



WEEKLY UPDATE JULY 7 - 13, 2019

THIS WEEK

**COASTAL COMMISSION DEBACLE
JULY 11 & 12, 2019 ANNIHILATING THE SOUTH COUNTY
ECONOMY & AND SEIZING PRIVATE PROPERTY**

**SHOW UP BOTH DAYS AND TELL THE
COMMISSION TO REJECT ITS STAFF REPORTS
AND SCREAM BLOODY MURDER**

**UPDATED ALERT I
THIS THURSDAY
COASTAL COMMISSION LOCKED AND LOADED TO
BAN DUNES RIDING AND VEHICULAR CAMPING -
9:00 AM THURSDAY, JULY 11TH – EMBASSY SUITES
IN SLO**

**California Coastal Commission Public Hearing
Agenda Item 12a, Thursday, July 11, 2019, 9:00 AM
Oceano Dunes State Vehicular Recreation Area
(ODSVRA) Review**

Thursday, July 11, 2019, 9:00 AM - Embassy Suites Hotel, San Luis Obispo

Hearing Procedures as of June 25, 2019

COMMISSION STAFF TRIES TO BEVEL ITS RECOMMENDATIONS IN SAN LUIS TRIBUNE ARTICLE OF JULY 4, 2019

They must be feeling the heat. Tribune Reporter Katelyn Leslie's article, "Questions Arise After Talk of Off-Highway Vehicle Ban at Oceano Dunes," misses the point or deliberately attempts to sugar coat the issue or both. It quotes a Commission official stating that they won't close the Park to other uses. That's a clear effort to deflect the conversation away from the heart of the recommendation, which is to close the Park OTV riding and off road camping vehicles. The fact that staff is trying to bevel the issue with vague statements about establishing a regular campground for on highway vehicles is a trick to keep people from complaining at the hearing on Thursday. The Headline Writer should have told the truth: **PEOPLE ARE REALLY PISSED OFF – CCC STAFF AND COMMISSIONERS ARE NERVOUS AS HELL**

The key proposed agenda action is for the Commission to approve a long letter to the State Parks Department which contains pages of reasons why off vehicle riding should be phased out. It concludes:

*Next Steps: The problems identified in this letter are significant and fundamental inconsistencies with the Coastal Act and suggest that it is time to start thinking about ways to transition the ODSVRA away from OHV use to other forms of public access and recreation. Low-impact car beach camping, for example, could provide a unique, lower-cost, **overnight coastal camping opportunity that ties into the history of ODSVRA** and continues its rich camping tradition, but with a significantly reduced impact on sensitive coastal resources and surrounding communities. And there are undoubtedly other potential options for appropriately transitioning the Park.*

Make no mistake, this letter will be sent if 7 or more of the 12 Commissioners vote for it. What do you suppose "**overnight coastal camping opportunity that ties into the history of ODSVRA**" means? – probably a display of some photos in an "Interpretative Display" next to the pay booth.

Broader Picture: When the State bans the sale of red meet you can visit an Interpretative Display of what it was like. This issue goes beyond the instant OHV issue and is representative of the vast, wasteful, deceitful, and coercive enviro-socialist movement, designed to undermine freedom, diversity of lifestyle, and real sustainability in a free society.



Your rage and disgust should be double.

DID GOVERNOR NEWSOM GIVE THEM A SIGNAL TO BAN OHV RIDING AND CAMPING?

For decades the Coastal Commission has left the Oceano Dunes Park and the OHV's alone. Why has it suddenly allowed its staff to prepare a draconian set of recommendations? Santa Barbara COLAB Executive Director Andy Caldwell, who lives downwind from the riding area in Nipomo, pondered the issue on the Andy Caldwell Radio (3-5 PM Weekdays on KUHL AM, 1440). Andy wonders if Governor Jerry Brown actually supported the dunes riding or at least didn't want to antagonize millions of voters who use the Park from time to time. Perhaps Governor Newsom, as a prominent Enviro-Socialist, has a different view and sent a signal to one or more of his appointees on the Commission. Andy has lived on the Central Coast for most of his life and has repeatedly pointed out that the entire Nipomo Mesa is a sand structure built up over millions of years by blowing sand generated by the powerful northwest winds blowing over the Ocean.

THE STAFF'S HAUGHTY RECOMMENDATIONS CONFIRM THEIR REAL INTENTIONS (UPDATED)

The Coastal Commission Staff Throws the Book at State Parks and Dunes Riding: The 65-page staff diatribe recommends prohibition of riding on the dunes and camping in RVs, trailers, and other vehicles. Under "Conclusions" on page 64, the report states in part:

The status quo related to operations and management at ODSVRA under the CDP is clearly not sustainable in a manner consistent with coastal resource protection requirements, and it is time to more fully understand and evaluate other public access and recreation options that better respond to the current realities that affect and are affected by activities at this shoreline location. Put simply, a Park that is fully consistent with on-the-ground realities, consistent with CDP, Coastal Act, and LCP requirements, does not include OHV use. Rather, it is clear that the coastal resource issues and constraints warrant elimination of OHV use at the Park.

The Commission has 12 members, 4 of whom are appointed by the Governor, 4 by the Speaker of the Assembly, and 4 by the Pro-Tem of the State Senate. Within this group are appointments by interest class types such as environmental, local governments, and coastal industries. Any 7 could vote to revoke State Parks permit to operate the riding and camping area.

The staff report attempts to cloak its primary recommendation with language about less severe measures such as further reducing the riding areas, restricting the number of vehicles and riders on any given day, imposing further restrictions on special days such as the 4th of July, eliminating special events such as Huck Fest, and barring use on windy days or during the windy season.

Accordingly, and after listing some of these options, the report continues:

Although the Commission has to date used its discretion (through amendments to the base CDP and through the annual review process) to allow ODSVRA use parameters, intensities, and activities to

continue based on these temporary and interim use parameters (as adjusted through CDP amendments) as they relate to coastal resource impacts for decades, it has become clear to staff that the coastal resource issues and constraints affecting vehicular operations at the Park are only becoming more acute, and have reached a point where it is simply not appropriate for the Commission to continue to allow for use to continue as it has in the past, as this would not be consistent with underlying permit conditions and coastal resource protection parameters, interpretation of which must be consistent with the Coastal Act and LCP.

Here the staff is stating that it would be illegal for the Commission to allow continued riding and vehicular camping. Presumably, the Commission's General Counsel has read the report and has approved it. The Commissioners are in a terrible position to reject the staff recommendation under these circumstances.

Staff Arrogance and Disrespect for the Public: The staff also takes pains to editorialize against whatever Park users and supporters may have to present by way of countering these arguments. Remember these writings were prepared way ahead of the legally required public hearing, during which the Commissioners are supposed to listen to the people with an open mind.

Read on: *Put simply, in staff's view a Park that is fully consistent with on-the-ground realities, and with coastal resource protection requirements, does not include OHV use. Rather, it is clear to staff that the significant coastal resource issues and constraints attributable to OHV use render long-term OHV use at this location untenable. Granted, current vehicular and OHV users will no doubt suggest that is exactly the manner in which State Parks should proceed, but to do so is to suggest that State Parks should simply disregard the realities affecting this Park, and to suggest that those realities are somehow inconsequential.*

The Sham: Why have a Commission appointed by elected officials? Or for that matter, why have a Commission at all? Simply appoint a self-perpetuating staff and let them make any rules (in effect, laws) which they decide are appropriate. The current Staff is essentially uncontrolled. Encased in its privileged marble and glass building on Van Ness Avenue, next to the Opera House in San Francisco, and sipping Martinis at fancy SF Restaurants, it can destroy property, people's lives and hopes, and at this point, whole communities. These Mandarins won't even deign to serve in the gritty State Capitol in Sacramento.

Remember that the recent study of the economic impacts of the State Park and its heretofore existing recreational uses demonstrate that it generates about \$243 million of economic multiplier activity in the Five Cities area per year.

Blackmail: One of the most offensive and astonishing staff recommendations requires that the State Parks Department use its funds to cover the Commission's costs of litigating and paying damages for any lawsuits that may arise as a result of the Commission voting to shut down the riding and camping. **Item 14** of a long list of sanctions and conditions, which the staff recommends be imposed on State Parks, reads:

Item 14. Indemnification by State Parks/Liability for Costs and Attorneys' Fees. State Parks agrees to reimburse the Coastal Commission in full for all Coastal Commission costs and

attorneys' fees (including (1) those charged by the Office of the Attorney General, and (2) any court costs and attorneys' fees that the Coastal Commission may be required by a court to pay) that the Coastal Commission incurs in connection with the defense of any action brought by a party other than State Parks against the Coastal Commission, its officers, employees, agents, successors and assigns challenging the approval of these CDP changes. The Coastal Commission retains complete authority to conduct and direct the Commission's defense of any such action against the Coastal Commission, its officers, employees, agents, successors and assigns.

In other words, funds which could be used to operate parks would be diverted to reimburse the Coastal Commission for its lack of accountability.

