



**WEEKLY UPDATE**  
**AUGUST 28 - September 3, 2022**

**THIS WEEK**

**ALERT**  
**PRACTICAL TRAINING FOR CIVIC ACTION**  
**SEE THE DETAILS IN ANNOUNCEMENTS ON PAGE 27 BELOW**

**Important Event Details!**

Our next event will be September 11th at Thousand Hills Ranch  
in Pismo Beach. Event rundown and link to register is at the bottom of email!



**A VITAL AND FUN EVENT WITH FOOD AT THOUSAND HILLS RANCH**  
**SUNDAY AFTERNOON, SEPTEMBER 11, 2022**

**NO BOARD OF SUPERVISORS THIS WEEK**

**OTHER AGENCIES DORMANT**



## **LAST WEEK**

### **BOS MEETING**

**TRIALS, TRAILS, BETRAYALS, & COASTAL COMMISSION COMBINE TO THWART PROPERTY RIGHTS IN AVILA AND SHELL BEACH**

**NEW COMBINED PUBLIC SAFETY DISPATCH CENTER APPROVED  
TRUE COST WAS OBSCURED  
POTENTIAL FLOODING ISSUE IGNORED**

**COUNTY AG PRODUCTION EXCEEDS \$1 BILLION**

**BOS RETURNS MISDIRECTED WATER FUNDS TO CORRECT ACCOUNT  
INTEREST ISSUE NOT ADDRESSED  
WHO WAS RESPONSIBLE IN THE FIRST PLACE - NOT ADDRESSED**

### **PLANNING COMMISSION LITE**

**WAIVES NATURAL GAS REQUIREMENT FOR AFFORDABLE HOUSING**

## **EMERGENT ISSUES**

**COVID LOW IN COUNTY**

**DIABLO EXTENSION DECISION PENDING**

**STATE AIR BOARD APPROVES GAS CAR SALES BAN  
IT ACTUALLY BEGINS IN 2026 AT 35% & GROWS TO 100% IN 2035  
IT ALSO BANS GAS PICKUPS & MEDIUM SIZE VEHICLES  
WHAT ABOUT DUNES OFF ROAD RECREATION VEHICLES?**

**COLAB IN DEPTH  
SEE PAGE 20**

## THE WORST AND THE STUPIDEST?

*Our elites are now viewed with the disdain they have earned on their own merits. And they are none too happy about it.*

BY VICTOR DAVIS HANSON

## THE GEEK IN PICTURES: DATA DUMP EDITION

*A lot of new charts and graphs have emerged such that my data folder is groaning. So here they come.*

BY STEVE HAYWARD

### THIS WEEK'S HIGHLIGHTS

ALL MEETINGS ARE AT 9:00 AM UNLESS OTHERWISE NOTED

#### No Board of Supervisors Meeting on Tuesday, August 30, 2022 (Not Scheduled)

The next scheduled Board meeting is set for Tuesday, September 13, 2022. Other agencies will begin meeting in September.

#### Upcoming Events

Planning Commission	August 25, 2022 - 09:00 AM	<a href="#">Agenda</a>	<a href="#">Item Documents</a>
Parks and Recreation Commission- CANCELLED	August 25, 2022 - 06:00 PM	<a href="#">Agenda</a>	
Planning Department Hearing	September 2, 2022 - 09:00 AM	<a href="#">Agenda</a>	<a href="#">Item Documents</a>
SLOLAFCO	September 15, 2022 - 09:00 AM		
SLOCPT	September 26, 2022 - 09:30 AM		

#### Some future schedules of interest:

SLOCOG has posted a notice that it has cancelled its September 7 meeting. The APCD is not set to meet until Thursday, September 28, 2022.

The California Coastal Commission will be meeting on September 7, 8, and 9, 2022 at the Cliffs Hotel in Pismo Beach starting at 9:00 AM each day. There will be a presentation about offshore wind energy on the morning of the 7<sup>th</sup>. It will be interesting to see if groups that support Oceano Dunes riding and free style camping show up to make sure the Commissioners are well briefed.

**ALERT:** The Commission is having a cocktail reception on the evening of Thursday, Sept 8<sup>th</sup>.

*At the conclusion of the Commission meeting or 5:30 pm, whichever is later, on Thursday, September 8, 2022, the Commission will attend a reception to be held at The Chapman Estate, 1243 Ocean Blvd, Pismo Beach CA 93449. Members of the public are welcome to attend; however, because space is*

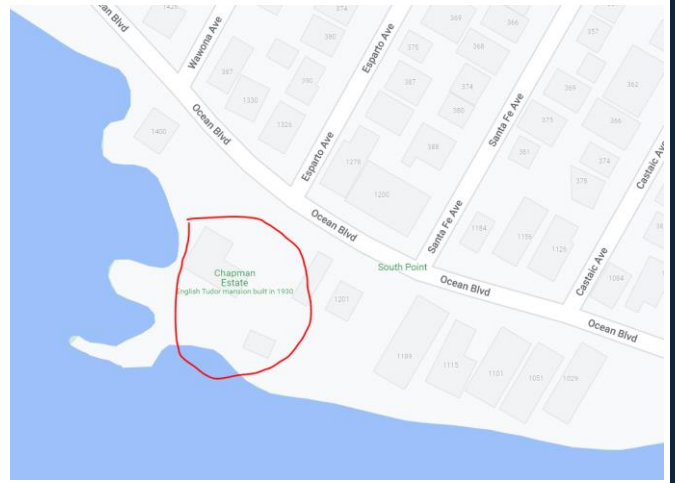
limited, those wishing to attend must make a reservation by email to: [events@pismo beach.org](mailto:events@pismo beach.org) **Deadline to RSVP is Tuesday, September 6, 2022.**



It would be a great venue for a dune riding support parade outside. The City of Pismo Beach and California Highway Patrol would need to be contacted early on to plan the route and traffic controls.



The Commission should pay for the over time.



## AT THE MANSION

**Central Coast Community Energy Authority.** The Central Coast Community Energy Authority will have a series of meetings on September 21 and 22, 2022.

We will include the details and policy issues related to all these meetings in future Weekly Updates as the time approaches.

## LAST WEEK'S HIGHLIGHTS

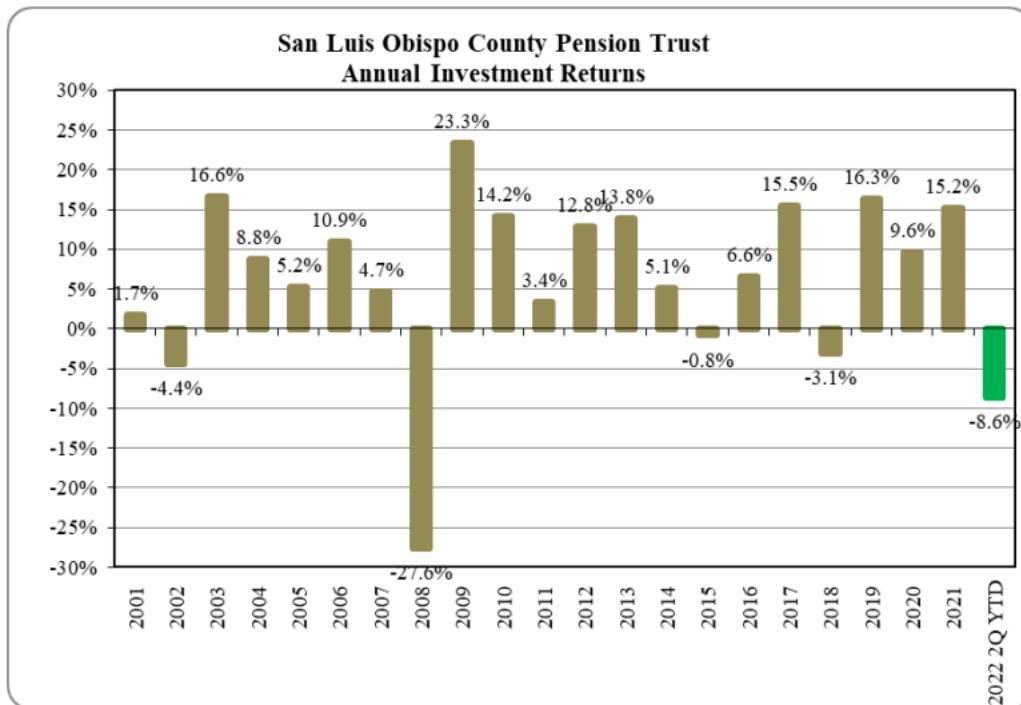
### SLO Pension Trust Meeting of Monday, August 22, 2022 (Completed)

**Item 13 - Monthly Investment Report for July 2022.** The reports are displayed on the following pages below. The system lost \$163,217,021 in the first half of this year. The Trust hopes that investment markets will recover to ameliorate the loss before the end of 2022. Pension systems that are on a July-June fiscal year were severely impacted. If things improve over the next six months, the Trust may not suffer as badly.

