIRONMENTAL PUBLIC POLICY provides new policy recommendations to help implement California's recently legislated program to eliminate hotspots of severe air pollution harming the health of people in disadvantaged communities.

Assembly Bill 617, passed by the California Legislature and signed by Gov. Jerry Brown in July, establishes that meeting regional air quality standards is not enough, and that people in communities near pollution sources must be protected from elevated exposures to harmful emissions.

"This year's landmark climate change policies were centered around air quality; bringing about greater transparency and true climate equity in areas that historically have been disproportionately impacted by pollution," said Assemblyman Eduardo Garcia (D-Coachella), chair of the Joint Legislative Committee on Climate Change Policies.

"AB 617 opens a new frontier in how we control air pollution and builds upon advancements in low-cost pollution sensing technologies to help fill a major public health protection gap in California and potentially other environmentally vulnerable communities across the globe," Garcia said.

The study released by CEPP provides specific recommendations to improve public health and literally save lives in low-income and minority neighborhoods located near pollution sources like marine terminals, trucking warehouses, chemical plants, and refineries found in California, the Gulf Coast and other areas across the nation, according to Ned Helme, CEPP's executive director.

"New, low-cost air pollution sensor technology makes it possible to target air emissions abatement to the local level. This could be a model for the nation," he added.

The report, "Advancing Environmental Justice: A New State Regulatory Framework to Abate Community-Level Air Pollution Hotspots and Improve Health Outcomes" (<http://bit.ly/advance-enviro-justice>), is based on research and policy discussions with more than 40 key California government officials, environmental justice advocates and industry representatives.

It recommends actions by California to designate local hotspot areas, deploy the new sensor technology, design emission controls and engage communities in reducing excessive exposures to air pollution.

"We can now identify and reduce dangerous pollution in areas as small as a city block where the worst pollution exposures are occurring and where residents are experiencing disproportionately higher rates of emergency room admissions for asthma," said Helme.

The CEPP study emphasizes tapping direct community involvement to make the legislation's hotspot abatement program work.

With support from the state, communities can strategically deploy sensors on the front porches of hundreds of residences to create a dense network across affected neighborhoods that can arm citizens with accurate data and knowledge of their local situation.



Traditional clean air laws, while effective in lowering average pollution exposure, often overlook localized pollution hotspots.

The California Legislature will need to appropriate funding for the network of new sensors, community-based pollution reduction strategies, and CEPP-recommended financial incentives to replace dirty diesel truck engines with electric motors.

"This financing is the critical ingredient to successfully implement this path-breaking clean air legislation," said Helme.

Jack Broadbent, executive secretary of the Bay Area Air Quality Management District, participated in the discussions for the report. He said its recommendations "will transform how we as regulators can ensure health protection for our most vulnerable citizens. We are eager to move forward with our communities to make this vision a reality."

Luis Olmedo of Brawley, Calif., director of Comite Civico Del Valle, a leading local environmental justice group in the Imperial Valley, participated in the CEPP discussions. He said it is essential that community organizations are empowered to join in monitoring local air pollution as well as in designing strategies for pollution abatement.

"We have been battling the air pollution that shortens lives in disadvantaged communities for a long time," added Brian Beveridge, co-director of the West Oakland Environmental Indicators Project, and a CEPP project participant.

In his neighborhood, Beveridge said, the CEPP recommendations will provide a valuable new path for reducing pollution from marine terminals and warehouse operations.

Research for the report included extensive discussions, working groups and feedback about how to increase health protection for vulnerable populations. Participants included environmental justice groups, industry and environmental representatives, state and local agencies, labor and UC faculty experts. **G**

alumni board What Lies Ahead

2017-18 Alumni Board

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Armando Salcedo Cisneros (MPP '10)

Lauren Vargas (MPP '14)

By Shelly Gehshan (MPP '85)

Who Are Your Board Members?

First of all, I'd like to welcome new members and bid a fond and grateful farewell to those who left the board. Jonathan Stein (MPP/JD '13) and Enrique Ruacho (MPP '12) rotated off the board at the end of their terms and will be sorely missed.