This could work either way. If the Commission does not shut down the riding area, the Sierra Club or someone else could sue them. (They probably have someone lined up.) On the other hand if they do shut down the riding area, it is likely that the Friends of the Dunes, local governments, and others negatively impacted could sue.

This seems to be a huge illegal post hoc attempt to punish State parks and the public for using the Park over decades and decades.

The Race and Class Cards: The staff report hit the low blows in the paragraphs below:

In what is also an environmental justice issue, many members of the community of Oceano, one that is 50% Hispanic/Latino, have reported to Commission staff that they cannot use the beaches at ODSVRA for more traditional enjoyment of beach areas (such as walks, or just sitting on a towel and enjoying the shoreline) without safety concerns relating to OHV use. The lack of restaurants, hotels, or businesses (other than those oriented towards the OHV community) that would generally accompany a thriving California beach community are also lacking, according to Commission staff observations and reports from the residents. California Native American Tribes have also voiced concern regarding a lack of adequate consultation on the CDP and LCP processes, and have further observed that the site includes areas that are sacred ancestral lands.

Would the Commission actual allow San Luis Obispo to zone in hotels and restaurants on the edge of the dunes along on the seaward side of Highway 1 and the railroad? Let the weasels answer that one!

Disproportionate impacts on the residents of Oceano, and also Nipomo, who bear the burdens of the ODSVRA operations with essentially none of the benefits.

*Oceano is approximately 50% Hispanic/Latino with a Federal poverty rate of nearly 20%, and Nipomo is roughly 40% Hispanic/Latino with a Federal poverty rate of 10%. Pismo Beach by comparison has a population that is approximately 84% non-Hispanic white with a Federal poverty rate of 8.4%. (The overall poverty rate in the state of California is 13.3%.) In addition to the above described dust issues that residents have reported to Commission staff, including during site visits, that they must continually deal with relating to the OHV use, **ODSVRA operations have limited economic development of Ocean's beachfront and community.** Residents have also reported to Commission staff that OHV use has also prevented them from simply enjoying the adjacent six miles of sandy beaches and some 1,500 acres of coastal dunes through more traditional recreational beach uses such as walking or sitting on the beach.*

This presents an environmental justice problem, where OHV users gain the benefits of ODSVRA use, but the adjacent less affluent communities of color are forced to bear the problems and degradation

associated with that use. Local tribal representatives (especially the Northern Chumash) also have informed Commission staff that they do not feel that they were adequately consulted in CDP and LCP processes for ODSVRA, do not support continued OHV use, and consider the ODSVRA to include areas that are sacred ancestral lands that should not be allowed to be used in these ways. The Commission is committed to both environmental justice and tribal consultation and justice with respect to implementation of the Coastal Act, including after expressly adopting policies for both within the past year.

Equitable access for all requires a fundamental rethinking of how the ODSVRA can and should operate in the future to address these environmental justice and Native American cultural issues in a manner fully consistent with the Coastal Act.

The Awful Failure of Shills, Hacks, and Ideologues Posing as Public Administrators: Beyond the instant issues discussed above, this whole sad saga reveals a complete and utter failure of the Coastal Commission staff to understand and imbibe the basic principles of being public servants in a democratically constituted society. Key values include commitment to:

The Rule of Law

Efficient Use of Public Resources

Reasonable and Fair Application of Rules

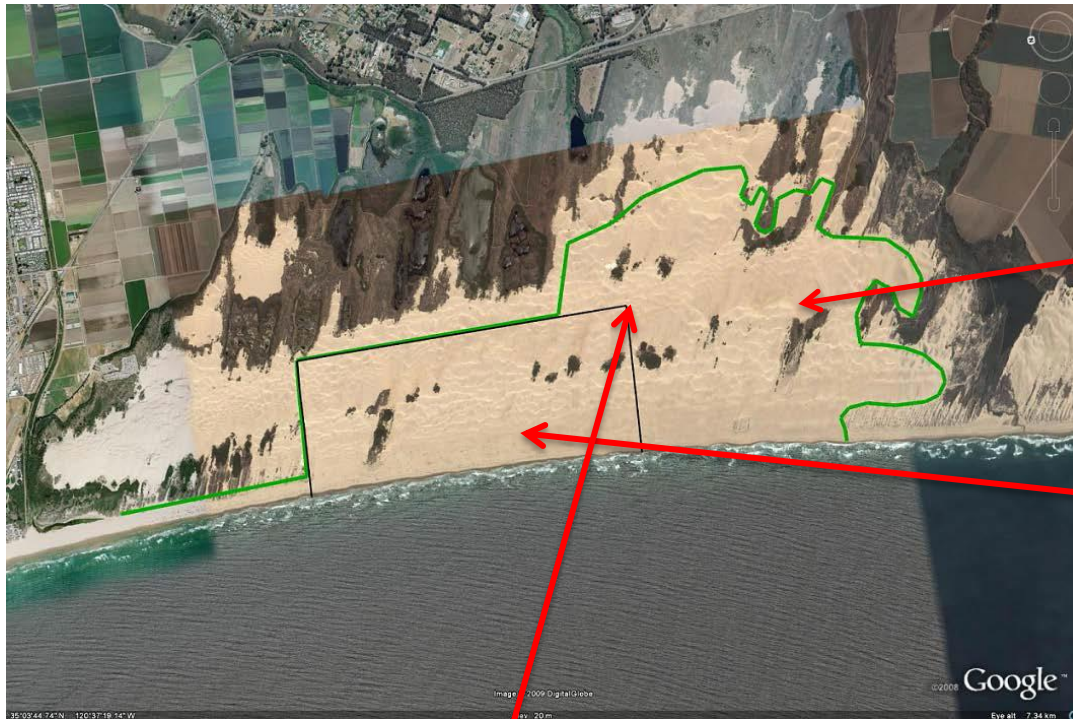
Regulatory and Fiscal Restraint

Presenting Decision Makers with Both Negatives and Positives of the Proposed Policy and its Alternatives.

Here they did none of that. And as noted above, they even pre-chastised those who would object.



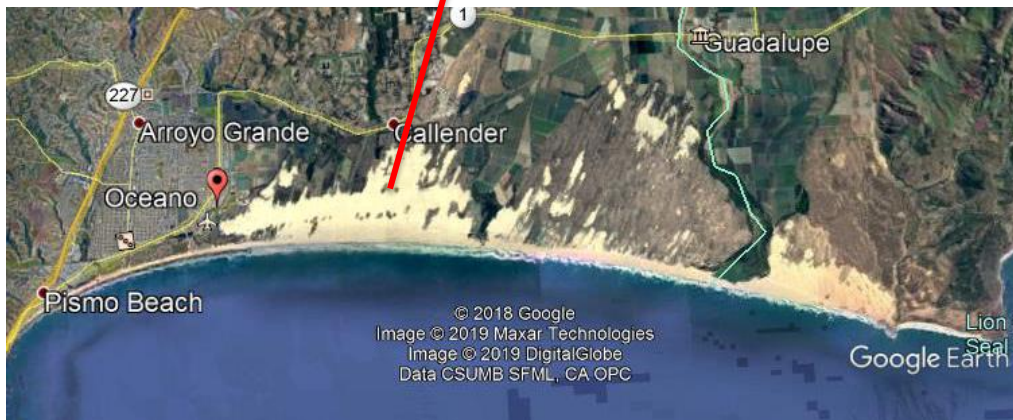
Truth in Perspective: Please see the satellite photos on the next page, which compare the Commission staff's distorted presentation of the impact of the riding area with the true big picture.



The State Park riding area.

The County owned La Grande Tract

The overall riding area is bordered in green in the Commission Report map above. In perspective and by displaying the true picture, it can be seen that the riding area is only a portion of the total dunes and beach area available to the public. This demonstrates how biased and false the staff report accusations are that the riding area prevents people from access to beaches without riding taking place. The riding area is only the portion in the blow up. There are miles of vacant beach and dunes outside the riding area. Did the Commission staff fall for the Northern Chumash hype or did they induce it?