	06/30/22	12/31/21
<b>FIDUCIARY NET POSITION</b>		
Fiduciary Net Position Restricted for Pension Benefits	<u>\$ 1,586,745,768</u>	<u>\$ 1,749,962,789</u>

### Item 11 - Quarterly Investment Report for the 2nd Quarter of 2022:

*Attached is the 2Q22 quarterly investment report from the Trust's investment consultant - Verus. Scott Whalen of Verus will present and discuss the quarterly report. The history of SLOCPT investment returns, gross of fees, is shown below. While the SLOCPT operates on a calendar year accounting and actuarial valuation basis, many other retirement systems are on a July1 beginning fiscal year. For comparison, the SLOCPT gross rate or return for the 4 quarters ending with 2Q22 was -4.0%.*



**Board of Supervisors Meeting of Tuesday, August 23, 2022 (Completed)**

**Item 13 - Submittal of two resolutions authorizing perpetual easement agreements for the Ontario Ridge Trail in the unincorporated community of Avila Beach. Exempt from CEQA.**

**District 3.** The Board approved the easements. Supervisor Arnold did spark some discussion of the historic abuse by the Coastal Commission. Supervisor Dawn Ortiz-Legg stated that she was still working on the McCarthy’s problem, (see below).

**The Usual Government Shakedown:** For decades the County has planned for the extension of a trail that connects the Avila Beach Cave Landing Parking lot (famous and infamous for open sex, fires, trash, drinking, and other misbehavior) to a proposed parking lot next to the 101 Highway in Shell Beach (See the map below on page 6). The McCarthy’s attempted to permit a residence on their property (see the map below) and were fiercely opposed by the Coastal Commission and wokist appropriators on the grounds that the home would be blight on the view of the bluffs and hill from the ocean. The McCarthy’s were bullied into granting a trail easement over what would become their front yard. When they sought to have the County allow a better alignment back in 2017, trail users (and non-user advocates), the Coastal Commission, and both former Supervisor Hill and current Supervisor Gibson opposed the relocation. It should be noted that the planning Commission had already approved the relocation on a 4/0 vote. The matter was then appealed by the trail users. The Board of Supervisors rejected the appeal on 2/2/0 vote, with Hill and Gibson supporting the appeal, Arnold and Peschong opposing the appeal, and Compton absent.

**The Related McCarthy Home Permit:** The hypocritical Hill stated during the Board meeting of September 19, 2017, that “He was supportive of the house, but the trail was a prescriptive right and should remain where it was.” He asserted that buyers of property on the coast must understand that they

have to comply with a much broader interest of the commons on the coast. Leaving the trail in its original location complicated the permitting for the proposed house.

Gibson piled on with the suggestion that that the trail matter be postponed until the home permitting was dealt with by the Coastal Commission. Once the County approved the home, 2 Coastal Commissioners actually appealed the decision to Commission, including themselves. Then the Commission denied the approval on the grounds that the home violated coastal view requirements and that its water well was not proven sufficient. Even though the well was to be temporary until the home could be connected to the Shell Beach water system, the Commission ultimately denied the permit.

The McCarthy's appealed to the Superior Court, which found in their favor. The Coastal Commission then appealed to the 2<sup>nd</sup> District Court of Appeals, which in June 2022 overturned the Superior Court decision and denied the permit.

**The Board Letter Was Silent on the Sad History:** This Board letter makes appear that everything is great, and "Oh boy we are now able to finish the easements necessary to create a through trail." The Board and public should remember this tragic story and how property rights were incrementally annihilated.

Now it appears that the County induced two neighboring property owners to "donate" easements connecting to the McCarthy easement.

1. Grant of Easement; Satisfaction of Condition. For valuable consideration, Grantor grants to Grantee, its successor and assigns, a non-exclusive, perpetual easement (the "Easement") in, on and over the Easement Area, subject to all the limitations, terms and conditions of this Agreement. It is understood and acknowledged by the parties hereto that, although the Easement Area is described on Exhibits "B" and "C" attached, upon construction of improvements for the Trail, adjustments to the Easement Area may occur in the field, which shall be mutually agreed to by the parties. The parties agree that upon completion of construction of improvements to the Trail, the parties shall mutually execute, in recordable form, and record, a modification to this Agreement, which provides for any necessary corrected legal description of the Easement Area (the "Modified Easement Area") and quitclaims back to Grantor (or his successor) any portion of the originally described Easement Area not included in the Modified Easement Area. The Department of Parks and Recreation Director or designee is authorized to execute, on behalf of the County, a modification to this Agreement consistent with this paragraph and any necessary quitclaim deed.

Just what valuable consideration are these grantors receiving from the County for what will become a heavily used trail that may be habituated by the same destructive people who now vandalize the Cave Landing Parking lot? Presumably, these owners might have a better chance of securing a permit for one home on these large ocean view properties. But who knows, after the Coastal Commission gets done with them? Have any promises been made by County officials or Coastal Commission staff in this regard?

**Big picture:** Here again, we see the constant erosion of property rights and the abolition of people's ability to enjoy the quiet private use of their property in the name of some alleged public benefit. It should be noted that back in 2006, the County purchased the property containing the green trail segment on the map below. The owners at that time offered to sell the parcel with the blue section to the County, but the County declined.



**Item 18 - Request to authorize a budget adjustment from Flood Control Zone General – Fund Center 450, Designated Project Seed reserves, in the amount of \$6,510,450, to the State Water Tax Fund – Fund Center 536, by 4/5 vote.** Creston Rancher Greg Grewal presented a historical analysis of water sales, which raised even more questions. The Board did re-appropriate the \$6.5 million to the correct account but did not seem interested in ferreting out the long- term implications.

**Background:** We reported last month that the Civil Grand Jury exposed the County staff depositing state water revenues into the wrong account and thereby contributing to a higher property tax. This item authorizes the transfer to the correct account.

*The Department’s comprehensive review included the historical funding source for the unallocated portion of the District’s State Water and how revenue collected from sales of the unallocated portion of State Water was accounted for. Review of accounting records for expenditures related to the unallocated portion of the District’s State Water reflected payment out of the State Water Tax Fund. The review of revenue deposited for the multi-year water sales program spanning from 2008 to 2014 confirmed it was deposited into Flood Control Zone General. The revenue deposited into Flood Control Zone General totaled \$6,510,450 from the sale of the unallocated portion of the District’s State Water. The Department determined that any revenue received from the sale of the District’s unallocated State Water should be deposited in the State Water Tax Fund.*

**Should interest be credited as well?**

**Who decided to allot it into the wrong account in the first place?**

**Was the decision deliberate?**

**Why are people who don’t benefit from State water paying for it?**

**Item 19 - Request to award a Design-Build contract to Diani Building Corp., which incorporates Diani Building Corp. proposal documents (Clerk’s File), in the amount of \$23,482,458 for the Co- Located Dispatch Facility project; and authorize the Director of Public Works, or designee, to**



**approve change orders for a contingency amount up to \$1,500,000; and submittal of a resolution certifying the Co-Located Dispatch Facility project Final Environmental Impact Report (Clerk's File); and authorize a budget adjustment, in the amount of \$25,250,000 for \$25,000,000 in Capital Outlay and \$250,000 in Issuance Costs in Fund Center 230 - Capital Projects Fund, WBS# 320061, using \$25,250,000 bond proceeds from the Public Financing Authority, by 4/5 vote.** The project will consolidate the Fire and Sheriff Dispatch centers into a combined facility in the north end of Templeton.

The projected cost of the project is \$39.9 million, of which \$25.6 million is to be provided from a debt issuance. It is estimated that the debt payments with principle and interest over 25 years will total \$37.5 million. Thus, the true cost of the project will be \$52.2 million.

The write-up describes the physical features of the project but does not cover the reasons justifying operational benefits.

What problem or problems are we now experiencing that will be corrected and that justify the expenditure of \$52.5 million?

When, where, and how often do these problems occur?

Will the staffing requirements for the new facility be less than, equal to, or more than the current two facilities?

Who will command the dispatch center?

How will the operational costs be shared?

Will the EOC remain at Kansas Avenue? Shouldn't the EOC be co-located next to the Dispatch center?

If it is moved to Templeton, it will be distant from the seat of government. Does this make sense from an information flow point of view and civilian control of public safety, particularly in protracted disasters?

Will the dispatch center serve as the Public Safety Access Point (PSAP)? How will calls be routed to the Sheriff's side and the Fire side?

Will the new center be designed to survive earthquakes and major weather events? What about shielding from radiological, bacteriological, and chemical agents in the area?

