

COLAB

San Luis Obispo County



The Coalition of Labor Agriculture and Business

WEEKLY UPDATE OCTOBER 20-26, 2024

IT'S THIS WEDNESDAY!

COLAB
San Luis Obispo County



Wednesday, October 23rd
5:30—7:30 PM
Thousand Hills Ranch
550 Thousand Hills Rd.
Pismo Beach, CA

FALL FORUM

Thousand Hills Rd. is off of Price Canyon. Please use caution, as the road is somewhat hidden around a bend in the road and it comes up on you suddenly. Once on Thousand Hills Road, follow the road for approximately one mile to the red roofed barn on right!

Featuring:
INSURANCE CRISIS - THE REPORTS, THE REASON, AND THE REALITY...HOW DO WE FIX IT?

HEAR FROM OUR INDUSTRY EXPERTS, DAVE BELMONT ADLER BELMONT GROUP, TYLER RILEY RILEY & RILEY, AND DARREN CAESAR HUB.



Dave Belmont



Tyler Riley



Darren Caesar

BEER, LOCAL FINE WINES, AND HOT & COLD APPETIZERS WILL BE SERVED

RSVP appreciated by October 16th — there is no charge for this informative event!

Email: colabslo@gmail.com or call (805) 548-0340



**THIS WEEK
SEE PAGE 5**

BOARD OF SUPERVISORS MEETING

REVISED 2025 MEETING CALENDAR

MORE NACI PIPELINE LEAK COSTS

ANOTHER DISTRICT BITES THE DUST

CATTLEMAN OF THE YEAR AWARD

PLANNING COMMISSION

**PERMIT FOR THE DEMOLITION AND REMEDIATION OF
THE PHILLIPS 66 REFINERY SITE
*BRUTAL TESTIMONY TO FAILED PUBLIC POLICY***



**LAST WEEK
SEE PAGE 12**

NO BOARD OF SUPERVISORS MEETING

APCD HEARING BOARD MEETING

DUNES MONITORING PERIOD EXTENDED BUT IT'S JUST MAINTENANCE

**AS WE ALWAYS SAID: NO PROBLEM AT THE OCEANO DUNES
BUT WATCH OUT FOR THE COASTAL COMMISSION NEXT**

LAFCO MEETING

COUNTY TAKEOVER OF OCEANO FIRE SERVICES TO BE APPROVED

ADDENDUM I - SEE PAGE 31

NOVEMBER STATE PROPOSITION RECOMMENDATIONS

EMERGENT ISSUES

SEE PAGE 15

**CALIFORNIA BUREAUCRATS SLAP DOWN THE
AIFORCE AND SPACEX OVER POLITICS**

Petty tyrants are trifling with science, national security, and the State's economy

**ELON MUSK'S SPACEX SUES CALIFORNIA
COASTAL COMMISSION**

**NEWSOM ON MONDAY SIGNED
LEGISLATION THAT WILL SET NEW RULES
FOR THE OIL AND GAS INDUSTRY**

**WHAT'S BEHIND ALL THE POLITICAL THEATER
OVER CALIFORNIA'S HIGH GASOLINE PRICES?**

**GAVIN NEWSOM CHASES ANOTHER OIL
COMPANY OUT OF CALIFORNIA**

COLAB IN DEPTH

SEE PAGE 26



MUSK VS THE MARIONETTES

ELON MUSK HAS VOICED HIS SUPPORT FOR TRUMP, CRITICIZED THE DEMOCRATIC PARTY'S OVERREGULATION AND IMMIGRATION POLICIES, AND WARNED AGAINST HARRIS AND THE ELITE CONTROL HE BELIEVES DRIVES THE PARTY

BY EDWARD RING

‘GREEN ENERGY TRANSITION’ IS A MYTH

WHEN POLITICIANS TELL YOU THE GREEN TRANSITION IS HERE AND WE NEED TO GET ON BOARD, THEY ARE ASKING VOTERS TO CONTINUE BANKROLLING INVESTMENT IN FAILED STRATEGIES THAT DON'T ADDRESS THE UNDERLYING PROBLEMS

BY BJORN LOMBORG

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LA LOMITA
RANCH



THIS WEEK'S HIGHLIGHTS
ALL MEETINGS ARE AT 9:00 AM UNLESS OTHERWISE NOTED

Board of Supervisors Meeting of Tuesday, October 22, 2024 (Scheduled)

Item 8 - Request to approve the revised Board of Supervisors Meeting Calendar for 2025

During the prior meeting, the Board adopted a schedule for 2025. It has been revised per the version below:



REVISED SCHEDULE ON THE NEXT PAGE BELOW: They want you to attend and comment.

2025 Board of Supervisors Meeting Calendar

January						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
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28	29	30	31	1	2	3
4	5	6				

Board Meetings
CSAC Leg Annual Conference

Swearing in Meeting
Budget Hearings

Board Break
Holidays

CSAC Annual Conference

Item 8 - Request to: 1) accept the third update regarding, and confirm the need to continue, the emergency actions to repair the Nacimiento Water Pipeline at the Yerba Buena Creek crossing in accordance with Public Contract Code Section 20134 and 22050, 2) authorize a budget adjustment in the amount of \$815,000 to increase appropriations in Fund Center – 549 Nacimiento Water Project for costs related to the Yerba Buena Creek Crossing Repair Project (310003) from NWP Designation Funds and additional contributions by NWP participants, by a 4/5 vote. It turns out that the extent of the leak and cause (a corrosive soil environment) are worse than originally estimated.

Preliminary review of the site indicated that that leak originated from the pump out to the east of the Yerba Buena Creek crossing. The District hired a contractor, Whitaker, to excavate to the pump out and fix the leak. Initial estimate for cost of excavation and repair of the pump out was expected to be under \$60,000. After further investigation, it was determined that the leak was not located in the pump out, which suggested there was a leak in the section of pipeline under the Yerba Buena Creek. The Yerba Buena Creek crossing is approximately 18 feet deep and 200 feet long and is comprised of an 18-inch distribution pipeline inside a 36-inch steel casing that runs under the creek. It became immediately critical to confirm the location of the leak, and to identify the cause of the leak to prevent further damage to the pipeline and surrounding property.

