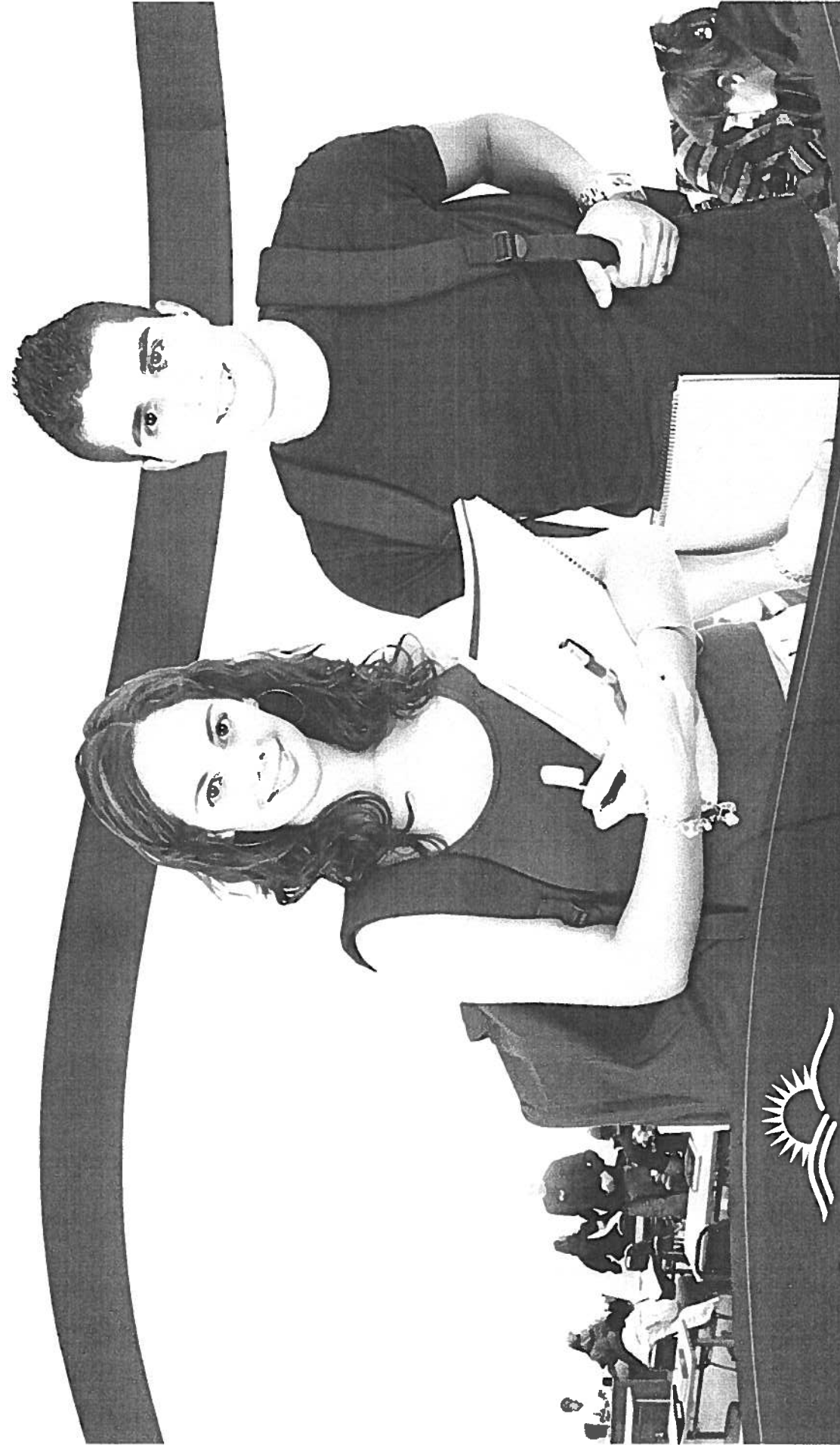





CRESCENT VIEW
CHARTER HIGH SCHOOL

THE PROBLEM

- ▶ “Top 10 cities with worst dropout rates in United States: Baton Rouge, LA; Fresno, CA; Chatanooga, TN; Greenville, SC; Lakeland, FL; Riverside, CA; Stockton, CA; Augusta, SC; McCallen, TX; **Bakersfield, CA.**”

The Daily Beast (October 29, 2009)

- ▶ “...The state released numbers estimating that 1 in 4 California students...quit school. The rates are considerably higher than previously acknowledged but lower than some independent estimates.”

LA Times (July 17, 2008)

- ▶ *Learn for Life*

THE IMPACT

- ▶ “Compared to high school graduates, research shows that over a lifetime dropouts have increased dependency on public assistance, lower earnings, poorer health, and higher rates of unemployment, mortality, criminal behavior, and incarceration. These factors generate substantial economic losses to the nation, state and local communities.”

The California Research Project (May 2008)

- ▶ “A Study by “Fight Crime: Invest in Kids” concluded that increasing graduation rates by 10 percent would lower homicide and assault rates by 20 percent, prevent 500 murders, and more than 20,000 aggravated assaults each year in California.”