Why is Santa Barbara County spending even more millions to separate Sheriff and Fire dispatching into separate communications centers after decades of combined operations?

Are there any independent studies that present best practices for a decision?

One table lists the direct cost of the project (without debt interest) as \$36.9 million.

Building Design and Construction <i>(Design-Build Contract Costs)</i>	\$23,482,458
Design-Build Contract Contingency	\$1,500,000
Other Building and Site Costs <i>(Furniture, Fixtures and Equipment, Network/Data, Security)</i>	\$5,670,102
Soft Costs <i>(Professional Services, Administration, Permits/Fees, Testing/Inspection, Project Contingency)</i>	\$6,028,963
<b>Estimated Total Project Costs to Completion</b>	<b>\$ 36,681,523</b>

On the other hand, the other table below lists it as \$39.9 million without debt service. Why are they different? Perhaps the prior year funding?

Are upgraded data management systems included in the cost, or will these be separate? Is there a ballpark estimate?

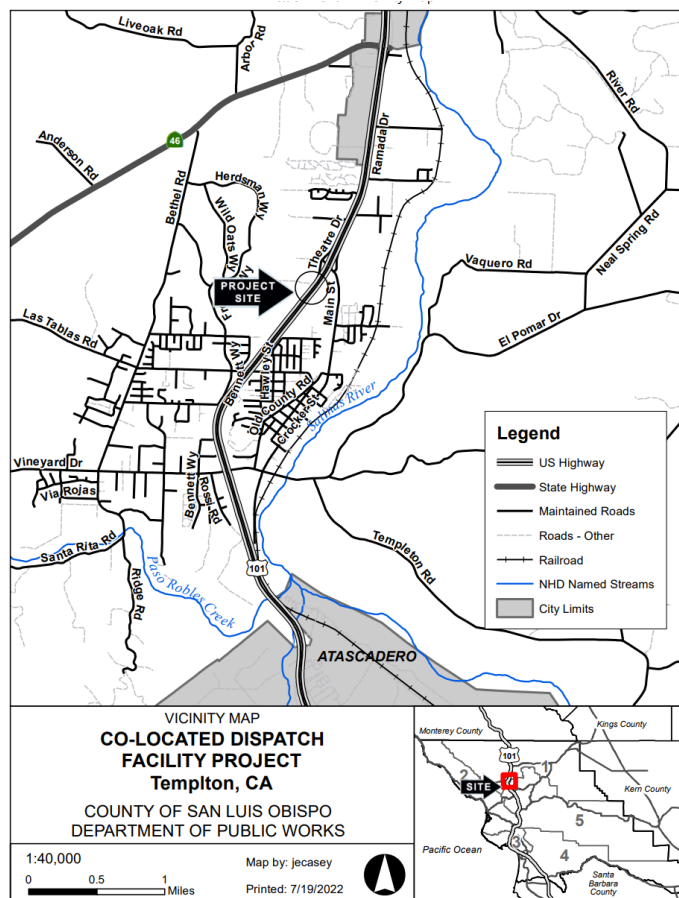
Why was such a major policy item (including going to debt) on the consent calendar?

This one will be back for change orders once design starts and the flooding issues are recognized.

<b>Funding Source:</b>	<b>Prior Year Funding</b>	<b>FY 2022/23 Funding</b>	<b>Total Current Funding</b>	<b>Estimated Project Funding</b>	<b>Variance</b>
3250095 Des FB - Fire PFF	\$168,280	\$8,301,274	\$8,469,554	\$8,469,554	\$0
3250220 Des FB - Law PFF	100,000	2,185,816	2,285,816	2,285,816	0
3250307 Des FB - Prop 172 Solar Sheriff	480,318	0	480,318	480,318	0
3250307 Des FB - Prop 172 Solar Probation	1,260,747	0	1,260,747	1,260,747	0
3250307 Des FB - Prop 172 Solar Fire	685,700	2	685,702	685,702	0
General Fund	163,274	0	163,274	163,274	0
Remaining Budget Project #320137	145,221	0	145,221	145,221	0
Building Replacement Reserves	237,295	944,431	1,181,726	1,181,726	0
Debt Issuance	0	0	0	25,250,000	25,250,000
<b>Total Funding</b>	<b>\$3,240,835</b>	<b>\$11,431,523</b>	<b>\$14,672,358</b>	<b>\$39,922,358</b>	<b>\$25,250,000</b>

What interest rate was used to calculate the debt service? Was the current inflationary environment factored in?

Table 3 - Annual Debt Funding Sources		
Funding Source	Estimated Funding Range	
	Estimated PFF (3 Year Average)	Estimated PFF (FY 2022/23 Budget)
PFF - Fire	\$560,000	to \$362,866
PFF - Law	120,000	to 110,496
<b>Total PFF</b>	<b>\$680,000</b>	<b>\$473,362</b>
General Fund	820,000	to 1,026,638
<b>Total Annual Debt</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>

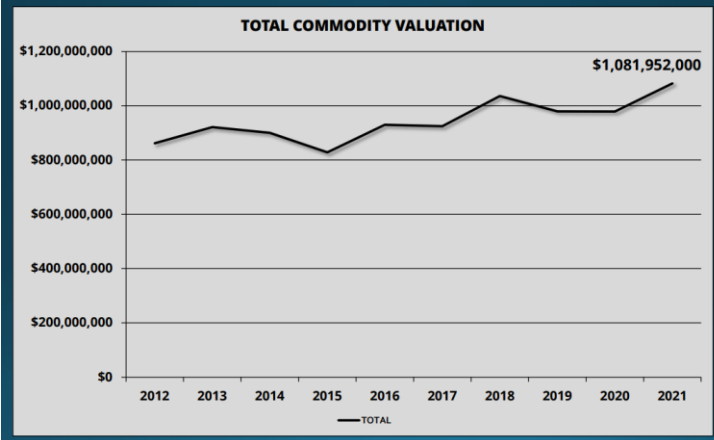


**Item 29 - It is recommended that the Board receive and file the 2021 Annual Agricultural Statistics for San Luis Obispo County.** The report is positive in that the crop value exceeded \$1 billion in spite of drought, COVID, labor shortages, increasing state regulatory interference, and volatile economic markets.

## TOTAL VALUATION

- **2021 Crop values recorded for San Luis Obispo County reached a record high of \$1,081,952,000, an approximate 10% increase over 2020.**
- **This is the second time that agricultural values in the county have exceeded the billion-dollar mark.**
- **The overall market for agricultural goods was strong during 2021.**
- **Fruit and nut crops bolstered the overall county crop value with a record year.**
- **Vegetable crops along with nursery products remained relatively stable while field crops and livestock producers experienced a decline in value.**

## TEN YEAR TOTAL COMMODITY VALUATION



### Planning Commission Meeting of Tuesday, August 25, 2022 (Completed)

The Commission's agenda was light in that it contained two requests for permit extensions for single family residences, and one Conditional Use Permit for a small winery with a tasting room, all of which were approved.

A request by a previously approved affordable housing project to go all electric (and thereby avoid the costs of gas plumbing costs) was approved after considerable discussion. The staff determined that gas space heating and hot water heating is a far lower cost than electric for these purposes. Since the project is an affordable housing project, it seemed rational to follow the normal requirements that the building have gas service. The applicant, Peoples Self Help Housing, appealed to the Commission.

After some minor hand wringing, the Commission agreed to waive the gas requirement because the project will have solar panels. It is not clear how that will work during a period of cold winter rain storms.



## EMERGENT ISSUES

**Item 1 - Pandemics, Epidemics, and Coming Attractions.** Are the authorities telling us the truth about Monkeypox? It seems to be spreading much faster than was predicted a few weeks ago. Moreover, infections are reported in patients who are not gay and who have not had sex with an infected person.

The Federal Centers for Disease Control reports that it was far behind the curve with SARS COVID 19. Will they be behind the curve on Monkeypox? Current bulletins relate the disease to gay sex, but independent experts are beginning to question the accuracy of this information as it spreads to other communities. Authorities have also stated that it is not so bad, but new data is emerging. See the article in Addendum I on page 28 for details. Once it gets going, will the risk be as low as authorities now project? Remember, when COVID first started, you had to be eating bats!

The County reported its first case last week.