Emergency repairs are required as soon as possible to prevent further damage to the pipeline and surrounding area and restore an essential water supply to the City. Assessment of the pipeline and implementation of the necessary emergency repairs are ongoing and expected to be completed by November 2024. The pipeline is disconnected and in segments, the leak led to a

significant loss of the sand between the carrier and casing pipes that provides structural support, the casing pipe grouting is compromised, the polywrapping (corrosion protection) of the existing pipe has been damaged, the pump out was removed, the end seals were damaged by the leak and removed, and the casing was cut and needs to be re-welded prior to backfilling the east and west excavations.

The City of San Luis Obispo and the Santa Margarita Ranch will not receive essential water supply deliveries if emergency actions are not carried out to repair the NWP pipeline.

FINANCIAL CONSIDERATIONS

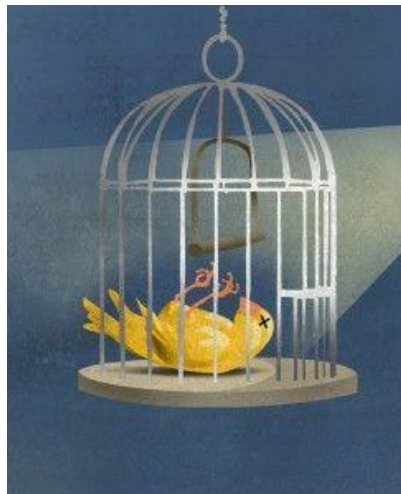
Implementation of the emergency repairs are ongoing, and the final cost of the repair is unknown. Costs to date are estimated to be \$250,000 including contractor and District staff. It is anticipated that the remaining repair may cost an additional \$565,000, making the total emergency project costs in the range of \$815,000.

Item 26 - Request to 1) authorize staff to issue a request for proposal seeking services to assist with the San Simeon Community Services District Dissolution process and develop a reimbursement agreement; and 2) approve a \$20,000 budget adjustment from General Fund Contingencies to Public Works FC 201 – Special Services for staff time to perform this work, by 4/5 vote. Another special district is about to bite the dust. The San Simeon Community Service District (SSCSD) is petitioning LAFCO to be dissolved and taken over by the County.

Apparently the District does not have the funds or the staffing to prepare the application for LAFCO consideration and is seeking a \$20,000 loan from the County to start the work.

The San Simeon Community Services District (“SSCSD”), formed in 1961, provides water, sewer, road maintenance, street lighting, and weed abatement to approximately four hundred (400) residents and transient visitors. The SSCSD has had ongoing challenges in providing these services as a consequence of staffing and administrative difficulties.

This situation is yet another example of the smaller and weaker districts collapsing and, as such, is another Canary in the coalmine.



Eventually the smaller and weaker cities will begin to collapse. The counties and State will be called upon to bail them out.

INTRODUCTION OF THE CATTLEMAN OF THE YEAR BY THE CATTLEMAN'S ASSOCIATION

MATTERS AFTER 2:00 PM

Item 28 - Request to 1) receive and file a presentation from the Health Agency requesting approval on the creation of an Access and Crisis Services Division and provide direction as necessary, and 2) approve a resolution amending the Position Allocation List (PAL) as outlined in the recommendation to support the creation of an Access and Crisis Services Division and to improve support for Behavioral Health efforts. If approved, a new division within the Behavioral Health Department would be created to deal with people in crisis. It does not require new staffing or budget, but instead is the consolidation of resources in other divisions that treat people in crisis. The write-up summarizes the matter as follows:

The Health Agency proposes the creation of an Access and Crisis Services Division under the BHD. This division will serve as the nexus for coordination with local hospitals, crisis facilities (Psychiatric Health Facility (PHF), Crisis Stabilization Unit (CSU), out of county hospitals, Sobering Center), and transitional care to intensive and outpatient behavioral health clinics. The Access and Crisis Services Division will oversee the programs and facilities within the behavioral health continuum of crisis care that operate 24/7 throughout the year. This Division is a critical mechanism that equips the County to expedite access to mental health and substance use disorder (SUD) treatment, improves client care (and community collaboration) by streamlining coordination of placements between hospitals, crisis facilities, and clinics, and improves monitoring of County-contracted providers.

The 14-page Board letter discusses the rationale for the new unit and reports that it is an in-vogue step that some other counties have taken. It lacks any real administrative or policy analysis.

It provides no actual data on the extent of the problem that it is supposedly designed to solve:

1. How many people are involved in the problem?
2. When does it occur?
3. Where does it occur?
4. How does the existing structure contribute to the problem?
5. What are the measures of success in reducing the problem?
6. How will the new structure improve the measures?

7. What are alternative solutions, including performance, cost, and patient satisfaction? A corollary question is: What if the County maintained the current structure and staffing mix?

8. Why is the recommended solution being proposed?

9. What is the schedule for the transition?

10. When will the Department report on whether or not the plan worked?

11. Will the proposers stake their reputation, continued employment, and future pensions on the outcome of their recommendation?

Note that the Behavioral Health Department presents only 4 performance measures in the current Budget for a \$120 million annual appropriation.

Item 29 - Any Supervisor may ask a question for clarification, make an announcement, or report briefly on his or her activities. In addition, Supervisors may request staff to report back to the Board at a subsequent meeting concerning any matter or may request that staff place a matter of business on a future agenda. Any request to place a matter of business for consideration on a future agenda requires the majority vote of the Board.

1). The Board should request that a strong Resolution of Censorship of the Coastal Commission be prepared and returned for action.