Fresno Police Chief Jerry Dyer

Learn for Life



California Dropout Research Project

An Affiliated Project of the University of California Linguistic Minority Research Institute

UC Santa Barbara | Gevirtz Graduate School of Education



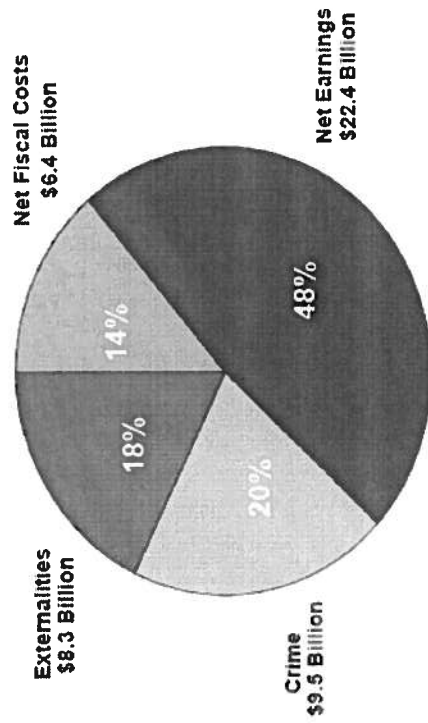
SOLVING CALIFORNIA'S DROPOUT CRISIS

California Dropout Research Project
Policy Committee Report
February 2008

One cohort of dropouts
costs California...

\$46.4 Billion !!

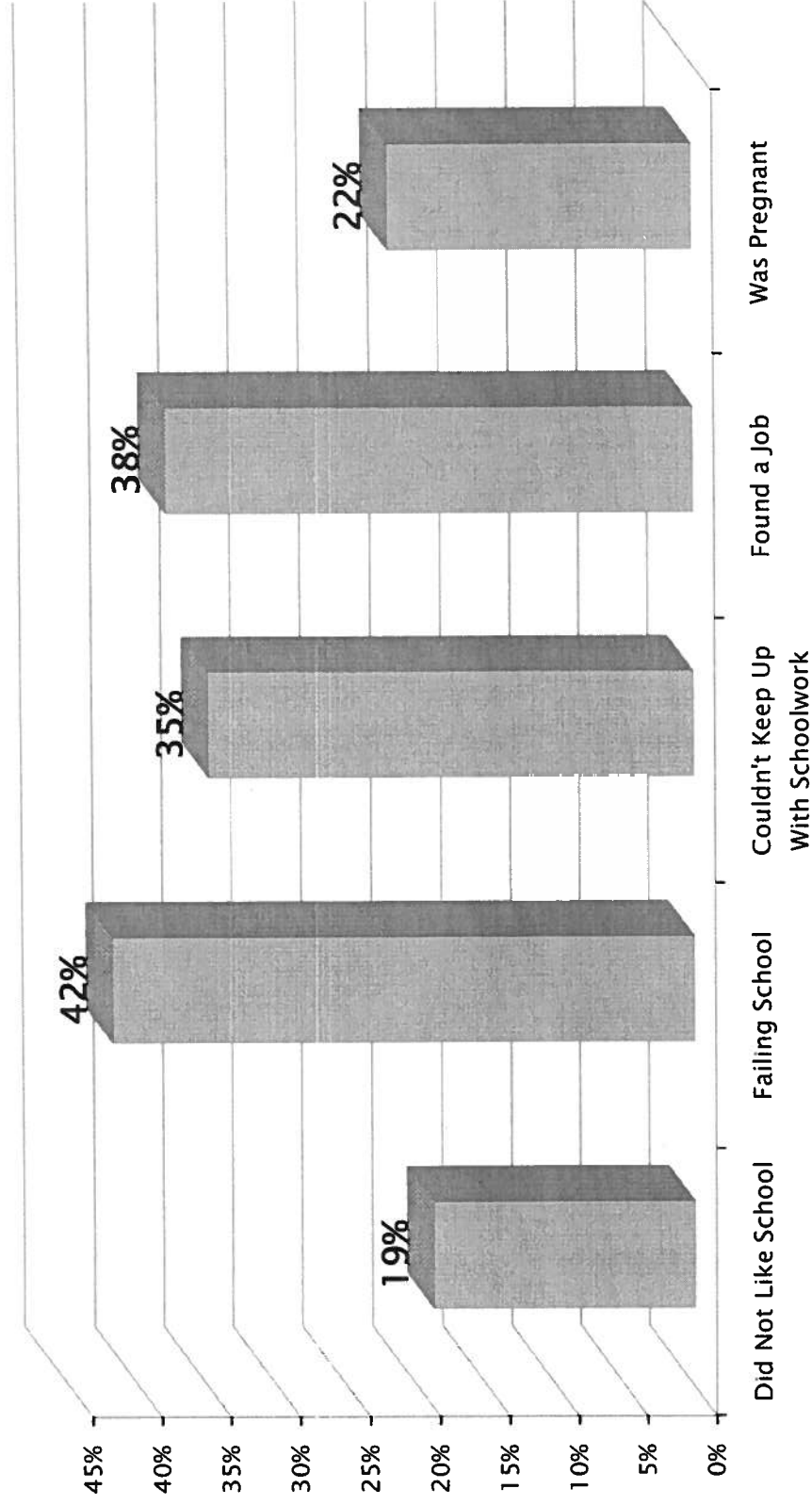
**Figure 3: Economic Losses from One Cohort of Dropouts
in California**



TOTAL LOSSES = \$46.4 BILLION

Note: All figures represent lifetime consequences for one cohort of dropouts at age 20 in 2005.

THE CAUSE



Source: Educational Longitudinal Study, 2002

► Learn for Life

THE ***CRESCENT VIEW WEST*** SOLUTION

- ▶ Our mission is to recover at-risk students so that they become *academic achievers, effective communicators, and self-directed learners* ready to contribute positively to the community and beyond.