### *First Case of Monkeypox Identified in SLO County Resident*

*Author: Public Health Department*

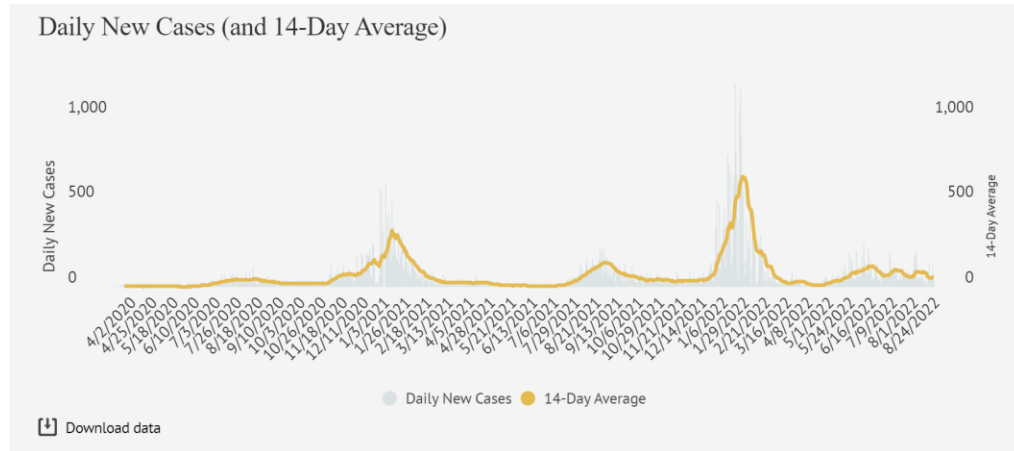
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*San Luis Obispo, CA—The first case of monkeypox has been identified in a San Luis Obispo County resident, following an uptick in cases globally and in California. The risk to the general public from this virus remains low, as the virus is usually spread through prolonged, close physical contact.*

*The individual, who is believed to have contracted the virus while traveling in another part of California, is recovering in isolation and is in good condition. The Public Health Department is in communication with the individual's close contacts and is providing vaccine to those who have been exposed to the virus. The vaccine is effective at preventing infection during the period after an individual is exposed to the virus but before symptoms develop.*

*The case was diagnosed when the individual experienced symptoms and promptly sought care.*

## Item 2 - COVID in SLO County. The case levels remain steady.



## 9 Hospitalized (1 in ICU)

The county continues to report only 1 Monkeypox case.

## Item 2 - Diablo.

# THE WALL STREET JOURNAL.

DOW JONES | News Corp \*\*\*\*\* WEDNESDAY, AUGUST 24, 2022 - VOL. CCLXXX NO. 46 WSJ.com \*\*\*\*\* \$5.00

## California Races to Keep Nuclear Plant Running

By KATHERINE BLUNT

California lawmakers are racing to hammer out a plan to keep the state's last nuclear plant online, citing anticipated power shortages for years to come.

The effort, spearheaded by Gov. Gavin Newsom, is likely the legislature's last opportunity to extend the life of the plant, known as Diablo Canyon, past its planned retirement in the coming years. The state energy commission has signaled the plant is needed to help keep the lights on as heat waves, drought and challenges in bringing new resources online threaten to disrupt power supplies.

The plant has long faced opposition from antinuclear activists, as well as environmentalists concerned about its effect on marine life. Some legislators are concerned about the costs of continuing to operate it.

Proposed legislation, which hasn't yet been filed, would push PG&E Corp., a utility company that owns the plant, to renew its federal nuclear operating licenses and do other work necessary to keep the plant running. Days remain for a vote on



Diablo Canyon, seen above in 2021, supplies about 8% of the power produced in California. It has long faced opposition from activists.

the bill before California's 2022 legislative session ends Aug. 31.

PG&E's licenses to operate the plant expire in 2024 and 2025, and the company is running out of time to renew them, a lengthy process that involves safety and environmental reviews by the Nuclear Regulatory Commission. Waiting until the 2023 legislative session could imperil that process, analysts say. The proposed legislation also requires PG&E to seek federal funding through the Energy Department, the deadline for which is Sept. 6.

Industry observers say the company could get interim approval to keep the units operating while completing the full re-licensing process, but must seek it soon. If lawmakers fail to pass a bill this month, Mr. Newsom could convene a rare special session to consider the issue, but would be unlikely to do so, people familiar with the matter say.

Mr. Newsom's push to keep the plant open is an about-face for the Democrat, who, as lieutenant governor, supported a 2016 plan to close it.

A deal requires support from legislators across the state, some of whom have questioned the safety of the plant, citing its proximity to nearby geologic fault lines among other things, and how much it would cost to keep it operating. Draft legislation supported by Mr. Newsom proposes using the state general fund to lend PG&E as much as \$1.4 billion, some of which could be forgiven or repaid with federal funding.

The State Assembly late last week circulated a competing proposal that would allow the plant to close as scheduled and instead establish \$1.4 billion in grants and incentive programs aimed at speeding up the development of clean energy projects.

State Sen. John Laird, a Democrat whose district is home to Diablo Canyon, has expressed concern about a range of issues associated with the plant, including whether it will need substantial maintenance. Mr. Laird said he has been discussing his concerns with the governor's staff.

"How can you judge if you don't have answers to some of the key questions?" he said.

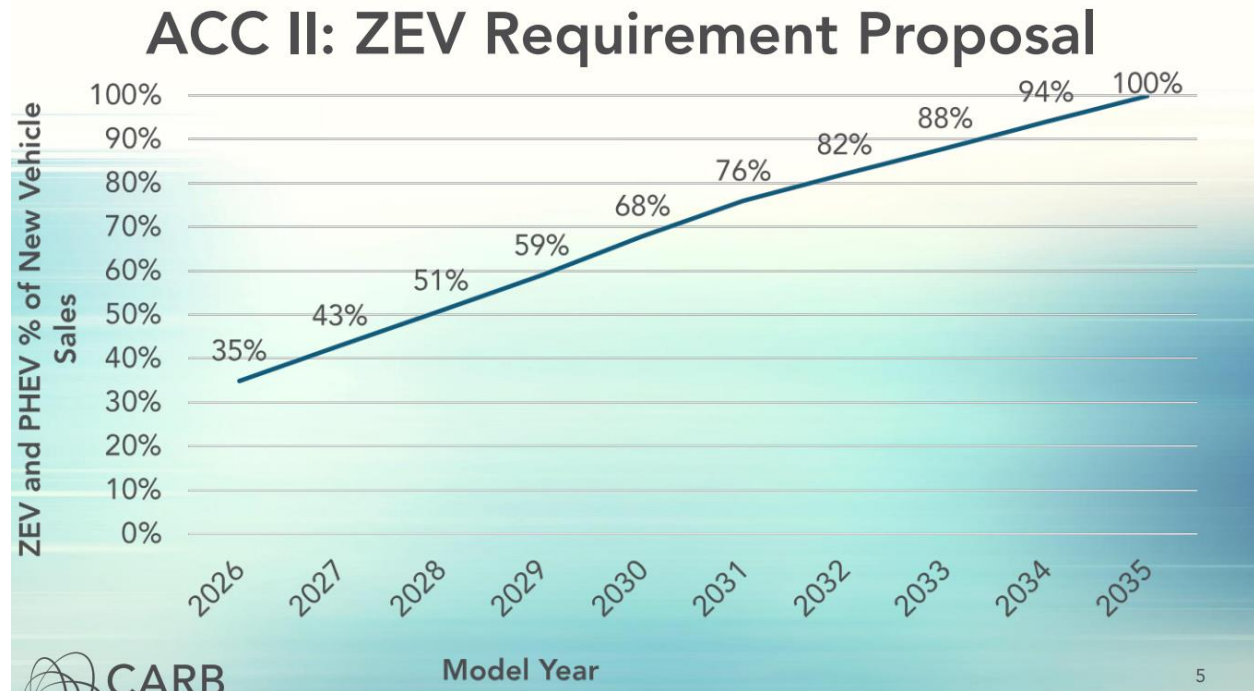
A spokesman for Mr. Newsom said the governor's office is "making real progress" in negotiating with the legislature and expects a bill to pass. Several lawmakers agreed there is a reasonable chance that the governor can rally the necessary support.

The 2,250-megawatt Diablo Canyon plant supplies roughly 8% of the power produced in California. PG&E in 2016 agreed to decommission it when its federal operating licenses expire, saying it would be cheaper to replace the output with renewable energy than to re-license it and keep it running. The company said the plant is seismically safe and it stands ready to support any changes to state policy.

Numerous issues have emerged to strain the grid in California. Prolonged drought has crimped hydroelectric power production throughout the West, where nationwide heat waves have strained electricity supplies in recent years.

Supply-chain snarls and increases in raw-material costs have resulted in delays in wind, solar and battery storage projects needed to replace the output from Diablo Canyon.

**Item 3 - California Air Resources Board Approved Gas-Powered Vehicle Sales Ban.** Actually the ban begins sooner than 2035 and is phasing in beginning in 2026. The ban limits the percentage of gas-powered vehicle sales each year beginning in 2026 to 35% and then increases it each year until it reaches 100% in 2035.



The ban not only applies to cars. It includes pickup trucks and medium duty vehicles.