**NOTE THE CONVOLUTED PROCESS BELOW:
 (Coastal Commission quotes are in italics throughout)**

Hearing Schedule /Order of Speakers

- 1. Coastal Commission Staff Presentation (approximately 30 minutes)*

- 2. State Parks Presentation (30 minutes total, reserving time for rebuttal)**
- 3. Current Elected Officials (up to 3 minutes each)**
- 4. Public Agency Representatives (up to 3 minutes each)**
- 5. Organized Groups (up to 5-10minutes maximum per group)¹**
- 6. Individual Members of the Public (up to 1-2 minutes each)²**
- 7. State Parks Rebuttal (time remaining after Parks' initial presentation)**
- 8. Coastal Commission Staff Response to Public Testimony**
- 9. Coastal Commission Deliberations**

Hearing Rules:

- 1. Speaker Time Limits - Organized Groups.** Organized groups with an identified spokesperson are allotted 1 or 2 minutes per group member present at the time of spokesperson testimony (which will be verified at that time, and adjusted if not present), up to a maximum of 5 or 10 minutes total per group (i.e., for groups of 5 or more), depending on how many groups need to be accommodated, and at the discretion of the Chair of the Commission. The time allotment per group will be announced prior to the beginning of the hearing. All group members allotting time to the group spokesperson must complete a speaker slip. Group members who allot their time to the group are not allowed to also testify separately from the group (i.e., as an individual). Please register with Commission Staff to be considered as an organized group.
- 2. Speaker Time Limits - Individuals.** Individual speakers will be allotted either 1 or 2 minutes each, depending on how many speakers need to be accommodated, and at the discretion of the Chair of the Commission. The time allotment per speaker will be announced prior to the beginning of the hearing. Ceding of time from one individual to another will not be accommodated at this hearing.
- 3. Speaker Slips Required Prior Start of Hearing.** If you intend to testify (or to allot time to a spokesperson in the case of a group) you must complete and submit a pink speaker slip at the Commission Staff table. Speaker slips will only be accepted up until the time that Commission Staff begin their presentation on the item, and will not be accepted after that time.
- 4. PowerPoint Presentations.** If you intend to make a PowerPoint presentation, please provide your presentation (on a USB flash drive, flash memory card, or compact disk, where the file name includes your name or group name and the item number (i.e., "Th12a ODSVRA review – presentation for [your name/group name]")) to the audio-visual technicians before the time that Commission Staff begin their presentation on the item.
- 5. Hard-Copy Materials.** Please bring 20 copies of any materials that you intend to distribute to Commissioners.
- 6. Decorum.** No audible outburst will be allowed. You may wave your hands to show your support for testimony, or give a thumbs down to signal your opposition to testimony.

7. Chair Discretion to Modify These Procedures. To preserve adequate time for Commission deliberations, the Chair of the Commission reserves the right to close the public hearing (i.e., to stop taking testimony from the public) after a reasonable opportunity has been provided to present all questions and points of view, and further reserves the right to adjust these hearing procedures as necessary.



Bring plenty of water, cupcakes, lunch, and survival gear for this hearing. Would the hotel allow a display of the latest in off road riding and camping vehicles outside?

Bring the Commissioners cupcakes too. Sugar Helps!

**UP DATED ALERT II
IT GETS EVEN WORSE ON FRIDAY, JULY 12TH - USING
SEA LEVEL RISE HYSTERIA TO BAN & CONFISCATE
PRIVATE PROPERTY ON THE COAST & BRUCE GIBSON
IS THE KEY SPOKSEMAN FOR COUNTIES!!!!**

**THE COMMISSION'S OWN DATA SHOWS SEA LEVEL RISE IS NOT A
PROBLEM – THEY JUST IGNORED IT AND SUBSTITUTED
SPECULATION**

COASTAL COMMISSION “WORKSHOP”

California Coastal Commission
Local Government Workshop

AGENDA

Friday, July 12, 2019
9:00 am – 4:00 pm

Embassy Suites Hotel | 333 Madonna Road | San Luis Obispo, CA 93405

MEETING GOALS:

- A full, frank and mutually respectful discussion of key coastal city and county issues and concerns related to interactions with the Commission on Short-Term Rentals (STR), Sea Level Rise (SLR) and the Local Coastal Program (LCP) process.
- Seek agreement on priorities and specific actions wherever possible for each topic (STR, SLR, LCP) within the time available in this meeting.
- Identify next steps and commitments to develop more specific strategies and solutions for each topic following this workshop.

UPDATED REVIEW

Summary: The Coastal Commission is abolishing private property rights on the coast in the name of human generated global warming sea level rise. The Commission has imposed requirements on cities and counties to revise their land use development codes in coastal areas. In order to have valid coastal land use ordinances a city or county must develop a graduated plan to accommodate sea level rise of up to 80 ft. over the next 100 years. This is part of the Commission’s long term scheme to socialize all private property in the coastal zone.

Key provisions include:

- Prohibiting new development on property which would experience flooding as the sea rises progressively per the Coastal Commission models.
- Prohibiting maintenance activities on properties which would experience flooding as the sea rises progressively per Coastal Commission models.

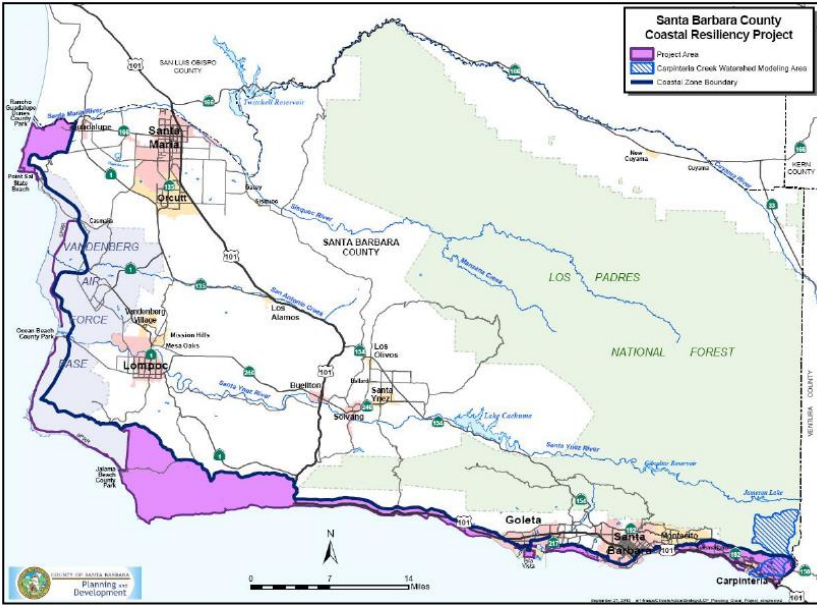
The Coastal Commission agenda write-up encourages the cities and counties with ominous advice:

Local governments could also downzone areas vulnerable to sea level rise to reduce densities and limit development expectations, and they could manage nonconforming structures in order to bring them into conformance with LCP policies within a reasonable period of time. The long-term effectiveness of such a redevelopment-based adaptation strategy depends on at least two factors. First, policies should include clear measures that define the threshold of improvements that constitute “redevelopment.” This is critical because, with “redeveloped” properties, the entire structure must be brought up to current LCP standards. In contrast, if the improvements qualify as “repair and maintenance,” a landowner could maintain the structure for its remaining life and make minor improvements that meet current standards, but the whole structure need not meet current standards so long as the improvements do not increase the degree of non-conformity of a structure in a hazardous area. Additionally, in some cases, development that qualifies as repair and maintenance may be exempt from permitting requirements. Second, an adaptation strategy should include downzoning of hazardous areas so that buildings destroyed by disasters are not allowed to be rebuilt in place. Instituting rebuilding restrictions in advance of damage will give property owners time to adjust their investment backed expectations and help local governments avoid takings challenges.

If an agency is contemplating requiring property owners to dedicate open space easements or other property interests, or requiring the payment of fees to mitigate project impacts, the agency should be careful to adopt findings explaining how requiring the property interest or payment is relevant.

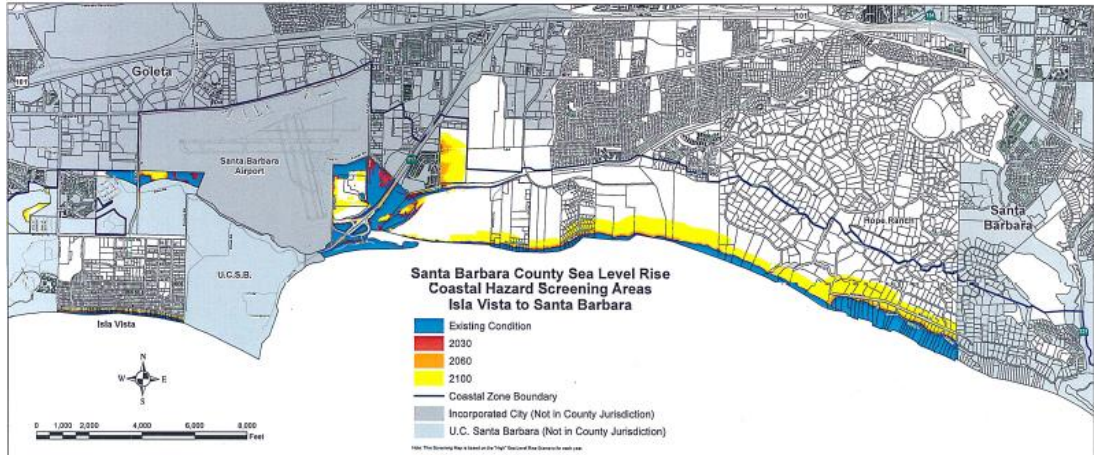
The complete text can be accessed at the link:

<https://documents.coastal.ca.gov/reports/2017/8/w6h/w6h-8-2017-exhibits.pdf#page=2>