2). Separately, the Board should request staff to prepare legislation to eliminate the current selection process (Gubernatorial and Legislative appointments) of the Commissioners. Instead, each of the Coastal counties (15) would create an at-will position of Coastal Commissioner with a renewable 4-year term, like County Counsel. Qualifications would include an advanced degree in Public Administration, Civil Engineering, City or Regional Planning, Economics, Law, or Parks Administration. Additionally, it would be helpful if candidates had some experience in marine activities, such as boating, surfing, fishing, beach camping, beach off-road riding, coastal hiking, beach concessions operations, beach hospitality operations, beach community real-estate, marina operations, marine construction, or related areas.

A joint quorum of the Board of Supervisors and City Selection Committee of each County would conduct the recruitment, make the final appointment, and oversee performance/accountability. Compensation would be equal to that of the Director of Public works in each County. The State would continue to fund the Commission and the salaries.



What the hell do a bunch of political slugs know about this? It's real access!! But would they allow a Hobie Cat rental concession at the Dunes or Morrow Bay?

Planning Commission Meeting of Thursday, October 24, 2024 (Scheduled)

Hearing to consider a request by Phillips 66 for a Development Plan/Coastal Development Permit to allow demolition and remediation of the Santa Maria Refinery (SMR), affecting approximately 218 acres of developed area within the 1,642-acre Phillips 66 owned property at 2555 Willow Road, Arroyo Grande. The Commission will consider an application for the demolition of many structures as well as a major EIR. It will also consider site remediation plans. The whole episode is testimony to the County's failure to approve additional rail spurs several years ago. The spurs would have allowed more crude oil to be delivered and processed. It then would have been sent to Phillips' refinery in Rodeo (Sacramento River) in the east Bay Area.

The County write-up falsely blames the plant closure on Phillips's intent to convert the Rodeo plant to processing bio-solids. Actually, it was not until the County denied the Nipomo Permit that Phillips announced the conversion of the Rodeo plant, since it would not be receiving refined crude oil from Nipomo. Last week Phillips announced the closure of its large Los Angeles plant, which is a major supplier for all of California. The action was prompted by the State Legislature's adoption of Governor Newsome's plan to control refineries.

All of this is part of the State's plan to deindustrialize society in the name of global warming. The enviro-socialist's ultimate goal is to impoverish society and foment a social and political crisis that will allow them to impose an elite dictatorship nationwide.

The future use of the land would be subject to a new permit and EIR. Since it is currently zoned industrial, how about a new 4-unit nuclear plant? This would assume that the enviros and politicians are sincere about carbon free energy, but don't hold your breath.

The write-up summarizes the project:

After demolition and remediation, hardscape would be replaced where removed and exposed soil areas would be revegetated. At Project completion, features to remain include asphalt and concrete surfacing, perimeter fencing, electrical substation, water wells, truck scales, and two rail spurs, as well as monitoring wells and equipment associated with ongoing remediation under separate permits. Aboveground demolition would take approximately eight months, followed by soil testing and remediation activities, which are expected to be mostly completed within three years; some remediation may continue for up to 10 years. The majority of demolition and remediation debris would be hauled offsite by rail, supplemented by trucks. Once remediation requirements have been met, site activities would be limited to restoration monitoring and general maintenance of the property and facilities. Potential future uses of the SMR site are unknown and are not considered as part of this Project. The Project site is within the Industrial land use category, southwest of the Village of Callender Garrett and within the South County (Coastal) planning area.

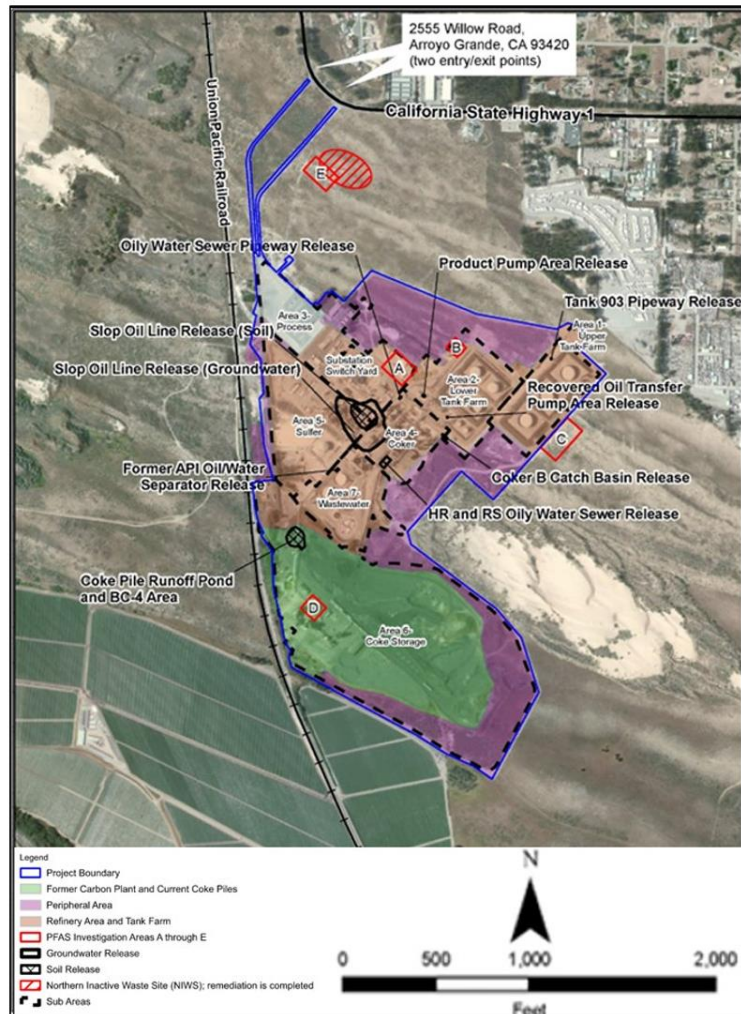


Figure 3. Ongoing and Potential Remediation Areas
Source: Phillips 66 Application 2023

LAST WEEK'S HIGHLIGHTS

No Board of Supervisors Meeting on Tuesday, October 15, 2024 (Not Scheduled)

The next meeting is set for October 22, 2024.