#### **Standards:**

##### *1. Minimum Technical Requirements for ZEVs (Zero Emissions Vehicle)*

*A ZEV is defined as a vehicle that produces zero exhaust emissions of any criteria air pollutant (including precursors) or GHG emissions under any possible operational modes or conditions. Currently, BEVs and hydrogen fuel cell electric vehicles (FCEVs) meet the definition of a ZEV and can qualify to meet a manufacturer's ZEV requirement, so long as other technical minimum requirements<sup>6</sup> are also satisfied. Staff is proposing updating the technical minimum requirements of a ZEV to a 200-mile all electric certified combined city and highway test range. Additionally, staff is proposing that BEVs must have direct current (DC) fast charge capability, with inlets that conform with the Society of Automotive Engineers (SAE) J1772 Combined Charging Standard (CCS). To guarantee appropriate charging speeds, BEVs will be required at minimum to have a 5.76-kilowatt (kW) on-board charger and be equipped with a 20-foot Underwriter Laboratory (UL) 2594 certified convenience cord capable of both level 1 and level 2 electrical charging. Additionally,*

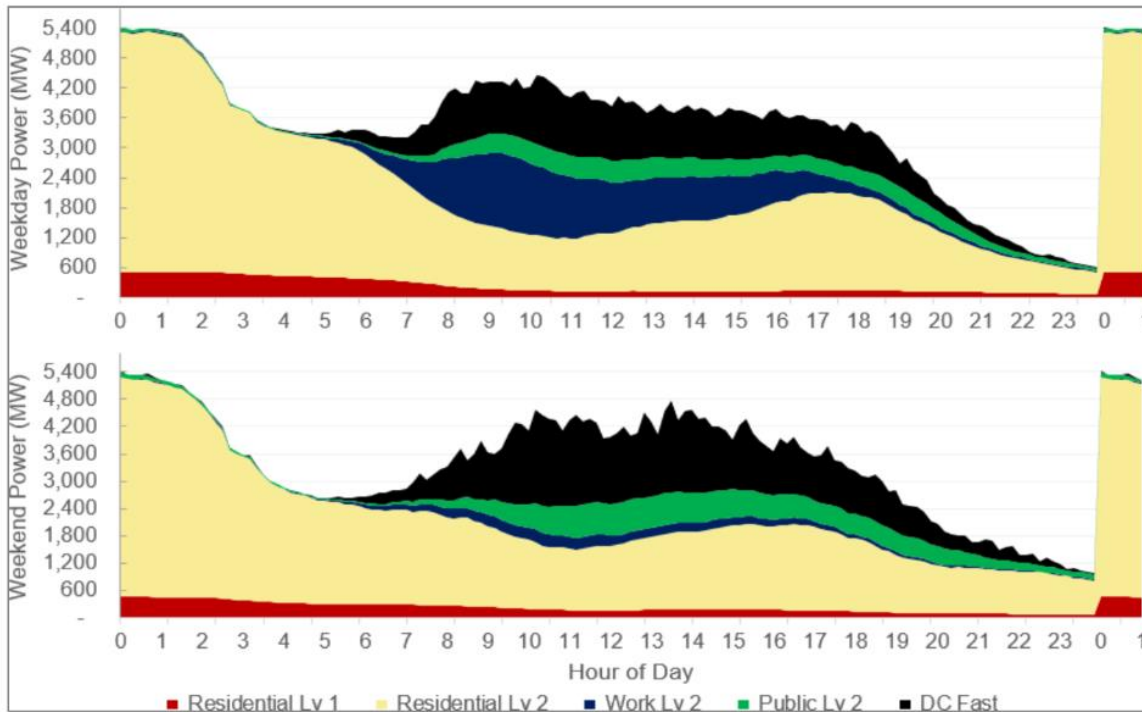
manufacturers would be required to comply with the durability, warranty, data standardization, service information, and battery label requirements described below.

**Table 3: Projected Numbers of ZEVs Sold or Leased in California by Technology Type and Year**

Year	BEV	PHEV	FCEV	Total
2026	599,844	63,665	5,616	669,125
2027	756,756	64,000	5,646	826,402
2028	<del>875,698</del> 904,973	<del>103,775</del> 74,500	5,674	985,147
2029	<del>910,518</del> 1,064,707	<del>229,055</del> 74,865	5,702	1,145,274
2030	<del>1,062,766</del> 1,202,685	<del>230,144</del> 75,221	33,343	1,326,253
2031	<del>1,202,011</del> 1,357,639	<del>231,191</del> 75,564	<del>55,825</del> 48,347	1,489,028
2032	<del>1,325,397</del> 1,481,713	<del>232,213</del> 75,897	56,072	1,613,682
2033	<del>1,449,595</del> 1,606,573	<del>233,198</del> 76,219	56,310	1,739,103
2034	1,715,148	93,543	56,539	1,865,230
2035	1,752,019	183,238	56,759	1,992,017

Figure 1 provides a summary of the ZEV sales by vehicle technology added to the fleet to comply with the proposed ZEV regulation by year. For example, in 2030 the figure shows a reduction of about 1,300,000 ICVEs relative to the baseline, which are projected to be replaced primarily with BEVs and some PHEVs and FCEVs.

**Energy Use over a typical day in 2030.**



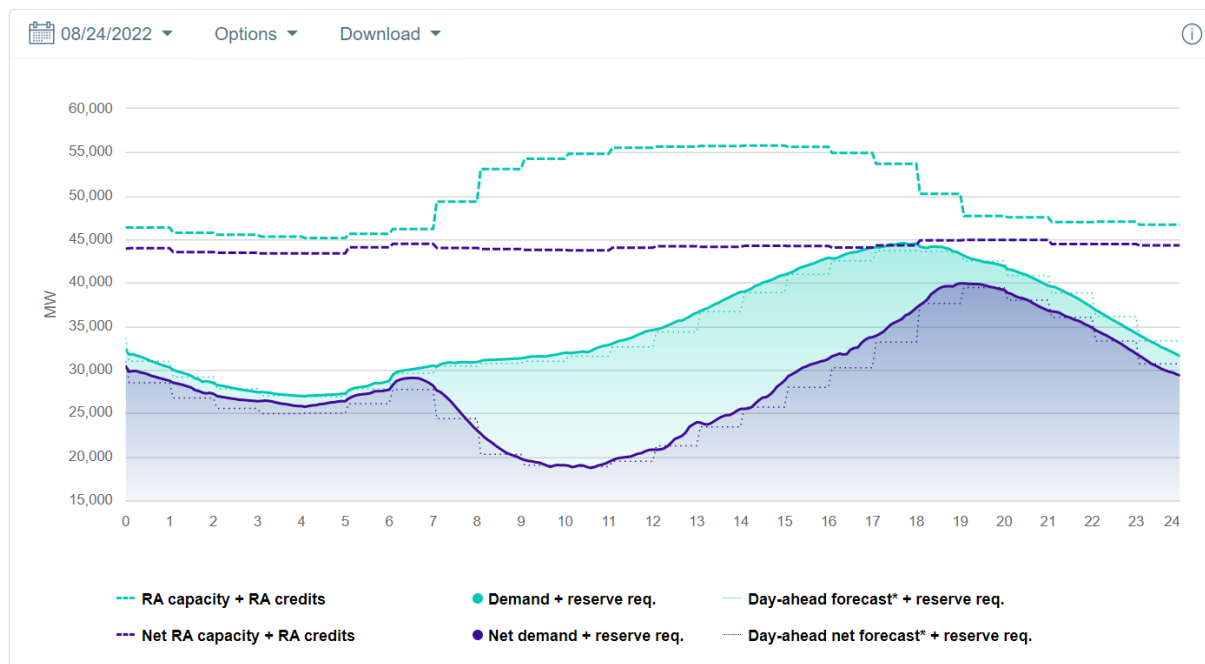


By 2030 CARB estimates that during peak charging periods, the combined energy requirement will approach 5000 Megawatts per hour per the graph above. However, currently the real generation capacity including imports in the State is only about 50,000 Megawatts per hour. On hot days between 4:00 PM and 8:00 PM demand can approach the 50,000 line. The table below displays data for August 24, 2022. Note that total demand reached about 38,000 MGW. Supply was capped at 45,000. If a couple of power plants break down or it is a super-hot day, blackouts can occur.

What happens when you add 5,000 MGW for car charging in the same peak period and take away 2200 MGW from Diablo?

### Resource adequacy capacity trend

Resource adequacy (RA) is energy designated by the state to be bid into the market for the reliable operation of the power grid, minus the impacts of outage derates. Any energy needed over that designated amount has to be procured in the real-time market.



See the associated Press article below for a less technical summary.

## California phasing out gas vehicles in climate change fight

By KATHLEEN RONAYNE today

SACRAMENTO, Calif. (AP) — California set itself on a path Thursday to end the era of gas-powered cars, with air regulators adopting the world’s most stringent rules for transitioning to zero-emission vehicles.