▶ *Learn for Life*



California Consulting, LLC

Fresno COG

May 2010 Report

- **180 Braided Ramps Project:** Fresno COG secured \$55 million for this important project. Tony Boren, District 6 Cal-TRANS Director Malcolm Dougherty took a trip to Sacramento and met with the CTC Executive Director and staff regarding this project at a meeting organized by California Consulting. Both Tony and I also had several meetings and numerous phone conversations with CTC Commissioner Darius Assemi regarding this issue. Due to the hard work of Tony and Malcolm this project was funded through the SHOPP program. This was a major accomplishment and Malcolm and Tony did outstanding work to secure these important funds for Fresno and the region. Commissioner Assemi also deserves special thanks.
- **SB 375:** During various meetings during the One Voice trip it became apparent that our push for a delay in implementation of SB 375 was gaining some traction with our guests. Clovis City Manager Kathy Millison and others led the discussion on this important issue. The request has been submitted and Kathy and Barbara Steck did an outstanding job composing the letter. We were asked to put together a formal request asking for the delay of SB 375. California Consulting is working with the COG Directors Association (Tony raised this issue with the Directors), and others to assemble a broad coalition to support this request. Once the coalition is in place, California Consulting will organize follow up visits to Sacramento for a delegation of Valley leaders to meet with key representatives of ARB, Cal-EPA, the Governor's Office, and others to advocate for a delay in SB 375.
- **Fresno County Enterprise Zone:** The Legislature is reviewing enterprise zones statewide and discussing the possibility of cutting or completely eliminating funding. Fresno County has a strong and productive enterprise zone and the Fresno EDC has done a great job implementing the program. California Consulting has outlined a 9 point strategy to combat any attempts to cut Enterprise Zone funding. This strategy has been shared with key interest groups in the Fresno area and we have convened a conference call to discuss the strategy. We are coordinating with the League of Cities, Fresno EDC, Fresno

Chamber, County of Fresno, Cities in Fresno County, Fresno Workforce Investment Board, California Partnership for the San Joaquin Valley and others to present a united front. We have also spoken to the League of Cities, South San Joaquin Valley Division representative regarding engaging their assistance to coordinate our efforts. We recently hosted a conference call to coordinate the efforts and divide up duties. Participants in the call included representatives from Fresno WIB, Fresno Chamber, Fresno COG, Office of the Fresno Mayor, and others. We have sent out sample resolutions and followed up with all of the 15 cities and many have passed resolutions supporting the EZ. The Legislature is having a hearing on this issue on April 20 and California Consulting is preparing for this hearing by educating legislators and staff prior to the hearing. California Consulting has been having discussions with Committee Staff regarding the various proposals regarding EZ funding. We also plan on testifying at the April 20 hearing and presenting the Resolutions passed by COG, the County, and cities to the Committee at the hearing. Lastly, California Consulting recently drafted a letter of support addressed to the Assembly Committee from our Fresno area State Legislative Delegation. Assemblyman Villines took the lead on gathering signatures on the letter and the letter was sent on April 13 to the Committee and was signed by Senators Cogdill and Florez as well as Assemblymembers Arambula, Gilmore and Villines. Juan Garza, II from California Consulting testified at the Assembly Jobs and Economic Development Committee hearing on April 20 at the State Capitol and presented the resolutions passed by Fresno COG as well as Fresno County and cities in the area to the Committee. We sent out a report detailing and summarizing the Committee hearing on April 20 to our e-mail list. We drafted a letter of support for Assemblywoman Caballero from the Salinas Valley area. Ms. Caballero's letter has been sent and we e-mailed out a copy to you. See most recent EZ update sent by California Consulting earlier this month.

- **May Revise:** California Consulting recently sent out a detailed summary of the Governor's May Revise.
- **Capitol Meetings:** Steve continues his regular weekly meetings with Valley Legislators, Legislative staff, Committee Staff, the Governor's Office, ARB, Cal-EPA, Cal-TRANS, and others. On April 28, Steve

met with Senate Majority Leader Florez, the Chief of Staffs for Assemblymembers Arambula and Villines as well as the Cal-EPA Deputy Secretary and the Governor's Deputy Legislative Secretary regarding a variety of issues. Other meetings have taken place recently with Senator Cogdill's Office, ARB, Cal-TRANS, CTC, and others.

- **CalCOG**: California Consulting is coordinating with the CalCOG lobbyists in Sacramento on a variety of issues.
- **Alby Event**: California Consulting recently hosted the State Board of Equalization Member for this District. The meeting was held at the Fresno COG office and attended by 9 cities across the Valley including Fresno COG Chairman Rodriguez and Vice-Chair Lujan.
- **CMIA Savings Round Two**: California Consulting has already started working with Cal-TRANS District 6 and CTC staff in Sacramento on the CMIA savings money "round two" which is expected out later this year.
- **Highway 99 bond savings**: California Consulting has been working closely with Cal-TRANS regarding the Highway 99 bond savings issue and sent out an update on this issue earlier this week.
- **July**: In July, California Consulting will be hosting a roundtable meeting regarding Economic Development in the San Joaquin Valley. The special guest will be Joel Ayala, the newly appointed State Director of Economic Development. Details to follow.