Then, in the best GSPP tradition, we ran an election with a full slate of talented, wonderful candidates. Ginny Fang (MPP '08), Armando Salcedo-Cisneros (MPP '10) and Maureen Friar (MPP '90) were re-elected and will serve their second term through 2020. And two new members joined the board: Andy Lomeli (MPP '13) and Chloe Brown (MPA '17). We are excited to work with our new and returning members this year!

What lies ahead?

The top priorities for the board this year are:

- working with classes who will celebrate a big reunion next year in conjunction with the Fall 2018 alumni dinner
- helping the school raise its digital profile (post early and often!)
- developing a network of international alumni and hosting events for it
- thinking through how to integrate MPA alumni into all of the Board's activities
- providing leads on jobs, internships, APA/IPA/CAP projects and contacting newly-admitted students to GSPP.

More information about the GSPP Alumni Board can be found at <http://gspp.berkeley.edu/alumni-association> **G**

Berkeley Institute for the Future of Young Americans

By Sarah Swanbeck and James Hawkins (MPP Candidate '18)

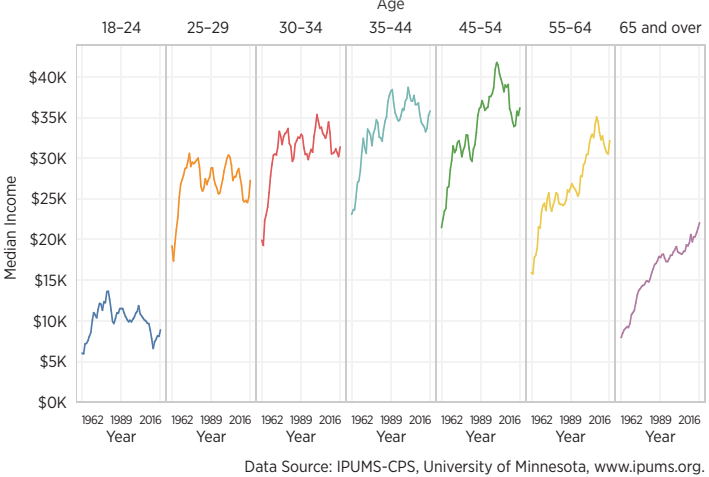
JUST ABOUT EVERYWHERE YOU LOOKED in the last decade, you could find more cause for alarm about the financial security of the millennial generation. As young people have continued to struggle to find their footing in the wake of the Great Recession, we have seen stagnant wages and high unemployment, increasingly less affordable housing, and mounting student debt obligations.

In August, the Berkeley Institute for the Future of Young Americans hosted a diverse group of young Californians for its second annual summit to talk about the most pressing economic challenges with which young people in the state are grappling. The conference featured panels on the changing nature of work and its consequences for the next generation of American workers, how healthcare reform at a federal level may have important implications for young Californians seeking coverage, and the role of young activists in driving social movements. It was an opportunity to hear from young policymakers and activists across the state and to bring together activists and academics to set a comprehensive agenda for the future.

To understand the particular challenges for young people around jobs and healthcare and political engagement, we first wanted a clear picture for how the millennial generation compares to previous generations. Specifically, we wanted to know, *are young people today really any worse off than their parents were at the same age?*

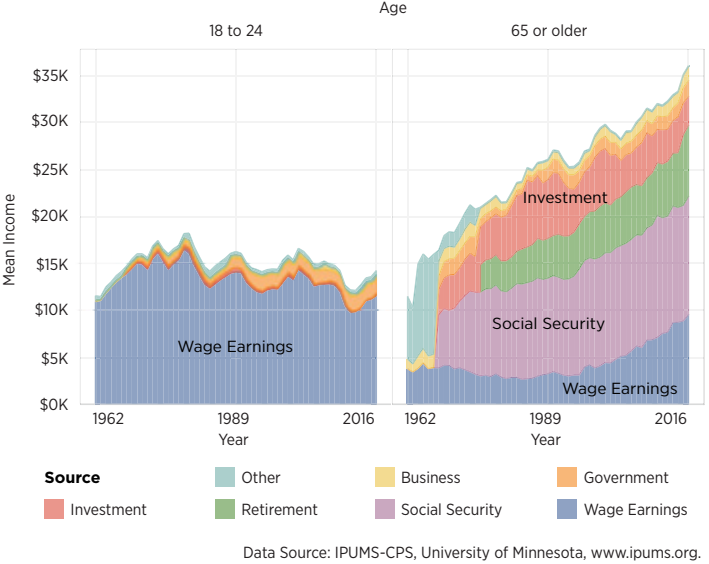
Using the US Census Bureau's Current Population Survey (CPS), which samples US working age adults in non-institutional settings, we were able to calculate average income over time by age cohort. The results of this analysis (Figure 1), show that, while for most age groups median income has grown since the 1960s, for 18-24 year-olds, income has remained relatively flat. In other words, while the economy has grown to about 28 times its size in the 1960s, and while other age groups have seen their incomes rise as a result of this growth, the youngest Americans have real-