[The move by the California Air Resources Board](#) to have all new cars, pickup trucks and SUVs be electric or hydrogen by 2035 is likely to reshape the U.S. auto market, which gets 10% of its sales from the nation’s most populous state.

But such a radical transformation in what people drive will also require at least 15 times more vehicle chargers statewide, a more robust energy grid and vehicles that people of all income levels can afford.

“It’s going to be very hard getting to 100%,” said Daniel Sperling, a board member and founding director of the Institute of Transportation Studies at the University of California, Davis. “You can’t just wave your wand, you can’t just adopt a regulation — people actually have to buy them and use them.”

[Democratic Gov. Gavin Newsom told state regulators](#) two years ago to adopt a ban on gas-powered cars by 2035, one piece of California’s aggressive suite of policies designed to reduce pollution and fight climate change. If the policy works as designed, California would cut emissions from vehicles in half by 2040.

Other states are expected to follow, further accelerating the production of zero-emissions vehicles.

Washington state and Massachusetts already have said they will follow California’s lead and many more are likely to — New York and Pennsylvania are among 17 states that have adopted some or all of California’s tailpipe emission standards that are stricter than federal rules. The [European Parliament in June](#) backed a plan to effectively prohibit the sale of gas and diesel cars in the 27-nation European Union by 2035, and Canada has mandated the sale of zero-emission cars by the same year.

California’s policy doesn’t ban cars that run on gas — after 2035 people can keep their existing cars or buy used ones, and 20% of sales can be plug-in hybrids that run on batteries and gas. Though hydrogen is a fuel option under the new regulations, cars that run on fuel cells have made up less than 1% of car sales in recent years.



The switch from gas will drastically reduce emissions and air pollutants. Transportation is the single largest source of emissions in the state, accounting for about 40% of the state’s greenhouse gas emissions. The air board is working on different regulations for motorcycles and larger trucks.

California envisions powering most of the economy with electricity, not fossil fuels by 2045. A plan released by the air board earlier this year predicts electricity demand will shoot up by 68%. Today, the state has about 80,000 public chargers. The California Energy Commission predicted that needs to jump to 1.2 million by 2030.

The commission says car charging will account for about 4% of energy by 2030 when use is highest, typically during hot summer evenings. That's when California sometimes struggles to provide enough energy because the amount of solar power diminishes as the sun goes down. In August 2020, hundreds of thousands of [people briefly lost power](#) due to high demand that outstripped supply.

That hasn't happened since and to ensure it doesn't going forward Newsom, a Democrat, is pushing to [keep open the state's last-remaining nuclear plant](#) beyond its planned closure in 2025 and the state may turn to [diesel generators or natural gas plants](#) as a backup when the electrical grid is strained.

More than 1 million people drive electric cars in California today and their charging habits vary, but most people end up charging their cars in the evening or overnight, said Ram Rajagopal, an associate professor of civil and environmental engineering at Stanford University who has studied car charging habits and energy grid needs.

If people's charging habits stay the same, once 30% to 40% of cars are electric, the state would need to add more energy capacity overnight to meet demand, he said. The regulations adopted Thursday require 35% of vehicle sales to be electric by 2026, up from 16% now

But if more people charged their cars during the day, that problem would be avoided, he said. Changing to daytime charging is "the biggest bang for the buck you're going to get," he said. Both the state and federal government are spending billions to build more chargers along public roadways, at apartment complexes and elsewhere to give people more charging options.

The oil industry believes California is going too far. It's the seventh-largest oil-producing state and shouldn't wrap its entire transportation strategy around a vehicle market powered by electricity, said Tanya DeRivi, vice president for climate policy with the Western States Petroleum Association, an industry group.

"Californians should be able to choose a vehicle technology, including electric vehicles, that best fits their needs based on availability, affordability, and personal necessity," she said.

Many car companies, like Kia, Ford and General Motors, are already on the path to making more electric cars available for sale, but some have warned that factors outside of their control like supply chain and materials issues make Californians' goals challenging.

"Automakers could have significant difficulties meeting this target given elements outside of the control of the industry," Kia Corp.'s Laurie Holmes told the air board before its vote. As the requirements ramp up over time, automakers could be fined up to \$20,000 per vehicle sold that falls short of the goal, though they'll have time to comply if they miss the target in a given year.

The new rules approved by the air board say that the vehicles need to be able to travel 150 miles (241 kilometers) on one charge. Federal and state rebates are also available to people who buy electric cars,

and the new rules have incentives for car companies to sell electric cars at a discount to low-income buyers.

But some representatives of business groups and rural areas said they fear electric cars will be too expensive or inconvenient.

“These regulations are a big step backwards for working families and small businesses,” said Gema Gonzalez Macias of the California Hispanic Chambers of Commerce.

Air board members said they are committed to keeping a close eye on equity provisions in the rules to make sure all California residents have access.

“We will not set Californians up to fail, we will not set up the other states who want to follow this regulation to fail,” said Tania Pacheco-Warner, a member of the board and co-director of the Central Valley Health Policy Institute at California State University, Fresno.

## **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**

### **THE WORST AND THE STUPIDEST?**

*Our elites are now viewed with the disdain they have earned on their own merits. And they are none too happy about it.*

**BY VICTOR DAVIS HANSON**

Elites have always been ambiguous about the muscular classes who replace their tires, paint their homes, and cook their food. And the masses who tend to them likewise have been ambivalent about those who hire them: appreciative of the work and pay, but also either a bit envious of those with seemingly unlimited resources or turned off by perceived superciliousness arising from their status and affluence.

Yet the divide has grown far wider in the 21st century. Globalization fueled the separation in a number of ways.

One, outsourcing and offshoring eroded the rust-belt interior, while enriching the two coasts. The former lost good-paying jobs, while the latter found new markets in investment, tech, insurance, law, media, academia, entertainment, sports, and the arts making them billions rather than mere millions.

So, the problem was one of both geography and class. Half the country looked to Asia and Europe for profits and indeed cultural “diversity,” while the other half stuck with tradition, values, and custom—as they became poorer.

The elite found in the truly poor—neglecting their old union-member, blue-collar Democratic base—an outlet for their guilt, noblesse oblige, condescension at a safe distance, call it what you will. The poor if kept distant were fetishized, while the middle class was demonized for lacking the taste of the professional classes, and romance of the far distant underclass.

Second, race became increasingly divorced from class—a phenomenon largely birthed by guilty, wealthy, white elites and privileged, diverse professionals. For the white bicoastal elite, it became a mark of their progressive fides to champion woke racialism that empowered the non-white of their own affluent class, while projecting their own discomfort with and fears of the nonwhite poor onto the middle class as supposed “racists,” despite the latter’s more frequently living among, marrying within, and associating with the “other.”

The net result was more privilege for the elite and wealthy nonwhites, more neglect of the inner-city needy, and more disdain for the supposedly illiberal clingers, dregs, deplorables, chumps, and irredeemables.

The results of these contortions were surreal. The twentysomething who coded a video game that went viral globally became a master of the universe, while the brilliant carpenter or electrical contractor was seen as hopelessly trapped in a world of muscular stasis. Oprah and LeBron James were victims. So were the likes of Ibram X. Kendi, Ilhan Omar, and the Obamas, while the struggling Ohio truck driver, the sergeant on the frontline in Afghanistan, and Indiana plant worker became their oppressors. Or so the progressive bicoastal elite instructed us.

Globalization and its geography, along with the end of ecumenical class concerns, certainly widened the ancient mass-elite divide. But there was a third catalyst that explained the mutual animosity in the pre-Trump years. The masses increasingly could not see any reason for elite status other than expertise in navigating the system for lucrative compensation.

### **An Incompetent Elite**

In short, money and education certification were no longer synonymous with any sense of competency or expertise. Just the opposite often became true. Those who thought up some of the most destructive, crackpot, and dangerous policies in American history were precisely those who were degreed and well-off and careful to ensure they were never subject to the destructive consequences of their own pernicious ideologies.

The masses of homeless in our streets were a consequence of various therapeutic bromides antithetical to the ancient, sound notions of mental hospitals. The new theories ignored the responsibilities of nuclear families to take care of their own, and the assumption that hard-drug use was not a legitimate personal-choice, but rather a catastrophe for all of society.

From universities also came critical race theory and critical legal theory, which were enshrined throughout our institutions. The bizarre idea that “good” racism was justified as a get-even-response to “bad” racism, resonated as ahistorical, illogical, and plain, old-fashioned race-based hatred.

The masses never understood why their children should attend colleges where obsessions with superficial appearances were celebrated as “diversity,” graduation ceremonies matter-of-factly were

segregated by race, dorms that were racially exclusive were lauded as “theme houses,” Jim-Crow-style set-aside zones were rebranded “safe spaces,” and racial quotas were merely “affirmative action.”