Subject: Enterprise Zone Update - Late Breaking News
From: Steve Samuelian <steve@californiaconsulting.org>
Date: Fri, 14 May 2010 13:01:55 -0400 (EDT)
To: carrol@californiaconsulting.org



[Click Here to Visit Our Website](#)

Yesterday, California Consulting held a conference call with Salinas Valley area Enterprise Zone stakeholders. We have been actively engaged in the EZ issue for several months meeting with Legislators, Staff, Committee Staff, testifying at a hearing, etc. There have been numerous new developments over the last few days relative to the EZ program. We have summarized the latest developments as follows:

AB 2476: This bill is the vehicle for "consensus" changes to the EZ program. Mr. Perez has done an excellent job as has the Jobs and Economic Development staff developing proposed changes to the EZ program. The bill passed the Committee on April 20 and California Consulting testified in support of the bill on behalf of many of our clients. Discussions and negotiations are ongoing with stakeholders. The discussions are centering around proposed changes to the EZ program but does NOT include any discussion of eliminating or reducing EZ funding. Some proposed changes include a new tax credit for businesses that are doing "substantial rehabilitation" and for businesses that are investing in facilities. There may also be some alterations to existing tax credits.

Unfortunately, today AB 2476 was sent to the Assembly Appropriations "suspense" file. In order to pass the bill needs to be removed from the "suspense" file at the Assembly Appropriations Committee hearing on May 27. An overwhelming majority of bills that are sent to "suspense" never get removed from the file and are therefore dead. We need to ensure that AB 2476 passes Assembly Appropriations Committee.

ACTION:

We need cities, counties, and others to send letters to the Assembly Appropriations Committee asking them to remove AB 2475 from the suspense file at their May 27 hearing and vote to pass it out of Committee. California Consulting will be sending out a sample letter as well as contact information for the Committee very shortly.

SB 974: Attached is a letter from the Salinas Valley EZ leadership oppsing SB 974. SB 974 seeks to make substantial changes to the EZ program. Please see the attached letter.

ACTION:

California Consulting will be arranging for meetings and conference calls with Senate President Pro-Tem Steinberg to discuss SB 974 and seek amendments. Letters similar to the Salinas Valley letter are welcome at this time.

PRESERVING EZ FUNDING IN THE BUDGET:

Unfortunately, yesterday at an Assembly Budget Committee meeting the LAO representative testified and recommended elimination of funding for the \$400 million Enterprise Zone program.

As the budget discussions begin in earnest after the Governor's upcoming May revise this will be a time for us to actively and strongly advocate for preservation of EZ funding in the budget.

1

ACTION:

Many of you and your cities/counties have passed resolutions supporting EZ funding. If you have not already done so, please pass a resolution supporting EZ funding and send it to the Senate and Assembly Budget Committees. As well, if you have already passed a resolution or sent a letter please send a copy of your resolution to the Senate and Assembly Budget Committees.



May 11, 2010

The Honorable Lois Wolk
Chair, Senate Committee on Revenue and Taxation
State Capitol, Room 408
Sacramento, CA 95814

Dear Senator Wolk:

The Salinas Valley Enterprise Zone would like to indicate that it **OPPOSES** SB 974 as amended on May 3, 2010. This Bill would create new tax credits in an effort to incentivize the training and education of California residents. While the goals of SB 974 are laudable, the bill would also serve to cripple the Enterprise Zone Program by eliminating the use of Targeted Employment Areas as a qualifying criterion for Hiring Credits and would require voucher applications to be submitted within 21 days of the date of hire.

Targeted Employment Areas serve a valuable purpose by creating an incentive for employers to hire individuals living in economically distressed communities. Increasing employment and reducing joblessness in these communities is a key step to breaking the cycle of poverty and gang violence which the residents of several of these communities live with on a daily basis. We believe that Targeted Employment Areas are a reasonable way to target those communities that are most in need of help without extending the benefit to nearby communities that may not require the same level of assistance.

In addition, the requirement that voucher applications be submitted within 21 days of the date of hire would discourage many businesses from participating in the program. Already, the amount of paperwork required to obtain a hiring credit voucher can be prohibitive to an employer attempting to take advantage of the program (unless they use the Targeted Employment Area criterion). Requiring businesses to submit paperwork on an ongoing basis or risk losing the benefit would in effect prevent many small businesses, who often are busy managing their business themselves and don't have time to deal with paperwork regularly, from taking advantage of this program.

Now is not the time to increase the burden on the most disadvantaged communities in California by taking away the most significant tool available to create new jobs and put our people back to work. Resolutions supporting the Enterprise Zone Program have been adopted by the Salinas Valley Enterprise Zone Advisory Board (a body made up of representatives of all of the jurisdictions of the Salinas Valley), the City of Salinas (attached), the City of Gonzales, and the County of Monterey.

Salinas Valley Enterprise Zone
35 West Alhambra Street, Suite 200
Salinas, CA 95071-2000

www.salinasvalleyenterprisezone.com

Phone: (831) 435-1907
Fax: (831) 435-1267

The Salinas Valley Enterprises Zone urges the Committee to reject SB 974 until the provisions regarding Enterprise Zones are removed. Thank you for your attention to this issue.

Sincerely,


Andrew Myrick
Enterprise Zone Manager

CC: The Honorable Darrell Steinberg
The Honorable Minn Waters
The Honorable Elaine Alquist
The Honorable Roy Ashburn
The Honorable Alex Padilla
The Honorable Anita Caballero
Colin Grinnell, Senate Committee on Revenue and Taxation
Salinas Valley Mayors
Salinas Valley City Managers
Monterey County Board of Supervisors Chairperson
Monterey County Chief Administrative Officer
Salinas Valley Enterprise Zone Advisory Board
California Association of Enterprise Zones

RESOLUTION NO. 700 (N.C.S.)