FIGURE 1: SEPARATE



¹ PEW <http://www.pewresearch.org/fact-tank/2014/01/13/whos-poor-in-america-50-years-into-the-war-on-poverty-a-data-portrait/>

FIGURE 2: 16-24 vs 65+



ized none of these gains; a Millennial today is doing only about as well as her Boomer parents were doing in the 1960s.

While much of the increase in income for older age groups can be attributed to rising wages, this is not the case for those over 65. For the elderly, wages have risen, but so has government support. Average income from Social Security benefits was about \$6k in 1968 and has more than doubled since then (Figure 2). Conversely, while the young do have some educational benefits (e.g., Pell Grants) and some income support (e.g., Social Security and Disability Insurance), there is nothing on the same scale. America, as a society, has committed to seniors that they should not have to live in poverty as they leave the labor market. Our country has made significant investments in Social Security and Medicare and, as a result, the elderly poverty rate in the US has fallen from 28.5% in 1966 to 9.1% in 2012 (and plenty of policymakers would argue that we can do more).¹ Yet our country has not made the same kind of commitment to young people as they enter the labor market. Young Americans, who are in a similarly vulnerable stage of life, who have not had time to build wealth, do not receive government support on the same scale. An entire generation of Americans is coming of age during a time of growing inequality, a widening skills gap, and stagnant wages, with little cushion for the inevitable setbacks in life. Which then leaves us with the important question: *what are the kinds of investments we should be making in the millennial generation to help support them as they move into adulthood?* **G**

Sarah Swanbeck is the Executive Director for the Berkeley Institute for the Future of Young Americans. James Hawkins is a Master of Public Policy candidate at the Goldman School.

New Nationalism and Universities

Center for Studies in Higher Education Celebrates its 60th Year

By John Aubrey Douglass

POLICY WONKS WHO FOLLOW THE AGENDA OF MINISTRIES throughout the world know that higher education is often among the top five policy areas for new initiatives and reforms. Whether it is in China, Japan, Korea, Russia, Germany, France, South Africa, or Brazil, national leaders have embraced the idea that having a productive higher education system, and specifically a set of high quality research universities, is the key to global economic competitiveness and social cohesion.

The Center for Studies in Higher Education remains a productive locale for research and discussions, comparative data, for analyzing these global policy trends, as well as a forum for thinking about the future of higher education in California. CSHE is now one of four research centers located at GSPP, but its roots go back to 1957. That year, a proposal developed by Clark Kerr, Robert Gordon Sproul, faculty member T.R. McConnell, working with John Gardner — then president of the Carnegie Corporation and later the architect of President Johnson's Great Society programs — saw a need for systematic study of America's burgeoning higher education system.

CSHE was borne with Carnegie money, becoming the first higher education research center not only in the US, but the world. Under the guidance first of McConnell, and later notables such as GSPP faculty member Martin Trow, CSHE also expanded its research mission to examine the rising tide of globalization and its influence on higher education — and vice versa. Always at the heart of the Center's activities has been a devotion to pursuing multidisciplinary research and acting as a home for a network of scholars and visitors from throughout the world.