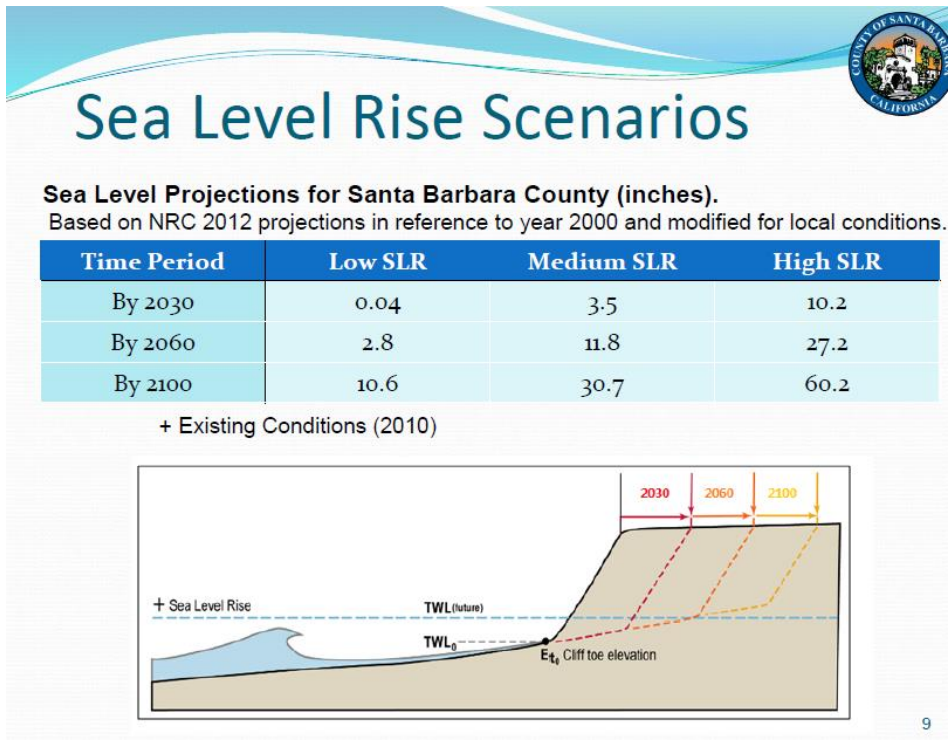
As an example, Santa Barbara County has already defined the areas where the revised ordinances would be imposed.

In turn, they have provided examples of the retreat areas and schedule in detail. See the blowup below depicting the unincorporated area between the City of Santa Barbara and UCSB. If your property is in the blue, red, orange, or yellow zones, it could become illegal.



- Prohibiting new development on oceanfront bluff tops, which would experience undercutting as a result of progressive sea level rises per Coastal Commission models.
- Prohibiting maintenance of properties on bluff tops which would experience undercutting as a result of progressive sea level rise per Coastal Commission models.
- Requiring “managed retreat” of existing development.

Santa Barbara County developed a graphic which explains the bluff top retreat provisions.

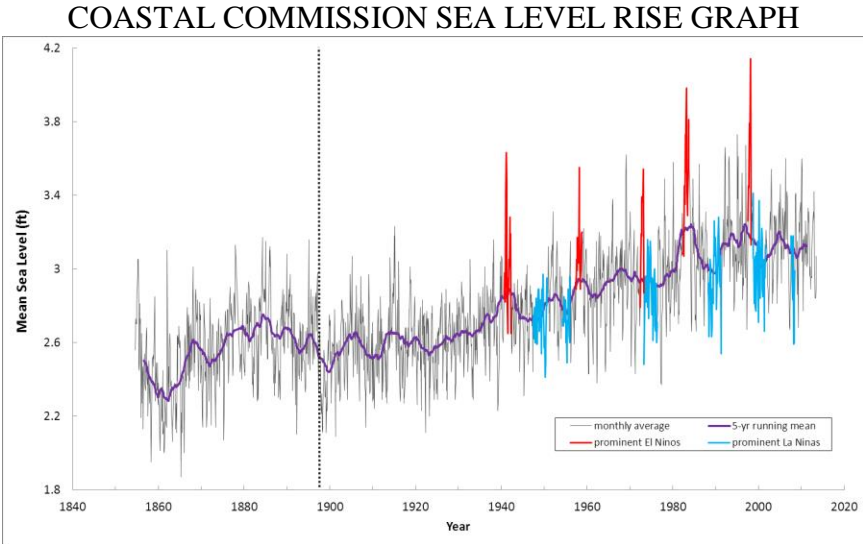


Coastal Commission Says it Uses The Best Science But They Seem to Ignore it.

It the heart of its argument is the statement and graphic immediatley below:

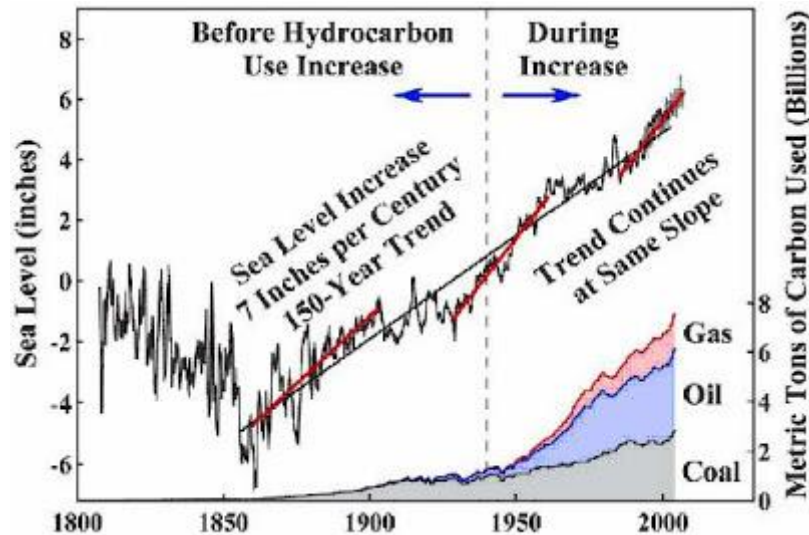
AVAILABLE SCIENCE ON SEA LEVEL RISE

Scientists widely agree that the climate is changing and that it has led to global increases in temperature and sea level. **In the past century, global mean sea level (MSL) has increased by 7 to 8 in (17 to 21 cm; IPCC 2013).** It is extremely likely (>95% probability of occurrence) that human influence has been the dominant cause of the observed warming of the atmosphere and the ocean since the mid-20th century (IPCC 2013).



Note that their trend line (the purple line is the 5-year running mean) indicates that sea level has been rising at about 7 inches per century. We actually agree with that number. Why is that so bad? Avoiding this fact, the Commission predicts that it will accelerate faster, but per the graphic below it has not accelerated faster since CO₂ generation has increased. This actual data is omitted from the Commission's graph. Why?

In fact, the the longitudinal graph below demonstrates that sea level rise has been occurring since before the industrial revolution/heavy carbon generation and continues at the same rate of 7 inches per century. Accordingly, the **observed** sea level rise has been about 6 inches since 1940 (80 years).



The graph above is in inches.

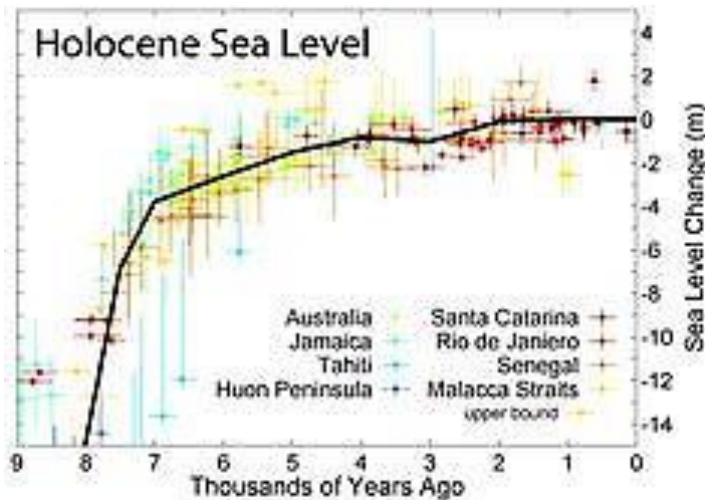
This is not the 3 feet or 6 feet or 10 feet or 80 feet on which the Commission bases its recommendations and requirements.

Nevertheless, the Commission's policy recommendation states:

Climate change is happening now. Rapidly melting ice caps, rising sea levels, floods, extreme heat waves, droughts, and fires are just a few of the effects of climate change. These effects are having profound impacts on our coast and are changing coastal management planning and decision making at global, national, state, regional, local, and individual scales.

Given current trends in greenhouse gas emissions, sea levels are expected to rise at an accelerating rate in the future, and scientists project an increase in California's sea level in coming decades. Until mid-century, the most damaging events for the California coast will likely be dominated by large El Niño-driven storm events in combination with high tides and large waves. Eventually, sea level will rise enough that even small storms will cause significant damage, and large events will have unprecedented consequences.