A RESOLUTION OF THE CITY OF THE SALINAS CITY COUNCIL IN SUPPORT OF
THE ENTERPRISE ZONE PROGRAM

WHEREAS the origins of California's Enterprise Zone came through enactment of two separate programs in 1984 - the Enterprise Zone Act and the Employment and Economic Incentive Act; and

WHEREAS the Enterprise Zone provides a geographically-targeted economic development tool for poor and blighted communities by creating incentives for businesses to hire new employees and purchase equipment for their businesses; and

WHEREAS the City of Salinas jointly participated in the preparation of an application to designate portions of those jurisdictions as an Enterprise Zone; and

WHEREAS on January 30, 2009, the Salinas Valley Enterprise Zone received its final designation as an Enterprise Zone from the California Department of Housing and Community Development; and

WHEREAS the State of California and the Salinas Valley are experiencing their worst economic crisis since the Great Depression; and

WHEREAS the cities and communities of the Salinas Valley experience high seasonal unemployment each year; and

WHEREAS the economic crisis has exacerbated this situation, resulting in unemployment rates for the City of Salinas in February 2010 of 24% and

WHEREAS these high unemployment rates serve to increase poverty, crime, and foreclosures of homes, and lead to the disruption of public services to those in the community most in need of assistance; and

WHEREAS the Salinas Valley Enterprise Zone has worked to combat these social problems by using the Enterprise Zone's incentives to encourage new businesses to locate within the Enterprise Zone and existing businesses to expand their operations; and

WHEREAS the Salinas Valley Enterprise Zone has worked with local organizations and programs, including the Monterey County OneStop Career Center and City of Salinas Operation Cleanfire, in an effort to encourage businesses to hire the most at-risk individuals; and

WHEREAS as of April 1, 2010, the Salinas Valley Enterprise Zone has issued a total of 500 Hiring Credit Vouchers to 118 local businesses, resulting in potential savings to those businesses in excess of \$3.5 million; and

WHEREAS the Enterprise Zone has served to attract additional businesses, including

WHEREAS, companies moving to or remaining in City of Salinas have stated specifically that the Enterprise Zone was a key component in their decisions to locate or remain within the Salinas Valley and California; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Salinas has come to recognize the Enterprise Zone as the most impactful state incentive to create new jobs, grow existing businesses, and compete with other states to attract outside investment to California and

BE IT FURTHER RESOLVED that the Council believes that eliminating the most critical business assistance program in the state would be a huge setback to improving California's business climate and its struggles to reach an economic recovery, and urges the state of California to support the Enterprise Zone program.

AYES: Yes, and you're a much better friend than I am. Thank you very much.

NOTES. 1907-8.

ABSTRACT 109

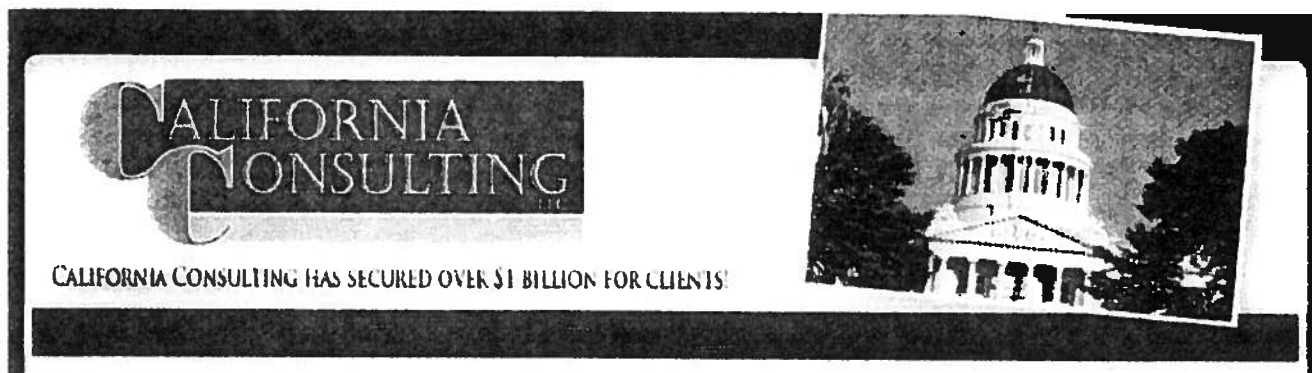
[Signature]
Derek H. H. H. H.

ALIST

Art Camel City Cares

© 2004 Blackwell Publishing Ltd, *Journal of Internal Medicine* 255: 105–112

Subject: Board of Equalization Roundtable Meeting A Success
From: Steve Samuelian <steve@californiaconsulting.org>
Date: Wed, 19 May 2010 16:45:03 -0400 (EDT)
To: carrol@californiaconsulting.org



[Click Here to Visit Our Website](#)

California Consulting hosted a roundtable meeting featuring State Board of Equalization Acting Member Barbara Alby.

The meeting was held at the Fresno COG office on Monday May 17, 2010 and was attended by approximately 20 local government leaders from throughout the San Joaquin Valley.

Participants in attendance included leaders from 9 Valley cities including representatives from the cities of Selma, Kerman, Mendota, Sanger, Newman, Oakdale, Clovis, Kingsburg, Orange Cove, and the County of Fresno among others. Also present at the meeting were representatives of the Fresno EDC, Ripon Unified School District, and the Kings River Conservation District among others.

The discussion began with Kerman Mayor and current Fresno COG Chairman Trinidad Rodriguez welcoming the guests. Steve Samuelian of California Consulting introduced Board Member Alby.

Alby discussed a variety of issues impacting cities and local governments. The guests had many questions for Alby and she agreed to a follow up workshop with local governments from across the Valley to discuss several of the issues that were raised.

Alby represents a District that stretches from San Bernardino County in Southern California all the way to the Oregon border.