Ancient notions such as that punishment deters crime were laughed at by the degreed who gave us the current big-city district attorneys. Their experiments with decriminalizing violent acts, defunding the police, and delegitimizing incarceration led to a *Lord of the Flies*-style anarchy in our major cities. Note well, those with advanced or professional degrees who dreamed all this up did not often live in defunded police zones, did not have homeless people on their lawns, and found ways for their children to navigate around racial quotes in elite college admissions.

So, the credentialed lost their marginal reputations for competency. Were we really to believe 50 former intelligence heads and experts who claimed Hunter Biden’s laptop was “Russian disinformation”? Even if they were not simply biased, did any of them have the competence to determine what the laptop was?

Or were we to take seriously the expertise of “17 Nobel Prize winners” who swore Biden’s “Build Back Better” debacle would not be inflationary as the country went into 9 percent plus inflation? Did we really believe our retired four-stars that Trump was a Nazi, a Mussolini, and someone to be removed from office “the sooner the better”?

Or were we to trust the 1,200 “health care professionals” who assured us that, medically speaking, while the rest of society was locked down it was injurious for the health of people of color to follow curfews and mask mandates instead of thronging *en masse* in street protests?

Or were we to believe Kevin Clinesmith’s FISA writ, or Andrew McCabe’s four-time assertion that he did not leak to the media, or that James Comey under oath really did not know the answers to 245 inquiries? Did Robert Mueller really not know what either the Steele dossier or Fusion GPS was?

### **Middle Class Competence**

On the operational level, the elite proved even more suspect. Militarily, the middle classes in the armed forces proved as lethal as ever, despite being demonized as racists and white supremacists. But their generals, diplomats and politicians proved so often incompetent in translating their tactical victories in the Middle East and elsewhere into strategic success or even mere advantage.

Nationally, the failure of the elite that transcends politics is even more manifest. The country is \$30 trillion in debt. No one has the courage to simply stop printing money. The border is nonexistent, downtown America is a No Man’s Land, and our air travel is a circus—and not an “expert” can be found willing or able to fix things. Is Pete Buttigieg the answer to thousands of canceled flights or backed-up ports? Is Alejandro Mayorkas to be believed when he assures the border is “closed” and “secure” as millions flood across?

The universities are turning out mediocre graduates without the skills or knowledge of a generation ago, but certainly with both greater debt and arrogance.

Our bureaucratic fixers can only regulate, stop, retard, slow-down, or destroy freeways, dams, reservoirs, aqueducts, ports, and refineries—and yet never seem to give up their own driving, enjoyment of stored water, or buying of imported goods.

Is it easier to topple than to sculpt a statue?

A generation from now, in the emperor has no clothes fashion, someone may innocently conclude that most “research” in the social sciences and humanities of our age is as unreliable as it is unreadable, or that the frequent copy-cat Hollywood remakes of old films were far worse than the originals.

Does anyone think a Jim Acosta is on par with a John Chancellor? That Mark Milley is equal to a Matthew Ridgway? Is Anthony Fauci like a Jonas Salk or an Albert Sabin?

Yet this lack of competence and taste among the elite is not shared to the same degree in a decline of middle-class standards.

Homes are built better than they were in the 1970s. Cars are better assembled than in the 1960s. The electrician, the plumber, and the roofer are as good or better than ever. The soldier stuck in the messy labyrinth of Baghdad or on patrol in the wilds of Afghanistan was every bit as brave and perhaps far more lethal than his Korean War or World War II counterpart.

How does this translate to the American people? They navigate around the detritus of the elite, avoiding big-city downtown USA.

They are skipping movies at theaters. They are passing on watching professional sports. They don’t watch the network news. They think the CDC, NIAID, and NIH are incompetent—and fear their incompetence can prove deadly.

Millions increasingly doubt their children should enroll in either a four-year college or the military, and they assume the FBI, CIA, and Justice Department are as likely to monitor Americans as they are unlikely to find and arrest those engaged in terrorism or espionage.

When the elite peddles its current civil-war or secession porn—projecting onto the middle classes their own fantasies of a red/blue violent confrontation, or their own desires to see a California or New York detached from Mississippi and Wyoming—they have no idea that America’s recent failures are their own failures.

The reason why the United States begs Russia, Iran, Venezuela, and Saudi Arabia to pump more oil is not because of lazy frackers in Texas or incompetent rig hands in North Dakota, but because of utterly incompetent diplomats, green zealots, and ideological “scientists.”

Had the views of majors and colonels in Afghanistan rather than their superiors in the Pentagon and White House prevailed, there would have been no mass flight or humiliation in Kabul.

Crime is out of control not because we have either sadistic or incompetent police forces but sinister DAs, and mostly failed, limited academics who fabricated their policies.

Current universities produce more bad books, bad teaching, bad ideas, and badly educated students, not because the janitors are on strike, the maintenance people can’t fix the toilets, or the landscapers cannot keep the shrubbery alive, but because their academics and administrators have hidden their own

incompetence and lack of academic rigor and teaching expertise behind the veil of woke censoriousness.

### **The Naked Emperors' Furious Search for Fig Leaves**

The war between blue and red and mass versus elite is really grounded in the reality that those who feel they were the deserved winners of globalization and who are the sole enlightened on matters of social, economic, political, and military policy have no record of recent success, but a long litany of utter failure.

They have become furious that the rest of the country sees through these naked emperors. Note Merrick Garland's sanctimonious defense of the supposed professionalism of the Justice Department and FBI hierarchies—while even as he pontificated, they were in the very process of leaking and planting sensational “nuclear secrets” narratives to an obsequious media to justify the indefensible political fishing expedition at a former president's home and current electoral rival to Merrick Garland's boss.

The masses increasingly view the elites' money, their ZIP codes, their degrees and certificates, and their titles not just with indifference, but with the disdain they now have earned on their own merits.

And that pushback has made millions of our worst and stupidest quite mad.

*Victor Davis Hanson is a distinguished fellow of the Center for American Greatness and the Martin and Illie Anderson Senior Fellow at Stanford University's Hoover Institution. He is an American military historian, columnist, a former classics professor, and scholar of ancient warfare. He has been a visiting professor at Hillsdale College since 2004. Hanson was awarded the National Humanities Medal in 2007 by President George W. Bush. Hanson is also a farmer (growing raisin grapes on a family farm in Selma, California) and a critic of social trends related to farming and agrarianism. He is the author most recently of *The Second World Wars: How the First Global Conflict Was Fought and Won*, *The Case for Trump* and the newly released *The Dying Citizen*. August 21, 2022 Hoover*

POSTED ON **AUGUST 23, 2022** BY **STEVEN HAYWARD** IN **THE WEEK IN PICTURES**

## **THE GEEK IN PICTURES: DATA DUMP EDITION**

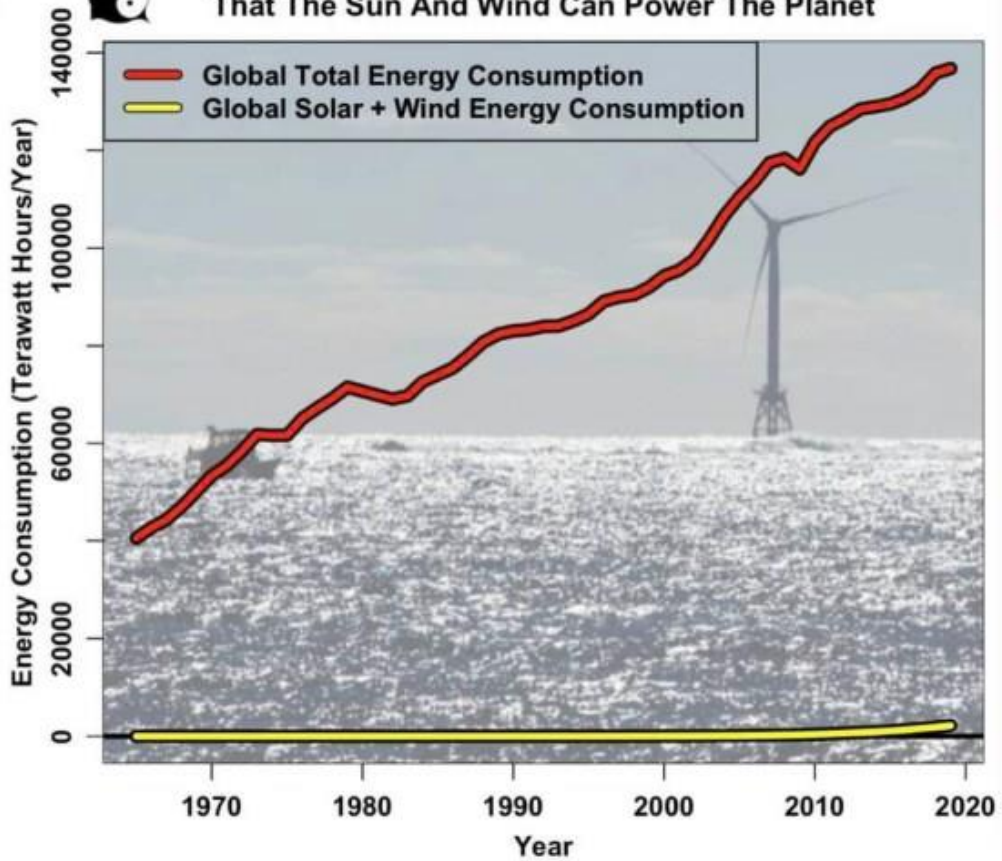
*A lot of new charts and graphs have emerged such that my data folder is groaning. So here they come.*