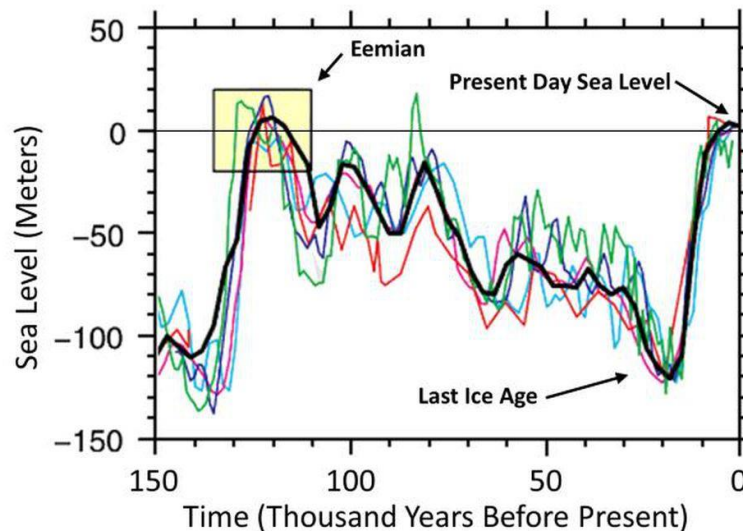
The Sea Level Has Been Rising Since the End of the Last Glacial Epoch Per the graph below:
 Note that the most rapid increase was between 8,000 and 7,000 year ago. Did those hunter-gatherers restrict camp fires to slow it down? Of course warming allowed the development of agriculture.



Imagine sleeping at the edge of the glacier with Sabre Tooth Tigers and giant bears & wolves prowling around.

The graph above measures sea rise in meters (a meter is about 3.3 feet).

The graph below presents a longer perspective.

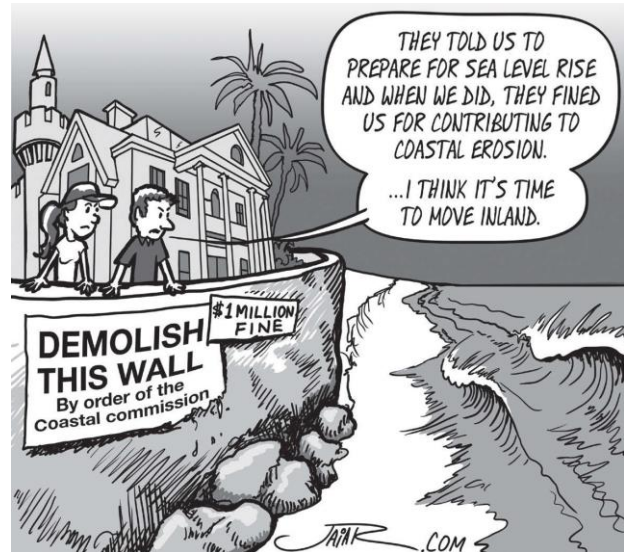


There was no industrial CO₂ driving sea level rise in 125,000 BCE or 10,000 BCE unless the Neanderthals had a lot of technology we have missed.

Climate change is happening now. Rapidly melting ice caps, rising sea levels, floods, extreme heat waves, droughts, and fires are just a few of the effects of climate change. These effects are having profound impacts on our coast and are changing coastal management planning and decision making at global, national, state, regional, local, and individual scales.

Given current trends in greenhouse gas emissions, sea levels are expected to rise at an accelerating rate in the future, and scientists project an increase in California's sea level in coming decades. Until mid-century, the most damaging events for the California coast will likely be dominated by large El Niño-driven storm events in combination with high tides and large waves. Eventually, sea level will rise enough that even small storms will cause significant damage, and large events will have unprecedented consequences

Given this data, it's a crime for the State and localities to devalue and ultimately seize private property.



Friday's Detailed Hearing Schedule Below:

California Coastal Commission (CCC)
Local Government Workshop

July 12, 2019

9:00 am – 4:00 pm

Embassy Suites Hotel | 333 Madonna Road | San Luis Obispo, CA 93405

MEETING GOALS:

- A full, frank and mutually respectful discussion of key coastal city and county issues and concerns related to interactions with the Commission on Short-Term Rentals (STR), Sea Level Rise (SLR) and the Local Coastal Program (LCP) process.
- Seek agreement on priorities and specific actions wherever possible for each topic (STR, SLR, LCP) within the time available in this meeting.
- Identify next steps and commitments to develop more specific strategies and solutions for each topic following this workshop.

#	Time	Topic & Objective
1	9:00 am (15 min)	Opening Procedures <ul style="list-style-type: none"> - Call to Order - Roll Call - Agenda Review and Workshop Process
2	9:15 am (20 min, 5 each) (~12 min)	Opening Statements <ul style="list-style-type: none"> - Goals for today's workshop to set foundation for discussions. <ul style="list-style-type: none"> o J. Ainsworth, Executive Director, CCC o D. Bochco, Chair, CCC o B. Gibson, Supervisor, County of San Luis Obispo o E. Spriggs, Councilmember, City of Imperial Beach - 12 Local Elected Officials introduce themselves and indicate their issue of concern (60 seconds each)
3	9:45 am (60 min)	Short-Term Rentals (STR) <u>Goals of the City and County Representatives:</u> Policies and practices that give appropriate deference to local solutions. <ul style="list-style-type: none"> - Overview of city and county needs and concerns regarding short-term rentals (10 min) - Specific issues for problem solving and coordination: (40 min) <ul style="list-style-type: none"> o <i>Given large variations in housing and visitor serving resources in coastal communities, should Commission defer to local ordinances that already allow STRs;</i> o <i>For communities without STR ordinances, should Commission respect demonstrated good faith local efforts to balance affordable housing policy, neighborhood preservation, coastal resources protection and access;</i> o <i>For other local communities, Commission guidance would be helpful for communities seeking to reconcile State affordable housing mandates, coastal access, parking for residents and visitors, and aesthetic impacts (e.g., building heights, public views).</i> - List additional specific issues for future coordination (5 min) - Summary of agreements, action items and next steps (Facilitator) (5 min)
-	10:45	Break (15 min)

Your star witness for counties.

4	11:00 am (105 min)	<p>Sea Level Rise</p> <p><u>Goals of the City and County Representatives:</u> A collaborative resolution that minimizes adverse social, economic and environmental impacts on coastal cities and counties</p> <ul style="list-style-type: none"> - Overview of primary concerns of cities and counties regarding Sea Level Rise and Coastal Act Compliance (10 min) - Overview of statewide challenges and opportunities related to SLR (10) - Identify goals and process (next steps) for addressing specific issues of concern: <ul style="list-style-type: none"> o <i>Reconsider Commission heavy emphasis on managed retreat (MR) and related policies, particularly the application of MR policies to higher density/urbanized shorelines, harbors, bays and other tidelands;</i> o <i>Reduce or eliminate distinction between pre and post-1976 development, including armoring, and the implied difference in legal status of development in each category;</i> o <i>Implications of these and related policies on the protection of public property, especially critical infrastructure;</i> o <i>Consider sand replenishment as a state-wide need that meets multiple local and state objectives.</i> - List additional issues which require coordination and problem solving (5 min) - Summary of agreements, action items and next steps (Facilitator) (5 min)
5	12:00 pm	<p>Public Comment Session & Working Lunch</p> <p>Due to the significant level of interest in this item and limited time available, speakers' time will be limited to 1 to 2 minutes, depending on the number of speakers, and at the discretion of the Commission Chair.</p>
6	1:00 pm	<p>Sea Level Rise, Continued</p>
-	1:45 pm	<p><i>Break (15 min)</i></p>
7	2:00 pm (60 min)	<p>Local Coastal Program (LCP) Development Process</p> <p><u>Goals of the City and County Representatives:</u> A shorter and less duplicative process that is more predictable and less a deterrent to local community willingness to undertake LCP updates</p> <ul style="list-style-type: none"> - Overview of primary concerns of cities and counties regarding LCP development (10) - Existing responses and resources of the Commission for LCP concerns identified in the discussion platform paper prepared by cities and counties (10) - Identifying specific issues for problem solving and coordination along with next steps and timeline: (30) <ul style="list-style-type: none"> o <i>Support development of agreed upon best practices for reviewing LCPs (e.g., timelines, interaction with staff, size and scope, clear areas where Commission staff assistance is or is not available);</i> o <i>Clarify whether Commission "guidance" documents are mandates or recommendations</i> o <i>Reduce duplication of effort while improving LCP quality through Commission clearinghouse of LCPs, including underlying studies and research, combined with a Commission "help desk" that enables jurisdictions to access information and best practices relevant to the</i>

		<p><i>development of their LCP</i></p> <ul style="list-style-type: none"> - List additional issues which require coordination and problem solving (5) - Summary of agreements, action items and next steps (Facilitator) (5)
8	3:00 pm	Wrap Up/Brief Closing Remarks
9	4:00 pm	Adjourn

LAST WEEK

**NO BOARD OF SUPERVISORS MEETING
SUMMER RECESS FOR TWO WEEKS – NEXT MEETING JULY 9TH**

**NO SLOCOG MEETING IN JULY
THE NEXT MEETING IS AUGUST 7, 2019**

THIS WEEK’S HIGHLIGHTS

**SLO COLAB IN DEPTH
SEE PAGE 25**

**CALIFORNIA’S REGULATORY HOSTILITY
PREVENTS MORE NEW HOMES
BY EDWARD RING**

**HOW DOES A CALIFORNIA FAMILY SURVIVE?
BY EDWARD RING**

Item 38 - General Public Comment for Matters Not on the Agenda:

REQUEST THE BOARD TO FORMALLY OPPOSE THE COASTAL COMMISSION'S STAFF RECOMMENDATIONS

COASTAL COMMISSION EMERGENCY: The Board should schedule separate Board Business Items on its July 9, 2019 calendar to adopt the County's formal position with regard to both:

1. The Coastal Commission Dunes Riding and Camping Closure Item.

And,

2. The Coastal Private Property Sea Rise Dictates to cities and counties.

The Board Chair and CEO should schedule these items for Tuesday afternoon at 1:30 PM.