Current research programs focus on the history of universities and their role in society, higher education finance and governance, the role research universities play in economic development, institutional global engagement strategies, and international comparative research on the student experience via a Center based consortium of some forty of the world's top research universities. CSHE also has a widely read scholarly and policy focused research publication series that reflects its multidisciplinary focus.

This year marks the Center's 60th anniversary. To help celebrate six decades of being on the Berkeley campus, we are organizing the CSHE@60 Conference on the topic of New Nationalism and Universities on November 16 and 17 of this year. This event will gather CSHE alumni and affiliated researchers, along with leading scholars and practitioners from throughout the world, to discuss the complex forces shaping populist movements in many parts of the world and how they are influencing the missions, activities, behaviors, and productivity of major leading national universities.

Universities have been at the forefront of both national development and global integration. They undoubtedly will continue to play this dual role. But the political and policy world in which



they operate is once again undergoing a transition, reflective of a significant change in domestic politics and international relations — a populist shift inwards among a key group of major nations. Participants will explore the influence of nationalism, the old and new versions, on major national universities. One session will focus on the American universities in the Trump era — an evolving story.

CSHE offers an expanded opportunity for GSPP faculty and students, and its research centers to collaborate and find synergies. If you are interested in being on the CSHE listserve for notices of events and publications, please contact center staff at: cshe@berkeley.edu **G**

John Aubrey Douglass is Senior Research Fellow for Public Policy and Higher Education at CSHE.. He is the lead author in *The New Flagship University: Changing the Paradigm from Global Ranking to National Relevancy* (Palgrave Mcmillan 2016) and most recently with John H. Hawkins *Envisioning the Asian New Flagship University: Its Past and Vital Future* (Berkeley Public Policy Press, 2017).

Editor's note: the Spring 2017 issue of *Policy Notes* misidentified the name of CSHE's founding director. The Center's first director was T.R. McConnell, former Chancellor of the University of Buffalo.

Berkeley Global Programs

Semester Fellows

An amazing cohort of 9 fellows graduated in Spring 2017 from the semester program at Global & Executive Programs: 5 from the Government of India and 4 from the Universiti Brunei Darussalam. This was our first year partnering with the School of Social Welfare who jointly hosted Brunei Fellow Mr. Dimang Chhan, a Masters of Public Administration student who currently serves as the Chief of Bureau for the Royal Government of Cambodia's Ministry of Tourism. He was joined by a diverse cohort whose postings ranged from Federal Election Commission to the Department of Sports, from the Office of the Prime Minister to the Brunei Defense Attaché to the United States. GEP was delighted to be a recipient of such a stellar group from India and Brunei at the Goldman School.

visited both the Oakland and Berkeley City Hall, the Metropolitan Transportation Commission, and the Bay Area Council, where they came to better understand the Bay Area's regional intricacies and global reach.

Just as impressive and diverse are our Government of India fellows, whose postings include the Ministry of Defense, the National Institution for Transforming India, the Department of Heavy Industry, and the Maharashtra Sales Tax Department. One India Fellow, Ms. Nita Kejrewal, has the unique responsibility of managing a large team working on the implementation of the National Rural Livelihoods Mission — a flagship government program aimed at poverty alleviation through improving the rural poor's access to financial and public services.

While here our Fall 2017 fellows join the rest of the Goldman School student body in learning from some of the best and brightest in public policy. This year the courses many are attending include Robert Reich's *The Political Economy of Inequality*, Timothy

Dayonot's *Negotiations*, and Sarah Anzia's *Political and Agency Management Aspects of Public Policy*.



Fall 2017 Semester Government of India Fellows at the Goldman School

We are excited to welcome these fellows to the Goldman School this semester and further our mission to develop *Thought Leaders for a Just Society* by providing our students the opportunity to connect and establish long-lasting, international relationships in an environment committed to shaping tomorrow's leaders and policy experts.

Executive Education Programs

During the spring and early summer GEP hosted two custom, executive education programs for visiting government officers. These two programs graduated a total of 48 outstanding civil servants from the Government of India, equipping them with the necessary tools to further advance positive change for the people and communities they serve.