- Let's start with some energy charts, germane in the aftermath of the recent climate bill:



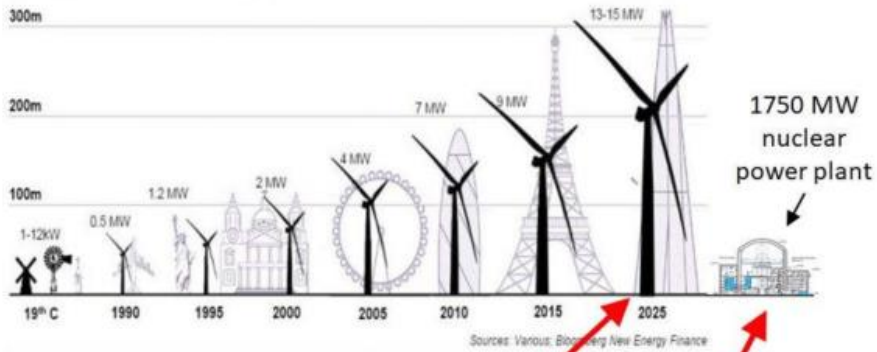


### A Chart For Those Good Folks Who Dream That The Sun And Wind Can Power The Planet



DATA: OWID <https://ourworldindata.org/renewable-energy>

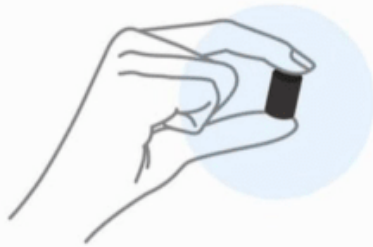
### Evolution of wind turbine heights and output



You need two hundred of **these**  
(and a windy day)  
to match the power output of one of **these**

# Fast Facts on NUCLEAR ENERGY

Nuclear fuel is **extremely energy dense.**



**1 uranium pellet**  
(~1 inch tall)  
*is equal to*



**17,000 cubic ft**  
of natural gas



**120 gallons**  
of oil

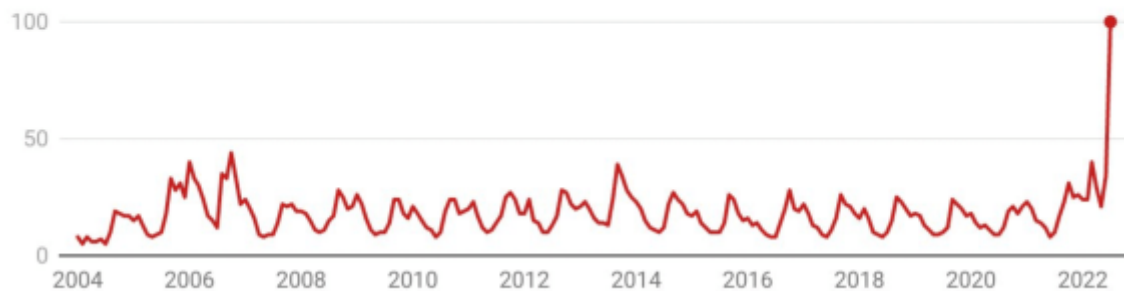


**1 ton**  
of coal

## It's 2022 in Germany: 'firewood' breaks Google Trends record

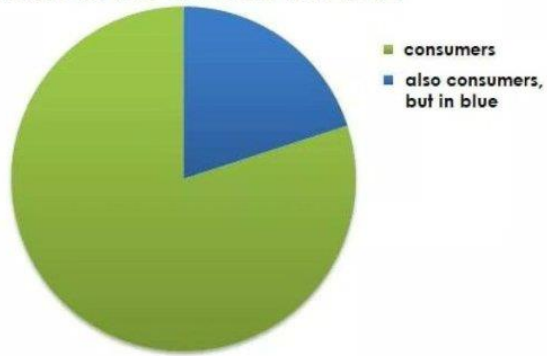
As per Google Trends, searches for 'Brennholz' (firewood) are through the roof in Germany

— Brennholz: (Germany)



Source: Google Trends; Compiled by Breakout Point on 2022-07-15 • Created with Datawrapper

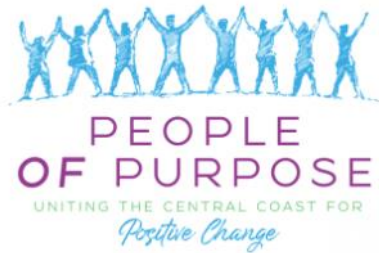
## Who Will Pay the Taxes in the "Inflation Reduction Act?"



## ANNOUNCEMENTS

**Important Event Details!**

Our next event will be September 11th at Thousand Hills Ranch in Pismo Beach. Event rundown and link to register is at the bottom of email!



Good news! The wonderful Liz Cheney will no longer be a Senator in 2023! Joking aside, we are looking forward to seeing you all at our event next month. In this email we have once again included the bios for our amazing speakers Rick Green and Victor Marx, as well as the event details and link to register at the bottom. Tickets are selling fast so be sure to get yours locked in today! Now, please watch this short video from our President Jim Douglas.



**Rick Green**



Rick Green is a former Texas State Representative, national speaker, author, and radio host. He & his family travel the nation speaking on America's forgotten history and heroes, with an emphasis on our moral, religious, and constitutional heritage. Rick co-hosts the national daily radio program, WallBuilders Live!, with David Barton. Below is a link to one of his videos!

<https://www.youtube.com/watch?v=RcWiHYNL5-E>

### **Victor Marx**



Victor Marx is a high-risk humanitarian with successful missions to Iraq, Syria, North Africa and Southeast Asia – many times in non-permissive and high-threat environments, helping orphans and widows. Severely abused and tortured as a child, by the time he graduated from high school, he was using drugs, fighting and stealing. The discipline of military life and faith in God helped him recover from his traumatic childhood. Today, Victor dedicates himself to helping others deal with challenges and encourages a resilient lifestyle. Victor mixes humor with raw reality stories of survival and redemption. The link to his website is below and there is a great video in which he tells of his work!

<https://victormarx.com/>

#### EVENT FOLLOWUP AND LINK

We have been receiving questions about the details of the event and we will give all those important details below. First, for all you hungry animals out there; yes there *WILL* be food!!! Tony Q with Taqueria 805 will be providing an amazing taco bar! We will have beer and wine before and after the speaking. The timeline of events is as follows:

2:30 - Registration Opens

2:30 - 4:00 - Social hour and visit booths

4:00 - 5:15 - Speaking featuring Rick Green and Victor Marx

5:15 - 7:00 - Taco time! Plus more social hour

**Register now by clicking the link below!**

<https://www.eventbrite.com/e/understanding-the-times-tickets-394879052877>



## **ANDY CALDWELL SHOW NOW LOCAL IN SLO COUNTY**

Now you can listen to THE ANDY CALDWELL SHOW  
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We are pleased to announce that The Andy Caldwell Show is now broadcasting out of San Luis Obispo County on FM 98.5 in addition to AM 1290/96.9 Santa Barbara and AM 1240/99.5 Santa Maria



The show now covers the broadcast area from Ventura to Templeton -  
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### MIKE BROWN IS THE REGULAR MONDAY GUEST AT 4:30 SUPPORT COLAB!

*A Voice for Reason*  
3:00 PM to 5:00 PM Monday thru Friday  
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### MIKE BROWN ADVOCATES BEFORE THE BOS



**VICTOR DAVIS HANSON ADDRESSES A COLAB FORUM**



**DAN WALTERS EXPLAINS SACTO MACHINATIONS AT A COLAB FORUM**



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





**NATIONAL RADIO AND TV COMMENTATOR HIGH HEWITT AT COLAB DINNER**



**MIKE BROWN RALLIES THE FORCES OUTDOORS DURING COVID LOCKDOWN**

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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: \_\_\_\_\_