TELEPHONE, TEXT, EMAIL, OR OTHERWISE CONTACT THE SUPERVISORS AND ASK THEM TO SCHEDULE THESE ITEMS PRIOR TO THE COASTAL COMMISSION HEARINGS LATER ON THURSDAY, JULY 11 AND FRIDAY, JULY 12, 2019.

THOSE WHO LIVE IN COASTAL CITIES SHOULD HAVE THEIR CITY COUNCILS DO THE SAME THING OR SCHEDULE A SPECIAL MEETING IF NONE IS ALREADY ON CALENDAR.

Item 1 - Grand Jury Report on Emergency Medical Services. The Jury recommended that additional paramedics be added to the various engine companies. It is not clear which engine companies have paramedics assigned or for which days and shifts. There is no documentation of any problems nor is there any examination of the feasibility and cost.

The report also makes some recommendations as to training requirements for those who administer airways to patients. There were no statistics related to experience or problems.

Item 2 - Grand Jury Report on Emergency Communications/Notification of the Public. The Jury seemed to believe that the siren warning system provided by PG&E cannot be used for other emergencies. This is not the case, and the response from the Office of Emergency Services (OES) details the facts. Relatedly, the Jury speculated on the decline of funding for OES and emergency services in general, which are currently funded by PG&E in relation to risks related to the Diablo Nuclear Power Plant. In fact PG&E has promised to fund these until the Plant is fully decommissioned. It will also have

a plan to manage the spent nuclear fuel stored on site until it is removed or decays to the point of safe inertness.

The Jury is also concerned that citizens do not sign up for the Reverse 911 emergency notification system. The Sheriff and OES will develop an ongoing campaign to encourage more participation. The County's recently appointed OES Manager has deep experience in this regard and has recently developed systems to do mass (but area focused) public notifications to iPhones and other popular devices. The public will still need to make sure that the phones are charged and that they take them to bed with them at night.

The Jury did not seem to consider the much larger problem of funding active public safety response as the property tax from the Plant dries up. The \$22 million per year to all participating taxing jurisdictions, including the \$8 million basic general fund which goes mostly to pay for Fire and Sheriff, will be missed. If the Coastal Commission closes the Oceano Dunes riding area, the local economy will lose \$243 million in direct and indirect economic benefit. How will that impact taxes which fund public safety? They need to be able to connect the dots?

Of course the lost economic benefits of the plant will negatively impact not only government operations but the local economy as a whole.

Citizens volunteer for the Grand Jury, which requires hundreds of uncompensated hours of hard work, analysis, and writing. At the beginning of each term, various county officers march through in sequence and brief the new Jury. They really need an independent outside orientation on the current issues and underlying causes.

Item 3 - Request to amend the Minimum Revenue Guarantee (MRG) Program to support solicitation of additional air service at San Luis Obispo County Regional Airport in the amount of \$1,000,000, funded by the Tax Reduction Reserve Fund in FY 2019/20; and approve the budget adjustment required to administer the Minimum Revenue Guarantee (MRG) program in the amount of \$2,000,000 within in FY 19-20 as outlined here-in, by 4/5 vote. If approved, this would be an increase from \$1 million to \$2 million per year. The write-up states in part:

New service, operated by carriers qualifying under the scope of the incentive program, is eligible to use Minimum Revenue Guarantee (MRG) funding to a maximum of \$2,000,000 from the start-date of new service through the first 12-months of service. New service is only eligible if nonstop flights are provided on a daily basis to the following targeted markets:

- *Houston, Texas*
- *Portland, Oregon*
- *San Diego, California*
- *Sacramento, California*
- *Salt Lake City, Utah*
- *Chicago, Illinois*

Questions:

- a. Has the County actually had to make any payments under the program to date, or was there enough passenger traffic to not require any subsidy?
- b. How much has been paid so far for service to Denver, Seattle, and Dallas?

Item 29 - Request to authorize a budget adjustment in the amount of \$350,000 from Building Replacement Reserves to Fund Center 230–Capital Projects for the Women’s Jail Expansion project, by 4/5 vote. It is not clear from the write up if the\$350,000 is for costs in dispute or for legal expenses or both which the County is experiencing in a dispute with the contractor. The Board letter states:

Contract close-out with the contractor, Roebbelen Construction, Inc., is ongoing due to construction claims filed by the contractor. County Counsel provides legal assistance to the Department of Public Works in the management and execution of its Capital Projects program, including the Women’s Jail Expansion project. County Counsel and Public Works has determined that the additional funds are required to defend against the claims asserted by the contractor and ultimately close-out this multi-year project. Today’s action is expected to address the remaining costs.

The agenda item does not indicate how much money is in dispute.

EXHIBIT A
Project Cost Estimates

Women’s Jail Expansion
Contract No. 300034

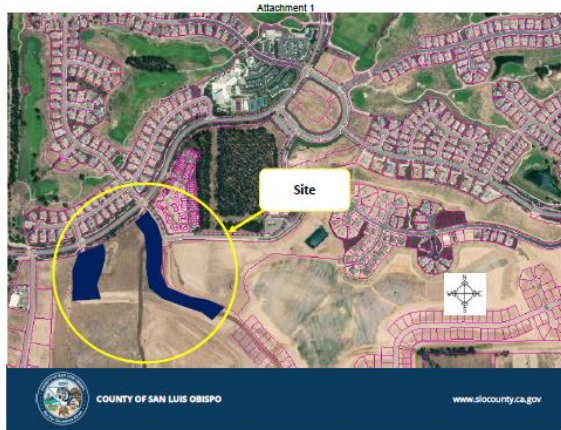
Table #1

Project Costs			
Costs			
Component	Est. Cost Dec. 2013	Current Budget	Expenses through May 2019
Construction Housing/Medical	\$29,721,565	\$31,570,217	\$31,405,767
Construction Electronic Security/Property Storage	1,910,018	1,877,327	1,876,427
Architectural & Design	3,619,222	3,547,524	3,475,281
CEQA	477,339	234,566	234,087
Biological, Environmental Consultant SWPPP Construction Inspector			
Construction Management	3,275,325	5,681,602	5,681,602
Construction Manager Inspector of Record Testing & Special Inspection Commissioning			
County Administration	1,691,317	2,567,738	2,519,201
Total Project Budget	\$40,694,786	\$45,478,974	\$45,192,365

It became more expensive as it went forward.

MATTERS AFTER 1:30 PM:

Item 45 - Hearing to consider a request by Monarch Dunes, LLC for proposed amendments to the Woodlands Specific Plan (LRP2018-00010) to 1) re-designate 35 residential multi-family units to 35 residential single-family units, 2) allow for the relocation of the units to 35 new single-family lots within the newly proposed Phase 2C area of the village, 3) change the name of the village from Woodlands Village to Monarch Dunes Village, and 4) determine the amendments are consistent with the previously certified Final Environmental Impact Report (FEIR). The Planning Commission reviewed the request a number of times and recommends Board of Supervisors approval.



Several developers have told us that single-family attached housing is not selling so well. In this case the developer wishes to convert 35 previously approved but unbuilt attached homes to single-family homes.

The proposed amendment would re-designate 35 residential multi-family units to 35 residential single-family units and allow for the relocation of the units from the village center and multi-family site to 35 new single-family lots to be created within the newly proposed Phase 2C area of the village (a portion of existing Phase 2B).

This amendment also includes a proposal to officially change the name of the village from the Woodlands Village to the Monarch Dunes Village. The site is located south of Via Concha Road approximately 1,000 feet east of Highway One in the South County Planning Area.

The stack-and-pack advocates should take notice of real data from the field.

Planning Commission Meeting of Thursday, July 11, 2019 (Scheduled)

Item 6 - Hearing to consider a request by Larry Nasareno Montenegro Delgado for a Conditional Use Permit (DRC2017-001 08) to establish three acres of outdoor and 22,000 square feet of indoor cannabis cultivation, 28,800 square feet of indoor and 77,657 square feet of outdoor standalone cannabis nursery, non-volatile manufacturing, and distribution of cannabis on a portion of a 42-acre project site. The project includes construction of two greenhouses (57,600 square feet) to support the proposed indoor cultivation and indoor cannabis nursery. A 6,000-square-foot processing building would be used for non-volatile manufacturing, and the drying, curing, trimming, packaging, and labelling of non-manufactured cannabis product. Three 864-square-foot temporary office trailers are also proposed. The project will result in the disturbance of

approximately 10 acres. The project would operate seven days per week, up to 24 hours per day. This application was on the April 25, 2019 Planning Commission meeting agenda and had been recommended for approval. At the last minute the State of California Fish and Wildlife Department requested that it be held up because the agency asserted that the layout would interfere with wildlife transiting the property.