April 2017's *Ethics and Governance* was the fourth program of its kind for the Government of India's Department of Personnel and Training. For two



Disruptive Technologies: Value of the Public Good executive education program participants at their graduation with Assistant Vice Chancellor of Public Affairs, Dan Mogulof

weeks senior civil servants spent time examining issues of value and power, anti-corruption, and effective leadership, and were able to hear from Goldman School faculty, the U.S. Department of Homeland Security, the Oakland Police Department, and the San Francisco Ethics Commission.

Disruptive Technologies: Value of the Public Good was hosted for a third time in June at the Goldman School and provided civil servants from the Government of India's Ministry of Information & Broadcasting with the opportunity to understand and analyze technology's impact on governance and public service. During their time here they visited both Facebook HQ and the Metropolitan Transportation Commission, and left Berkeley with the knowledge and skills to better lead and serve in an ever-changing technological and media landscape.

Visit of Dr. Joyce Teo Siew Yean and Dr. Mahani Hamdan, Universiti of Brunei, Darussalam

In March 2017, Dean Henry Brady and Goldman School welcomed Dr. Joyce Teo Siew Yean, Vice President of Global Affairs, and Dr. Mahani Hamdan, Director of the Institute of Policy Studies, from the Universiti Brunei Darussalam. Their visit helped to cement the already strong relationship between the Goldman School and the Universiti and reestablished our partnership with them through the renewal of our shared Memorandum of the Understanding for the next 5 years,

which Dean Brady was personally invited to sign in Brunei.

In addition to meeting with Dean Brady, the Universiti Brunei Darussalam representatives met with Jeffrey Edlson, Dean of the School of Social Welfare, to further develop and expand the new partnership.

Hague Domestic Violence Project

It has been a busy semester for the Hague Domestic Violence Project. The Hague Domestic Violence Project has released its *New York Judicial Bench Guide: The Hague*

Convention on the Civil Aspects of International Child Abduction in Case Involving Battered Respondents: A New York Bench Guide for State and Federal Court Judges. This Bench Guide was developed in partnership with the New York Hague Convention and Domestic Bench Guide Consulting Committee and a pro bono team from law firm, Skadden, Arps, Slate, Meagher & Flom LLP.

The Hague DV Project also developed a Model Bench Guide that can be adapted for other states across the country. This Model Bench Guide is a starting point for states to create its own state-specific Bench Guide, with the goal being that every federal and state court across the United States will soon have its own Hague Convention Bench Guide.

This past year, the project has also welcomed a third year Hastings Law Student Ms. Jessica Ma as our Hague Domestic Violence Project Fellow who is also training to be a JAG lawyer, to assist with the continued development of materials and monitoring for requests for technical assistance and referrals on Hague Convention cases in the US Courts. **G**



Dr. Joyce Teo Siew Yean and Dr. Mahani Hamdan with Dean Henry E. Brady and Assistant Dean of International Alliances & Partnerships Sudha Shetty



Fall 2017 Semester Hong Kong Fellows

In August, we welcomed 17 new fellows for the fall semester: 12 civil servants from Hong Kong and 5 civil servants from the Government of India. Our current Hong Kong Fellows come from a variety of offices, departments, and bureaus, including the Financial Services & Treasury Bureau, the Geotechnical Engineering Office, the Hong Kong Police Force, and the Drainage Services Department. Ms. Nettie Kai-ting Ng, one of the Hong Kong Fellows, serves as an Assistant Secretary at Hong Kong's Development Bureau, where she assists in overseeing policies related to building and land registration in the already packed Hong Kong. During their time here, they have

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In Defense of the “Gas Tax”

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tion will ultimately cost Californians more in future taxes as our deferred maintenance backlog for this infrastructure swells from \$40 billion to \$61 billion in 2026. By the same token, a recent report from the California Department of Transportation finds that every dollar of preventative maintenance, the type of investment that would be frontloaded by SB 1, prevents \$3 dollars in rehabilitation work and \$8 in replacement. As with investments in other policy domains, preventative measures in transportation are cheaper than corrective action.

For these reasons, you can expect to see business leaders, environmentalists, and good government advocates joining Democrats across the state in pushing back on Republican efforts to undermine SB 1. We will be looking to you, the informed public, to help amplify our message. **G**

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