San Luis Obispo County Air Pollution Control District (APCD) Hearing Board Meeting of Wednesday, October 16, 2024 (Completed)

Item 5 - Progress report on activities called out in Stipulated Order of Abatement (Case No.17- 01): In the Matter of California Department of Parks and Recreation - Off-Highway Motor Vehicle Recreation Division – Oceano Dunes State Recreation Area. Includes review and workshop addressing Provisionally Approved Annual Report and Work Plan and Advisory Group Recommendations. No action required.

- a. Introduction by SLO County APCO.
- b. Presentation by California State Parks.
- c. Presentation by the Scientific Advisory Group.
- d. Presentation by SLO County APCD.
- e. Accept public comment.
- f. Board member questions or comments.

No data or write-up was provided for this item. As expected, there were several hours of highly technical PowerPoints that no one saw until the meeting.

Item 6 - Hearing to consider the Air Pollution Control Officer's application to modify the terms and conditions of Stipulated Order of Abatement (Case No.17-01): In the Matter of California Department of Parks and Recreation - Off-Highway Motor Vehicle Recreation Division – Oceano Dunes State Recreation Area. Now they realize (or admit?) that there was never a problem. The Hearing Board is a separate technical Board that has authority over violations and modifications of orders. The staff is recommending that they move to a modification of the existing order to manage the currently stable situation. Data shows that the various mitigations have lowered the particulate considerably. It is likely that the Hearing Board will agree. The good news is that the Hearing Board agreed that things were much better and determined that it should retain jurisdiction for the next 3 years and receive further progress reports. The usual claue of anti-Dune riding luddites were present, but not in force.

The next problem will be with the Coastal Commission, because a) notwithstanding the fact that there was never a problem and b) in any case, the emissions have been lowered, the Commission just doesn't like riding on the dunes. We will stay tuned.

The initial modeling results in the 2024 ARWP indicate that ODSVRA is not in excess of naturally occurring emissions and therefore it may be appropriate for State Parks to move towards a long-term maintenance and adaptive management program to remain in compliance with the Stipulated Order of Abatement as modified

Basic Indicators Trends in basic air quality indicators all indicate major improvements in PM10 levels on the Nipomo Mesa. In 2023, the number of exceedances of the California PM10 Standard reached an all-time low at both CDF and Mesa2, the District’s monitoring stations directly downwind of the ODSVRA. As shown in Figure 3, below, which is also taken from the forthcoming 2023 Annual Air Quality Report, in the years just before the SOA came into effect there were 60 to 97 exceedances each year at CDF. In 2023, there were just 23. Mesa2 saw even fewer, with only 19. Similarly, in 2023 there were only 2 hours at CDF when PM10 was above 300 µg/m3, which is an all-time low—lower even than in 2020 when the park was closed to vehicles for most of the year due to COVID-19. Annual violations of Rule 1001 also reached an all-time low in 2023 with only 11. This is a substantial drop from the previous low of 30 from 2022. See Appendix B for graphs of these trends.

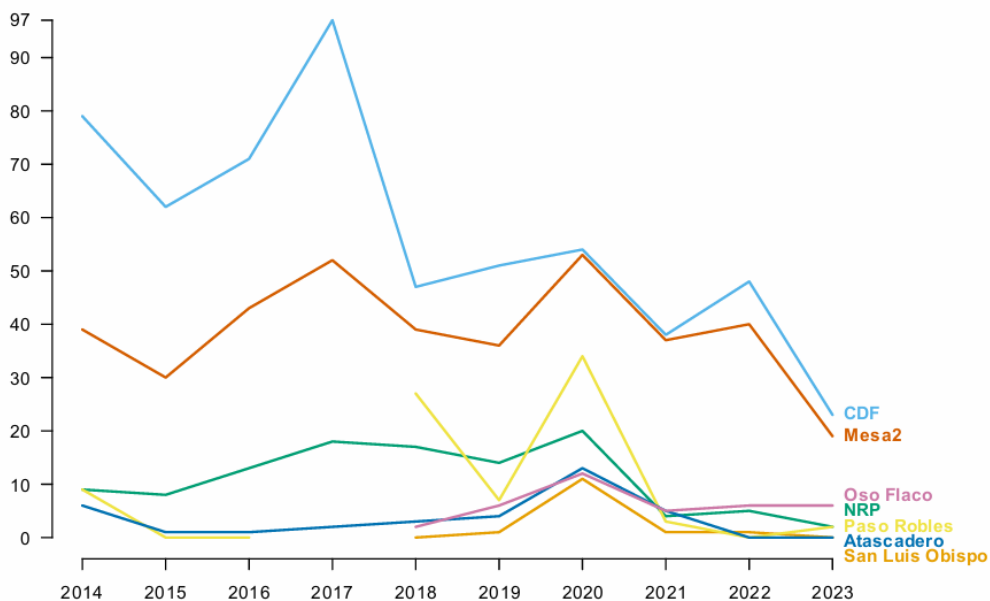
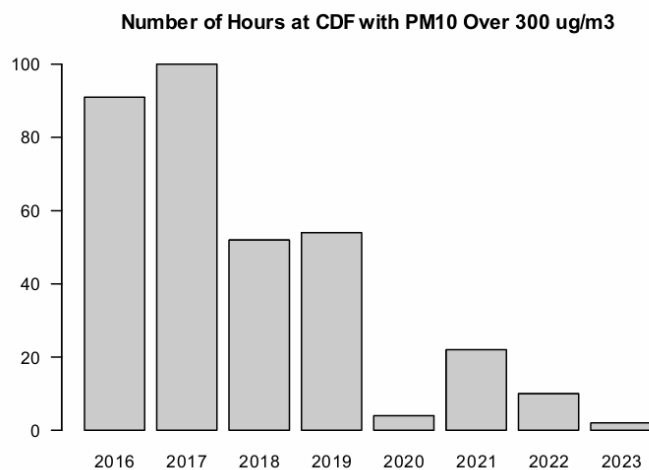


Figure 3: Exceedances of the California 24-hour PM₁₀ Standard, 2014–2023.