Apparently, the whole layout had to be redesigned to accommodate Tule Elk, Giant Kangaroo Rats, Kit Fox and other critters. According to the write-up, the Antelope avoid the wildlife corridors which were required at the neighboring Topaz Solar Project. This cannabis project had originally been designed to dovetail with the Topaz wildlife provisions. But once the State discovered that the animals would not use the corridors, the whole layout of the cannabis project had to be changed.

Why do applicants have to incur additional costs and delays due to miscalculations by government agencies? In this case, the Topaz project had to expend funds and eliminate productive land to design and provide the wildlife corridors. Then the Delgado Cannabis farm had to delay and do a redesign of its project. The costs for all this are not disclosed, but shouldn't the California Fish and Wildlife Department be made to reimburse both applicants for these costly requirements, which were and are based on suppositions about animal behavior that did not pan out?



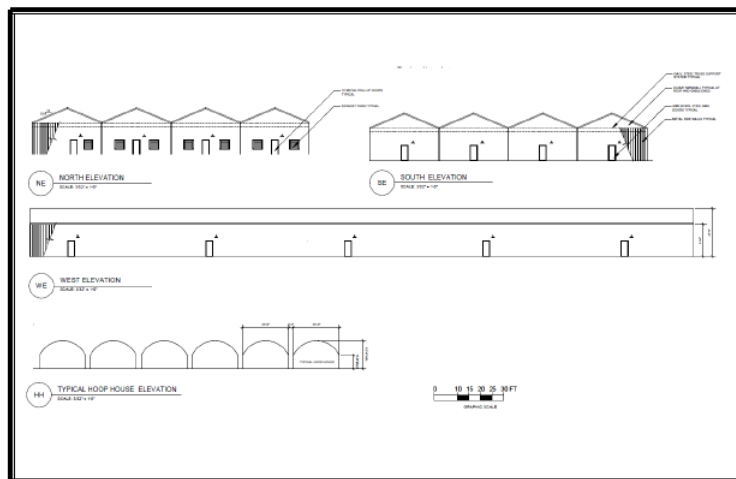
WONDER IF THEY EAT MARIJUANA?

Table 1 – Project Components

Project Component		Structure Size (sf)	Canopy (sf)
Greenhouse 1			
• Indoor Cultivation	1	28,800	22,000
• Ancillary Nursery			2,213
Greenhouse 2 - Indoor Commercial Nursery	1	28,800	Up to 28,800
Outdoor Cultivation	n/a	n/a	130,680
Outdoor Commercial Nursery	n/a	n/a	77,657
Processing Building	1	6,000	n/a
Temporary Office Trailers (864 sq ft each)	3	2,592	n/a
Composting Area	1	23,000	n/a
Other Solid Waste	1	18,000	n/a
Totals		107,192	261,350
Total Use Area = 10 acres			



The site is in red near to a solar farm.



LAST WEEK'S HIGHLIGHTS

No Board of Supervisors Meeting of Tuesday, July 2, 2019 (Not Scheduled)

The Board was on a two-week summer recess.

COLAB IN DEPTH

IN FIGHTING THE TROUBLESOME, LOCAL DAY-TO-DAY ASSAULTS ON OUR FREEDOM AND PROPERTY, IT IS ALSO IMPORTANT TO KEEP IN MIND THE LARGER UNDERLYING IDEOLOGICAL, POLITICAL, AND ECONOMIC CAUSES AND FORCES

CALIFORNIA'S REGULATORY HOSTILITY PREVENTS MORE NEW HOMES

BY EDWARD RING

The median home price in **Los Angeles County** is \$618,000. In **Santa Clara County** it's \$1.2 million. In the **entire state** of California, including the somewhat more "affordable" inland counties, the median home price is \$548,000.

The **national median** home price? \$227,000.

There's a reason for this. For decades, California's state and local governments have made it harder and more expensive for any builder to construct new housing. In most other states, the governing agencies want more housing and they try to make it easier for builders. In California, the exact opposite is the case.

The consequences of this hostile shake-down of builders by California's state and local governments are a housing shortage, unaffordable homes, an exacerbated homeless crisis, and increased calls for rent control (which will create even more disincentives for home builders).

The response of California's policymakers to the housing shortage they created is not to address the punitive fees and permitting delays, but to try to cram high density housing projects down the throats of local communities, accusing them of nimbyism – the "not in my backyard" syndrome. The problem with this accusation is that no sane person wants an apartment building plopped next door to them in a neighborhood that used to be single family dwellings. If "nimbyism" means stop destroying well established and tranquil low density neighborhoods with mandated high density projects, then California needs more nimbyism, not less.

Along with punitive fees and permitting delays is a bias against any new housing construction on undeveloped open land, so-called "greenfield" development. The arguments against urban "sprawl" claim that wildlife habitat is threatened by new developments, ignoring the fact that California is only **five percent urbanized**, with plenty of room for nature preserves and new housing.

The argument that ends most discussions, however, is based on the theory that the expansion of low density suburbs will result in more “greenhouse gas” emissions. This theory, even if you believe that “greenhouse gas” is a threat, is based on biased studies that fail to take into account countless variables that might call it into question, for example: job migration to exurbs to follow the new residents, less congestion on freeways, ever cleaner automobiles, and the potential to telecommute.

According to Dan Dunmoyer, president of the **California Building Industry Association**, California has more regulations for getting a piece of land approved than anywhere else in the world. This should come as no surprise. In California, if it only takes 10 years for a large housing development to get approval, that’s considered fast. It isn’t uncommon for it to take 20 years or more. In Nevada or Arizona, these same large projects typically get approved within 18 months.

These permitting delays drive all but a handful of very large developers out of the housing construction business in California. And along with delays from the authorities come the lawsuits, many of them based on California’s unique **California Environmental Quality Act (CEQA)**, which environmentalists have turned into a weapon to stop housing projects in their tracks for years. And it only takes one determined environmentalist group to stop development.

A particularly egregious example of this is the proposed **Tejon Ranch** housing project that has been embroiled in permitting delays and lawsuits for over 25 years. This massive project, a planned community of over 19,000 badly needed new homes, would straddle Interstate 5 in the northwest corner of Los Angeles County. The developers have committed to set aside ninety percent of the land as a nature preserve, after which the NRDC, the Sierra Club, and the Nature Conservancy all withdrew their objections. But it only takes one: The “**Center for Biological Diversity**” has filed yet another lawsuit.

There’s nothing wrong with setting aside significant tracts of land for wildlife habitat. But when 90 percent of a parcel is not enough set-aside, and existing California law permits endless lawsuits to stop new housing developments, the laws must change. As it is, there is always another well-funded environmentalist organization that will oppose all land development, anywhere in California.

While costly permitting delays drive most home builders out of California altogether, the ones that remain pay fees that are literally unbelievable. The low end of fees charged by municipalities to homebuilders are \$25,000 to \$30,000, usually in the inland counties. On the high end, some cities in the San Francisco Bay area charge fees of **over \$150,000**.

As if that isn’t bad enough, these so-called “pure fees” don’t take into account the other expenses, such as hiring a consultant to determine how big to make the park relative to the other towns, or biological studies, or the purchase of nature preserves. The fees are endless – development, park, fire, infrastructure, art (yes, art),

recreation. CBIA president Dunmoyer described a project in Livermore where the total cost was over a half-million dollars *per lot* just to pay the development fees and expenses associated with land development.

In other states, the cities and counties build parks and other infrastructure themselves, less elaborately and for far less cost, because they want housing and the economic development that comes with new residents. In California, the developer will often pay the park fee and then they don't even build the park.

Along with the lawsuits and astronomical fees, California's housing prices are boosted by higher materials costs. In some cases this is because of environmentalist building code mandates. The new solar energy mandates that take effect in 2020, for example, will add up to another \$12,000 in additional construction cost per home. But *all* construction materials cost at least ten percent more in California compared to other states. California's regulators make it extremely difficult to operate timber and quarry operations in this resource rich state, so materials have to be brought in from elsewhere at additional expense.

Contrary to what one might think, these delays and increased costs that have created sky-high housing values have not enriched the builders. Especially because they must bear the costs associated with pursuing uncertain projects which even when approved are only after decades of effort. Home builders actually make a higher rate of profit on lower priced housing in other states than they do on higher priced housing in California.

When California's policymakers propose rent control, housing subsidies, and mandate high density housing, they are doing literally everything wrong. Rent control and subsidies will discourage private investment in housing and further undermine a competitive market for new construction. High density mandates will destroy existing neighborhoods, embittering residents, while not creating nearly enough new housing to bring supply and demand into equilibrium. Moreover, the high rise residential projects in the urban core, encouraged by policymakers, cost far more per unit because of the far greater per unit quantities of steel and concrete required for structures over a few stories in height.