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Highway 99

Many of you have asked about the savings captured from the Highway 99 bond and how it will be distributed. California Consulting previously sent out the Cal-TRANS rankings and tiers for the 7 projects currently under consideration for funding. This information is an update on the status of the Highway 99 bond savings program.

Cal-TRANS is estimating approximately \$158 million in savings currently available.

Cal-TRANS has proposed four projects for possible funding with the anticipated savings.

These four projects are a subset of a short list of 7 projects under consideration.

The goal is to reach consensus among the 8 San Joaquin Valley COG Directors and go to CTC with Cal-TRANS and the COG Directors on the same page.

The COG Directors met on Friday May 14 and will meet again on Wednesday May 26 to continue the conversation about this important issue.

Currently the 99 bond guidelines call for projects to be awarded by December 2012. There is discussion about whether or not the COG Directors should consider asking the CTC to change that deadline to December 2013 to allow for more time to deliver new projects. The additional time would also allow for schedules that could be committed to with reasonable risk and additional accountability.

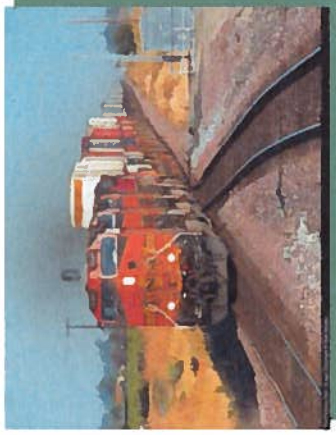
The four projects that Cal-TRANS is considering recommending for funding are:

1. A widening project in Tulare County from 4 to 6 lanes from south of 198 to Goshen.
2. and 3. Two widening projects in Kern County to 8 lanes, one south of Bakersfield and one north of Bakersfield.
4. An interchange improvement project at 219 and 99 in Stanislaus County.

We hope this information is helpful.



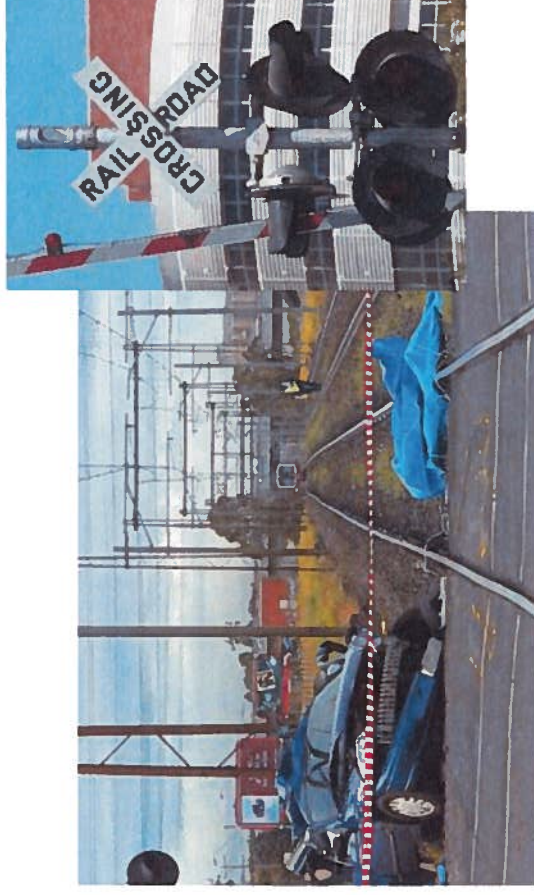
FRESNO FREIGHT RAIL REALIGNMENT STUDY



Presentation to the
Council of Fresno County Governments
Policy Board
May 27, 2010

WHY FREIGHT RAIL REALIGNMENT?

- **California** leads the nation in pedestrian-train **fatalities**
- **More than 60 trains** (UP, BNSF, & Amtrak California) traverse Fresno each day
- **68 at-grade crossings** cause **traffic delay** and **noise pollution** in residential neighborhoods
- Realignment has been a goal of Fresno for more than **90 years**





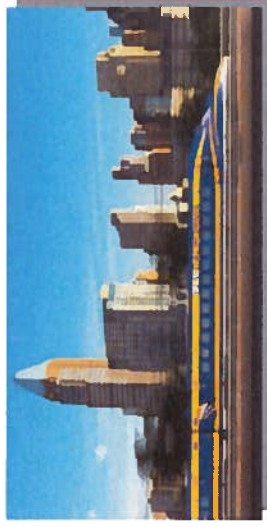
WHY NOW?

- 1999:** **Fresno Area Residents for Rail Consolidation (FARRC)** formed to advocate for rail consolidation (after 1999 BNSF train derailment)
- 2001:** “Fresno Rail Realignment Report” study released by Fresno COG
- 2006:** Fresno County Measure “C” set aside **\$100 Million** for freight rail consolidation
- 2008:** In November
- California approved Proposition 1A : **\$10B** for HSR
 - U.S. elected **B. Obama** as President
 - Fresno elected **A. Swearingen** as Mayor
- 2009:** In February Congress passed the American Recovery and Reinvestment Act (ARRA) : **\$8B** for HS/Intercity Rail
- 2010:** California awarded **\$2.3B** Federal ARRA funding for HSR

SYNERGY WITH HST

*The California High-Speed Train project creates **opportunities** for freight realignment, and vice versa:*