**Local Agency Formation Commission (LAFCO) Meeting of Thursday, October 17, 2024
(Completed)**

NOTICE: Dana Reserve Annexation not this Week:

At the September 19, 2024, LAFCO Meeting, the Commission directed the Executive Officer to reschedule the November 21, 2024, regular meeting to November 14, 2024, and to include the proposed **Dana Reserve Specific Plan annexation into the Nipomo Community Services District** on the agenda for that meeting.

Item B-1 - Oceano Community Services District Divestiture of Fire Protection Service and Designation of the County of San Luis Obispo as the Successor Agency for Fire Protection Service. On September 24, 2024, the Board of Supervisors approved an agreement to take over the Fire services of the Oceano Community Service District (OCSD). The final step is represented here, as LAFCO will approve the agreement, service plan, finance plans, and other requirements. The cut over will occur when certain OCSC properties related to fire service are transferred to the County. Various levels of service have been discussed. From a practical and safety standpoint it will probably be Item 5 in the table below. The write-up states that this will initially cost the County General Fund about \$400,000 per year, as the district revenues available for transfer are only about \$1.2 million, whereas the cost is about \$1.8 million. This looks like a \$600,000 problem. Thus, some clarification will be needed. See the expenditure and revenue pages below.

At the time that the Board directed staff to prepare this Plan for Service, it was estimated that the ongoing annual cost of service including both contract cost and indirect County cost, would be approximately \$1,800,000, and the annual General Fund support would be \$498,783. Due to conditions in this Plan of Service including proposed lease agreements between OCSD and the County over the next 20 years, estimated impact fee revenue, and maintenance on fire related assets to be transferred to the County, the annual operating expense is estimated to be \$1.7 million, and the annual General Fund support is estimated to be \$310,143.

	Responding Station	Increased Resources to Responding Station	Estimated One Time Cost	Estimated Ongoing Annual Cost	Response Time	Service Level Impact to Oceano & Surrounding Area Compared to Current Service Level
1	Nipomo 22	None	\$0	\$0	11-12 minutes as available	Significant Decrease
2	Nipomo 22	Increase from 2-0 to 3-0 staffing	\$360,000	\$1.4 M*	11-12 minutes as available	Significant Decrease
3	Nipomo 22	Add 2-0 engine company	\$1.9 M	\$2.1M*	11-12 minutes (dedicated engine)	Slight Decrease
4	Oceano	Add 2-0 engine company	\$3.5 M min	\$2.1 M	3-7 minutes	Significant Increase
5	FCFA AG/GB	Contract for 2-0 staffing	\$0	\$1.8 M	AG 7-11 minutes GB 7-9 minutes	Equivalent

*Assuming no change to Automatic and/or mutual aid agreements (potential to increase)

OCSD Revenue Trends

Revenue	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	*	**
	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
Property Tax	1,028,371	1,081,219	1,132,291	1,182,885	1,296,431	1,337,044
Public Facility Fees	20,061	10,158	20,528	7,878	3,863	TBD
Other Sources	147,690	144,285	150,971	149,653	TBD	TBD
TOTAL	\$1,196,122	\$1,235,662	\$1,303,790	\$1,340,416	\$1,300,294	\$1,337,044

*According to County Auditor's Office.

**For the purposes of this report, the analysis of options includes an increase in annual revenue, of which \$1,337,044 is estimated to be available to fund operations if the County were to take over fire services based on the FY 2023-24 Assessor's Values and preliminary AB8 Calculations from Auditor's Office.

Background: The County's September 24 report indicated that the County will begin providing a general fund subsidy of \$310,000 per year. In any case, and whatever the number is, the gap will grow as the cost escalates over the years. The cost includes a factor for the OCSD's unfunded pension liability.

Again, remember that this is a canary in the coal mine warning, as other weaker special districts and cities dissolve under the relentless pressure of cost increases that outstrip local economic growth.

On June 18, 2024, the Board of Supervisors approved the attached contract for services (Attachment 2) between the County and FCFA. The Contract maintains the level of service currently provided to the community of Oceano. The contract will become effective upon LAFCO approval of the District's divestiture, target date of January 1, 2025, and terminate on June 30, 2027, with two one year options to extend. The contract cost is \$1,706,000 each year with annual CIP increases.

As specified in the Plan for Service, the County will assume responsibility for OCSD's ongoing CalPERS unfunded actuarial accrued liability (UAAL) arising out of OCSD's participation in Five Cities Fire Authority between June 7, 2010, through June 30, 2023, in the amount equal to 19.7% of the total. The Foster and Foster actuarial report dated December 15, 2023, shows OCSD's share of UAAL as of June 30, 2022, to be \$861,741. OCSD's liability is anticipated to be reduced due to reimbursement payments made after June 30, 2022, by the City of Arroyo Grande to Five Cities Fire Authority, reducing the total UAAL of \$4,374,321 by \$982,311.

At the time that the Board directed staff to prepare this Plan for Service, it was estimated that the ongoing annual cost of service including both contract cost and indirect County cost, would be approximately \$1,800,000, and the annual General Fund support would be \$498,783. Due to conditions included in the Plan for Service, primarily proposed lease agreements between OCSD and the County, the annual General Fund support is estimated to be \$310,143.

EMERGENT ISSUES

Item 1 - California Bureaucrats Slap Down the Air Force and SpaceX over Politics
NATIONAL REVIEW



SpaceX Falcon 9 rocket carrying 20 Starlink V2 Mini satellites launches from the Space Launch Complex at Vandenberg Space Force Base over the Pacific Ocean, seen from Encinitas, Calif., June 23, 2024. (Mike Blake/Reuters)
Share

By JOHN FUND

Petty tyrants are trifling with science, national security, and the State's economy.