The solution to California's housing crisis is to **repeal SB 375** that restricts most new housing to within the existing urban footprint, to repeal CEQA which permits endless lawsuits, and to reform pensions and other out-of-control public employee perks so operating funds – instead of insanely high fees – can help pay for infrastructure upgrades.

Crucially, the mentality of the bureaucracy has to change. They need to treat builders with respect and speed up the permitting process. Improving the attitude and performance of the bureaucracy will be the hardest thing to change, but if Californians are to have the regulatory environment for housing that they need to be able to afford to live here, that's what's got to happen.

As it is, California's state and local governments engage in a shameless shakedown of anyone who wants to build anything, anywhere. *Everyone* is a victim of this, except for unaccountable bureaucrats who collect the fees and property taxes, and investors who speculate on the real-estate bubble. It is a scandal and a tragedy.

* * *

*Edward Ring is a co-founder of the California Policy Center and served as its first president. This article originally appeared in the **California Globe** and was posted by the Center on July 2, 2019.*

HOW DOES A CALIFORNIA FAMILY SURVIVE?

BY EDWARD RING

It's common enough to discuss the high cost-of-living in California. It's become a serious topic, at last. But for Californians who are used to paying ridiculous prices for everything, it may be helpful to present a comparison in the form of an annual family budget. How much does it cost to take care of a family of four in Los Angeles compared to Houston?

The choice of Los Angeles is logical enough. One in four Californians live there. And while Los Angeles County may be more expensive than most of California's inland counties, it is not cheaper than Orange, San Diego, or any of the nine counties of the San Francisco Bay Area. Altogether there are over 25 million Californians living in expensive coastal counties. Two out of three Californians endure the types of prices depicted here. The choice of Houston is also logical, not simply as a representative of cheaper Texas, but as a proxy for nearly all of the United States, with the only exceptions being those high-tax (usually coastal) metropolitan areas located in states ran by progressive Democrats. In terms of the cost-of-living, Houston is an authentic stand in for most of America.

Reviewing the budget depicted below, the first thing to realize is that most people don't have a household income of \$100,000 per year. The [median household income](#) in California is \$71,805. That means half of those 25 million people who have to live in places like Los Angeles have a household income that is *less* than \$71,805. Let's see how much it costs to a family of four to live in such a place.

The Family Budget

<i>Los Angeles</i>	<i>Houston</i>	
100,000	100,000	total income
10,000	12,000	federal taxes
2,000	-	state taxes
6,176	4,386	property tax
<hr/>		
81,824	83,614	income after taxes
35,716	10,982	home mortgage
14,724	15,072	health insurance (family of four)
<hr/>		
31,384	57,560	income after mortgage/insurance
2,400	1,320	electricity bill (12,000 kWh/yr)
816	495	natural gas bill (60,000 cu'/yr)
3,000	1,880	gasoline (20K miles @ 25 mpg)
11,355	10,507	food (family of four)
<hr/>		
13,813	43,358	income after utilities/food

As can be seen, while Texas has no state taxes, the Californian gets a bigger federal deduction because of their much bigger home mortgage payments. Very roughly speaking, these factors cancel out. But where there's a big deduction, there's a big payment. The median price of a [home in Los Angeles](#) is a larcenous \$617,000, whereas the [same home in Houston](#) will only set a family back by \$189,000. Based on a 4 percent, 30 year fixed mortgage, this translates into a crippling \$2,900 monthly payment in Los Angeles, vs a manageable \$915 mortgage payment in Houston.

Making house payments that low used to be normal in California. They still are in those parts of this nation, Houston included, where the progressive Democrats haven't yet taken control. Or if the progressive Democrats have taken control – Houston, after all, is now a battleground county – they haven't yet had enough time to ruin everything. Consider the difference: For a household with an income of \$100,000 per year, in Los Angeles, the mortgage costs 36 percent of before-tax earnings. In Houston, only 11 percent.

California and Texas do not have significant differences in costs for family health insurance, but everywhere else, California costs more. Even property taxes, where Texas charges a higher rate, are nonetheless a much more significant burden to the average Californian, because the assessed value is so much higher.

Comparing the other necessities exposes additional evidence of just how difficult it is to survive in California. [Electricity](#) costs, \$.20 per kWh in California vs \$.11 in Texas. [Natural gas](#), \$13.60 per thousand cubic feet in California vs \$8.25 in Texas. [Gasoline](#)? \$3.75/gallon vs \$2.35. Even food is cheaper in Texas than it is in California, the supposed breadbasket of America. The food price index – as compared to the national average – is [100.4](#) in Los Angeles, [92.9](#) in Houston.

Altogether, the average family of four in Los Angeles spends nearly \$300 per month more on gasoline, utilities and food than they would in Houston. They spend over \$2,000 per month more to keep a roof over their heads. They roughly break even on health insurance and taxes.

Imagine two hard working parents who manage to bring in \$100K per year. In Los Angeles, they'll have about \$1,000 per month left, after paying for taxes and the bare necessities. They'll need this money to pay for telephone, internet, and cable services, garbage collection and life insurance, buy and replace clothes, furniture, and appliances, make car payments, purchase car insurance, maintain their vehicles and their home, save for college tuition and their own retirements, cover medical co-pays and deductibles, and maybe dine out from time to time and take an occasional vacation. It's not enough.

Let that sink in. A family of four can barely survive in California on a household income of \$100,000 per year. One unexpected financial shock, and they are underwater.

In Houston, by contrast, this same family will still have over \$3,500 per month left over after paying for taxes and the bare necessities. This is enough money to make additional purchases and payments and still have some left over for savings. A family making \$100,000 per year cannot afford to live in Los Angeles, yet they can live reasonably well in Houston – or pretty much anywhere except in California and other deep blue enclaves across the land.

And what about those families that don't make \$100,000? What about households earning at the median California income of around \$72,000 per year? What about single parent households, with a working mom trying to keep a roof over her family, perhaps renting a home in Los Angeles, where the average rental home costs [\\$2,371 per month](#) vs [\\$1,092 per month](#) in Houston?

What bravery it must require to be a Californian in 2019, trying to raise a family. Trying to make ends meet. How did it come to this?

Edward Ring is a co-founder of the California Policy Center and served as its first president. This article originally appeared in The California Globe on the Center's website on July 1, 2019.

ANNOUNCEMENTS



THE ANDY CALDWELL SHOW		
AM1440 KUHL • the information station	AM 1290 Santa Barbara News-Press Radio	
Listen to Andy Live Monday Thru Friday 3:00 PM to 5:00 PM		

**SUPPORT COLAB!
PLEASE COMPLETE THE
MEMBERSHIP/DONATION FORM
ON THE LAST PAGE BELOW**



MIKE BROWN ADVOCATES BEFORE THE BOS



VICTOR DAVIS HANSON ADDRESSES A COLAB FORUM



DAN WALTERS EXPLAINS SACTO MACHINATIONS AT A COLAB FORUM

See the presentation at the link: <https://youtu.be/eEdP4cvf-zA>



AUTHOR & NATIONALLY SYNDICATED COMMENTATOR BEN SHAPIRO APPEARED AT A COLAB ANNUAL DINNER



NATIONAL RADIO AND TV COMMENTATOR HIGH HEWITT AT COLAB DINNER

Coalition of Labor, Agriculture and Business
San Luis Obispo County
"Your Property - Your Taxes - Our Future"
PO Box 13601 - San Luis Obispo, CA 93406 / Phone: 805.548-0340
Email: colabslo@gmail.com / Website: colabslo.org

MEMBERSHIP APPLICATION

MEMBERSHIP OPTIONS:

General Member: \$100 - \$249 \$ _____ Voting Member: \$250 - \$5,000 \$ _____

Sustaining Member: \$5,000 + \$ _____

(Sustaining Membership includes a table of 10 at the Annual Fundraiser Dinner)

General members will receive all COLAB updates and newsletters. Voting privileges are limited to Voting Members and Sustainable Members with one vote per membership.

MEMBER INFORMATION:

Name: _____

Company: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

How Did You Hear About COLAB?

Radio Internet Public Hearing Friend

COLAB Member(s) / Sponsor(s): _____

NON MEMBER DONATION/CONTRIBUTION OPTION:

For those who choose not to join as a member but would like to support COLAB via a contribution/donation.
I would like to contribute \$ _____ to COLAB and my check or credit card information is enclosed/provided.

Donations/Contributions do not require membership though it is encouraged in order to provide updates and information.
Memberships and donation will be kept confidential if that is your preference.
Confidential Donation/Contribution/Membership

PAYMENT METHOD:

Check Visa MasterCard Discover Amex NOT accepted.

Cardholder Name: _____ Signature: _____

Card Number: _____ Exp Date: ___/___ Billing Zip Code: _____ CVV: _____

TODAY'S DATE: _____

(Revised 2/2017)