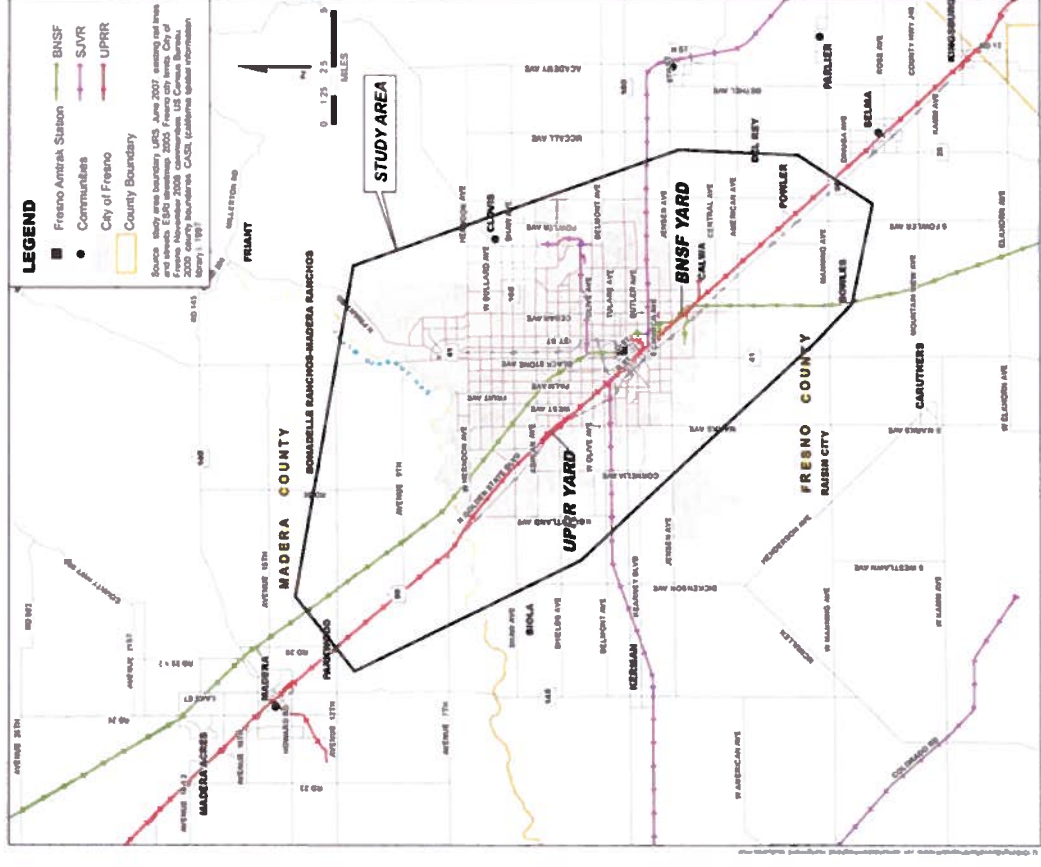
- **Re-planning and restructuring** Fresno's transportation system
- Focusing on the **redevelopment and revitalization** of downtown Fresno
- Creating a single downtown **intermodal transportation center**
- Concurrently addressing **long-standing community issues**
- Finding the **least-costly and least-impact joint solutions** for HST, intercity rail, and local transit
- Potential re-use of UP Fresno Yard for **HST HMF**



DRAFT FRESNO FREIGHT RAIL REALIGNMENT STUDY

Project Description

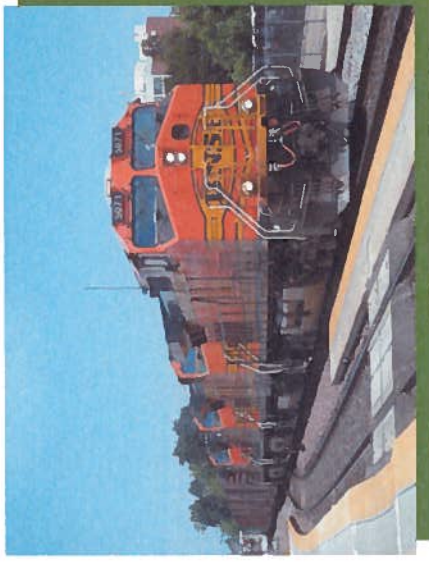
- **Re-alignment of UP and BNSF railroads only**
- **CA HST Alternative Analysis format**
- **Precursor to an EIR (CEQA) and EIS (under NEPA)**
- **Not directly addressing improvement of freight railroad operations**



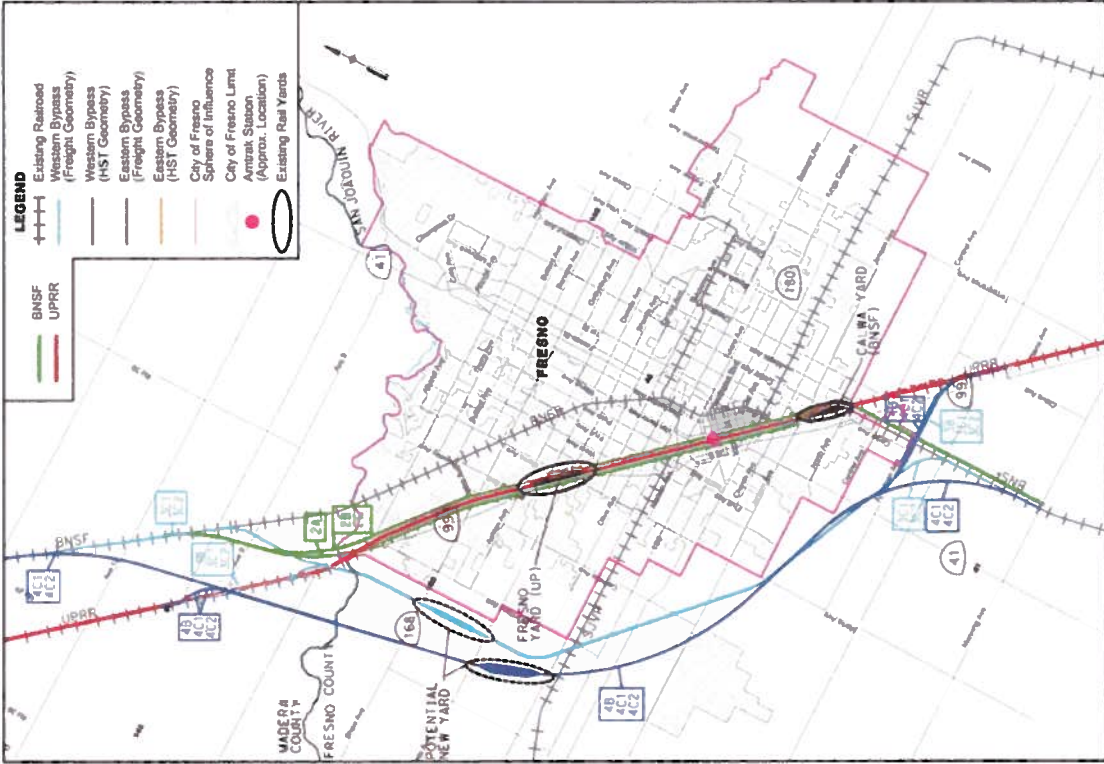
DRAFT FRESNO FREIGHT RAIL REALIGNMENT STUDY