THERE'S no better illustration of California's decline to banana-republic status than this: The all-powerful California Coastal Commission has voted to deny Elon Musk's SpaceX and the U.S. Air Force permission to increase the number of their rocket

The rejection was clearly based on petty politics disguised by a fig leaf of regulatory concern. "We're dealing with a company, the head of which has aggressively injected himself into the presidential race," Chairwoman Caryl Hart lamented. Her colleague Mike Wilson ranted about Musk's wealth and his social-media platform, X. Former union official Gretchen Newsom (no relation to California's governor) railed against Musk for "spewing and tweeting political falsehoods."

The commission's rejection is aimed at a cutting-edge company that has revitalized California's aerospace industry, which was flattened by the end of the Cold War. In 20 years, Musk has turned his SpaceX start-up into a \$210 billion behemoth that employs 13,000 people in the state. It will continue to employ thousands even after it moves its executive operations to Texas in a couple years.

To win approval for its plans to increase the number of rocket launches from Vandenberg, the Air Force agreed last month to meet seven demands the California Coastal Commission had

made to reduce the environmental impact of the launches — including the closer monitoring of a local colony of snowy plovers. Despite having its demands met, the commission gave the Air Force the back of its hand last week.

The California Coastal Commission has abandoned any pretense that it primarily uses its power to protect California’s 840 miles of majestic coastline. Instead, it restricts everything from economic development to home expansions based on its partisan whims or what concessions it can wring from applicants. No wonder some of its excesses have been slapped down by the U.S. Supreme Court in the famous 1987 *Nollan* case, which found one of the commission’s regulations unconstitutional. But the commission still acts as judge and jury in an astonishing array of cases involving anything that happens within five miles (as the crow flies) of the state’s coast. Since its creation in the 1970s, it has relentlessly expanded its power over local governments and property owners.

Take the case of David and Stephanie Tibbitts, who wanted to retire to their oceanfront property in San Luis Obispo County. They planned to tear down the 1930s-era house they owned there and replace it with a modern home that would accommodate the needs of David, who was wheelchair-bound after a stroke. They applied for a coastal-development permit in 2019, and it was approved by the county.

But the California Coastal Commission declared that it also had to give a green light. When the Tibbittses applied, the commission argued there was “no legal deadline” for it to hold a hearing and decide on the project. So their request was in limbo for two and a half years. The nonprofit Pacific Legal Foundation finally filed a lawsuit, and the commission eventually held a hearing and voted five to three to approve the permit.

Photos STARSHIP TEST FLIGHT



The record is rife with such abuses. Arnie Steinberg, who was appointed to the commission in the 1990s by GOP governor Pete Wilson, says it is “riddled with a combination of corruption and arrogance on the part of an environmentally extreme staff.” He told me there are no limits to its

desire to micromanage coastal matters, and it frequently collaborates with environmental groups and local-government bodies to stop development.

A perfect example involves current efforts to shut down the Skunk Train, officially known as the Mendocino Railway, north of San Francisco. For 100 years it has carried tourists, locals, and freight through redwood groves, servicing such blue-collar communities as Fort Bragg and Willits. But local environmentalists want to put the Skunk Train out of business and turn a nearby rail corridor into a 300-mile elite hiking trail. The Great Railroad Trail Agency has teamed up with the California Coastal Commission to run the Skunk Train off the rails in court.

It's one thing for the commission's bullies and their allies to try to shut down a railroad. But in the case of the Vandenberg Space Force Base, the commission is trifling with scientific and national-security issues. As one commentator on X put it, "SpaceX should be launching rockets, not facing the rocket fire of California's petty autocrats."

Elon Musk isn't taking this lying down. He announced on Sunday that he would be suing the commission for violating his First Amendment right to express political opinions.

John Fund is NATIONAL REVIEW's national-affairs reporter. This article first appeared in the National Review of October 14, 2024.

Item 2 - Elon Musk's SpaceX Sues California Coastal Commission

Assemblyman Bill Essayli defends Musk's protected free speech; demands communications between commissioners

By Katy Grimes, October 16, 2024

The California Coastal Commission is living up to its dodgy reputation, and is now getting sued by the world's richest entrepreneur for it.

Last week, the CCC voted to deny more launches from Vandenberg Space Force Base in Santa Barbara County because of Space X founder Elon Musk's comments on X and his recent political activities.

The California Coastal Commission (CCC) is an unelected commission of political appointees that lords over locally elected city councils in cities and counties on the California coast.

The Globe reported:

"Elon Musk is hopping about the country, spewing and tweeting political falsehoods and attacking FEMA while claiming his desire to help the hurricane victims with free Starlink access to the internet," expressed Commissioner Gretchen Newsom, who is not related to Governor Gavin Newsom. "It appears that rather than prioritizing the welfare of SpaceX employees and the environment, the focus has been on profit maximization."

Commission chairwoman Caryl Hart added, "You could argue that it's bringing in politics, but this is a political matter to some extent because it involves the US government, it involves the Coastal Commission. We are dealing with a company, the head of which has aggressively injected himself into the presidential race."

This not only ruffled Musk – Assemblyman Bill Essayli (R-Riverside) sent a letter and California Public Records Act request to the coastal commissioners demanding all communications about Elon Musk and SpaceX.

In his letter and CPRA, Essayli said:

Representatives from the U.S. Department of the Air Force and U.S. Space Force testified that SpaceX’s operations at Vandenberg are integral to advancing our national security interests, including SpaceX launches for commercial purposes, and therefore constitute federal agency activity.

The comments made by commissioners during the October 10 hearing revealed a clear and concerning politicization of a critical national security interest and retaliation for the engagement in protected free speech under the First Amendment. It is inappropriate for the Commission to consider the private activities of any executive, including Elon Musk, especially those unrelated to the management or oversight of SpaceX. The political bias of the individual Commission members should never influence the determination of any decision, especially at the expense of California’s and our nation’s best interest.

Essayli didn’t mince words:

The politically motivated decision to reject SpaceX’s submission threatens not only the national security interests of the United States, but also severely undermines public trust in the Commission and its members who voted against concurrence.

Neither did Musk in his lawsuit mince words.

“In the lawsuit, filed in the US District Court for the Central District of California, Musk’s SpaceX accuses the commission of ‘unconstitutional overreach’ after members criticized his political leanings during a meeting about whether to approve more frequent SpaceX launches off the California coastline,” Business Insider reported.

“The lawsuit says the commission unfairly asserted regulatory powers because it disagreed with Musk’s politics.”

The miserable Sacramento Bee characterized Assemblyman Essayli’s letter and CPRA request as “Essayli rides to Elon Musk’s defense,” when his letter makes quite clear that the coastal commissioners are interfering in national security interests over their own petty political biases.



Elon Musk ✓ ✕
@elonmusk

Subscribe ...

The Coastal Commission has one job – take care of the California coast.

It is illegal for them to make decisions based on what they (mostly wrongly) think are my politics.

For example, I have done more to advance sustainable energy & help the environment than maybe anyone ever, which is not exactly a “far-right” position.

Yet here they are shamelessly breaking the law!

They should resign immediately and face the appropriate legal consequences for their actions.



In a Tweet on X Tuesday, Musk made his case:

The Coastal Commission has one job – take care of the California coast. It is illegal for them to make decisions based on what they (mostly wrongly) think are my politics. For example, I have done more to advance sustainable energy & help the environment than maybe anyone ever, which is not exactly a “far-right” position. Yet here they are shamelessly breaking the law! They should resign immediately and face the appropriate legal consequences for their actions.

The California Coastal Commission’s environmental zealots have decades of regulatory activism, and are notorious for running roughshod over Californians’ property rights. The Pacific Legal Foundation has spent as many decades suing the CCC over gross violations of California property owners’ rights. If you want your blood to boil, read PLF’s big win in *Nollan v. California Coastal Commission* in which the Coastal Commission agreed to grant the Nollans’ building permit—but only if the Nollans consented to give away one-third of their property to the state.

Assemblyman Essayli, “riding to Elon Musk’s rescue,” is correct that “it is imperative that the public be made aware of all communications surrounding this decision given the admitted political bias against SpaceX and its leadership.”

The Coastal Commission has been given a free pass for decades by the California Legislature to violate Californians' rights. And now it is apparent they are violating Elon Musk's constitutional rights to the First and 14th Amendments.

Musk said it best:

Incredibly inappropriate. What I post on this platform has nothing to do with a "coastal commission" in California!



Elon Musk  
@elonmusk

Subscribe



Incredibly inappropriate. What I post on this platform has nothing to do with a "coastal commission" in California!

Filing suit against them on Monday for violating the First Amendment.



The Rabbit Hole  @TheRabbitHole84 · Oct 12

This is Political Discrimination

CALIFORNIA & CLIMATE

California officials cite Elon Musk's politics in rejecting SpaceX launches

State officials cited Musk's antics in rejecting SpaceX's plan to launch more rockets off the Central California coast.



Katy Grimes, the Editor in Chief of the California Globe, is a long-time Investigative Journalist covering the California State Capitol, and the co-author of California's War Against Donald Trump: Who Wins? Who Loses?

Item 3 - Gov. Gavin [Newsom on Monday signed legislation](#) that will set new rules for the oil and gas industry his administration claims will prevent gas price spikes at the pump.

It's unclear what exactly gas prices in California will look like following a series of actions state leaders have taken and plan to take over the next few weeks.

But another, separate proposal faces a vote soon that could permanently increase costs for customers.

First, the new law Newsom signed on Monday gives the California Energy Commission the green light to begin a rule-making process to determine how much backup fuel supply refiners should have, where and how it should be stored, plus determine when refiners can have maintenance work done.

Gov. Newsom's administration has said unplanned maintenance or outages at refiners coupled with low fuel supply can cause prices to surge at the gas pump.

"Big oil that continues to lie to the people of this state, this nation, for that matter the people around the world, they are the polluted heart of this climate crisis," Newsom told reporters at the bill signing ceremony on Monday. "They continue to lie, and they continue to manipulate."

The regulation faced backlash from the oil industry, refinery workers and the governors of Nevada and Arizona. Republicans warned that taking fuels out of the market and setting new regulations for the industry, would increase prices at the pump.

"There have been promises made here that are not going to be kept," said Assemblyman Jim Patterson, R-Fresno. "Mark my words, in three, four, five months, gas prices are going to be up."

Siva Gunda, the Vice Chairman of the California Energy Commission, told KCRA 3 that the commission's work will officially begin in January and last several months. It will include public input and hearings and collaboration with the oil industry. The goal, Gunda said, is to have the rules in place by the end of next summer, when gas prices tend to spike in California.

Next, completely separate from the commission's work, the California Air Resources Board on Nov. 8 will vote on proposed updates to its Low Carbon Fuel Standards. Those new rules will impact the oil and gas industry financially, and those costs will be passed onto customers.

Earlier this year, CARB provided a public estimate that it could raise prices at the pump up to 47 cents per gallon starting in 2025. It has since walked back that number but is now refusing to provide an updated estimate weeks ahead of the vote.

KCRA 3 asked Gov. Newsom if it's fair for California drivers to not know how those new standards will impact prices at the pump.

"To the degree they should provide more, I'm all about transparency, absolutely," Newsom said. "I do think it's important to talk about the substance and the merits of LCFS and how it's made a big impact on our low carbon, green growth agenda in the state of California."

When KCRA 3 asked Gov. Newsom to clarify if he would direct CARB to provide an estimate before the vote, he said, "I think it's important to be transparent."

According to CARB's website, the public has until Oct. 16 to provide input into the LCFS updates.

This report was produced by KCRA Channel 3 on October 14, 2024. It was reproduced in the Flash Report of October 15, 2024.

Item 4 - What's behind all the political theater over California's high gasoline prices?

By Dan Walters October 15, 2024

California's governors and legislators often do things that defy real world rationality and can only be explained, if not justified, in political terms. This month's exercise in political theater over gasoline prices is an extreme example.