Freight Railroad Assumptions and Constraints

- **Maintain service** to current customers
- **Maintain connections** with short lines
- Maintain or improve existing **yard capacity**
- Each railroad to **own its own right-of-way**
- **No trackage rights** agreements or shared dispatching
- No operation of passenger trains on UP right of way
- **At least 100' right-of-way** width for freight railroads



ALTERNATIVES CARRIED FORWARD



In Conjunction with HST

Alternative 1A: No Project (baseline)

Alternative 2C: BNSF and UP through central Fresno – reduced corridor width

Alternative 3B: BNSF through central Fresno, UP on western bypass (freight geometry)

Alternatives **3C1** and **3C2**: BNSF and UP on western bypass (freight geometry)

Alternative 4B: BNSF through central Fresno, UP on western bypass (HST geometry)

Alternatives **4C1** and **4C2**: BNSF and UP on western bypass (HST geometry)

Independent of HST

Alternative 2A: BNSF west of UP—due to the number of displacements and potential impacts to Roeding Park

Alternative 2B: BNSF east of UP—due to the number of displacements

PROJECT CONSIDERATIONS

UP Fresno Yard



BNSF Calwa Yard



CONCEPTUAL CROSS-SECTIONS

Conceptual Cross-Sectional Width

BURLINGTON NORTHERN SANTA FE (BNSF) RAILWAY
RIGHT-OF-WAY

100'

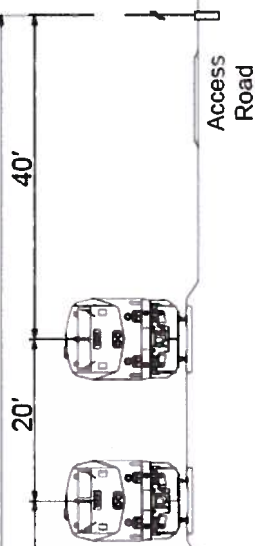


37'

40'

UNION PACIFIC (UPRR) RAILWAY
RIGHT-OF-WAY

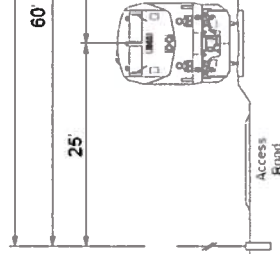
100'



(BNSF may be east or west of UPRR depending on alternative)

UNION PACIFIC (UPRR)
RAILWAY

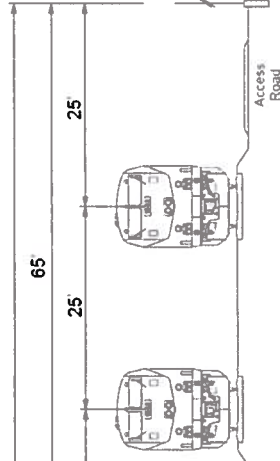
125'



BURLINGTON NORTHERN SANTA FE (BNSF)
RAILWAY

65'

25'



'Minimum
Width' Right
of Way

UPRR RIGHT-OF-WAY
(BNSF may be east or west of UPRR depending on alternative)

FINDINGS OF ALTERNATIVES ANALYSIS REPORT

- Consolidation alternatives through central Fresno are **the least costly**
- Preferred **right-of-way width** of consolidated freight alignments
- ‘Minimum Width’ Right of Way through Fresno reduces impacts, but requires **railroad negotiations**
- **Western freight bypass** fulfills purpose and need more efficiently than Fresno consolidation alternatives
- **Relocating UPRR** to western bypass is less expensive than relocating BNSF, due to yard relocation costs
- Relocating BNSF to UPRR alignment enables **HST/Amtrak connectivity**



KEY STEPS TOWARDS IMPLEMENTATION

- Numerous federal, state and local **funding sources** already exist
- Implementation will be accomplished by a **public agency** – either existing or new
- **EIR / EIS** is next step to advance realignment – independently or with a larger regional program
- Bypasses will enable for both railroads to maintain their **full capacity** throughout construction
- Existing **grade separations** need to be reconstructed to accommodate consolidation alternatives
- **Industries** currently served by freight railroads can be relocated to new freight alignments

FREIGHT RAIL REALIGNMENT STUDY

Your Questions