California's gas prices are, as every motorist knows, much higher than those of other states. Just driving into Nevada and Arizona for a fill-up will likely cost a dollar per gallon less than it would in California — even though the fuel probably came from a California refinery.

The vast majority of that differential is explained by California's unique gasoline blend, mandated to fight smog, and its highest-in-the-nation direct and indirect taxes.

In a 2023 paper, Severin Borenstein, a UC Berkeley economist regarded as the state's leading expert on the issue, pointed out that California's direct and indirect taxes on fuel amount to nearly \$1 per gallon — 70 cents higher than the national average of such taxes — and the unique fuel blend adds another dime. Borenstein has also called for a deeper review of what he's dubbed a "mystery gasoline surcharge," which two years ago averaged 65 cents.

Despite those high prices, gasoline is still a relatively small segment of what it costs to live in California. Driving 240 miles a week in a car that gets 20 miles to the gallon might cost \$12 more than it does in another state.

Nevertheless, gas prices command an inordinately high level of public attention as a symbol of anxiety about living costs in general, and therefore are ripe for political exploitation.

Gov. Gavin Newsom has been gaslighting Californians about gas prices for the last couple of years, bypassing the simple fact that taxes and other mandated costs are key factors in high prices and insisting that refiners are gouging motorists.

He never offered proof — nor have legislators insisted that he provide it — before enacting new laws that he says will prevent price spikes. The latest, finalized on Monday, requires refiners to hold more fuel in reserve to ease the impacts of maintenance shutdowns.

Dan Walters is one of most decorated and widely syndicated columnists in California history, authoring a column four times a week that offers his view and analysis of the state's political, economic, social and demographic trends. He began covering California politics in 1975, just as Jerry Brown began his first stint as governor, and began writing his column in 1981, first for the

Sacramento Union for three years, then for The Sacramento Bee for 33 years and now for CalMatters since 2017.

Item 5 - Gavin Newsom Chases Another Oil Company Out of California

Phillips 66 will close its refinery in Los Angeles in 2025

By Katy Grimes, October 16, 2024

Phillips 66 announced Wednesday that it plans to close operations at its Los Angeles-area refinery late in 2025.

The company said in a press statement that it “will work with the state of California to supply fuel markets and meet ongoing consumer demand.”

This makes two oil companies that Governor Gavin Newsom has now chased out of California with his legislative attacks on the state’s oil and gas industry, as well as his recent legislation to decrease the state’s gas supply.

“Thanks to Gavin Newsom’s showboating and incompetence, hundreds of workers will lose their jobs while California drivers will face a massive price hike,” said Assembly Republican Leader James Gallagher. “As Democrats double and triple down in their war on our energy industry, the closure of this refinery is the predictable result.

“Great work, Gavin.”

Gallagher also said Newsom’s reckless policies continue to drive up gas prices and kill jobs.

The Phillips 66 Los Angeles refinery accounts for more than 8% of California’s refining capacity and employs more than 600 workers.

“We understand this decision has an impact on our employees, contractors and the broader community,” said Mark Lashier, chairman and CEO of Phillips 66. “We will work to help and support them through this transition.” Approximately 600 employees and 300 contractors currently operate the Los Angeles-area refinery.

For those who don’t believe Phillips 66 is moving, the company “has engaged Catellus Development Corporation and Deca Companies, two leading real estate development firms, to evaluate the future use of the 650-acre sites in Wilmington, California, and Carson, California.” Gov. Newsom claims that the state’s highest-in-the-nation gas taxes and prices are not what led to dramatically spiking gas/oil prices but because of price gouging by the oil industry. In May, Newsom even signed a gas price gouging law into place.

Even as California’s own Chevron Oil Company announced in August their corporate relocation to Houston Texas from the Bay Area, where the company has been based since 1879, Newsom continued to push his legislation which will clearly result in even higher gas prices at the pump.

Chevron was just the latest big business to flee the Golden State – we can add Phillips 66 to the long list.

Notably, Chevron’s President Andy Walz said in a letter to the Legislature that of the 36 states in which they work, only California has the highest gas prices.

The only conclusion we can draw from this announcement is that with Chevron leaving California and Phillips 66 joining them, no other refineries will invest in storage capacity for Newsom’s absurd gas storage mandate.

In May the Globe reported that the California Air Resources Board is mandating an additional 50 cents per gallon be added to the price of gas in California in January under the 2023 CARB Low Carbon Fuel Standard. This is all part of the goal to force California’s drivers out of their cars, and/or into electric vehicles.

Don’t expect Gavin Newsom to be circumspect about this announcement. He’s probably already added Phillips 66 and Chevron to the notches in his dashboard. These are wins for Newsom in his contorted world.

As the Globe reported earlier this week, Gavin Newsom is working to become the next Al Gore – the name and face of the worldwide climate change grift.

Every climate change bill passed by Newsom and the Legislature is to “Achieve net zero GHG emissions” in the state, and to Newsom and his acolytes, that means outlawing oil and gas. So pretty much everything we use in modern society needs to be upended, overhauled, and restricted, according to Gov. Newsom and the burgeoning industry of climate change hustlers.

The higher the stakes – including attacking the oil and gas industry – the more notoriety Gavin Newsom receives. The harm to the people, businesses and industries of the state is inconsequential as long as Newsom gets press.

“Great work, Gavin,” indeed.

UPDATE: California Fuels and Convenience Alliance (CFCA), representing the downstream fuel supply chain including fuel marketers, common carriers, and gas station and convenience store owners, responded to Phillips 66’s announcement that it plans to cease operations at its Los Angeles-area refinery in late 2025.

“Unfortunately, the announcement today is not much of a surprise, as we continually warned the Legislature and Administration about how ABX2-1 would negatively impact supply,” said Alessandra Magnasco, CFCA’s Governmental Affairs and Regulatory Director. “This is exactly what happens when our leaders are more concerned with political theater than solving real problems. There is no mystery to our high gas prices—exploding overhead costs to run our stations, costly environmental regulations, and now, with even less supply in the market, every Californian will end up paying higher prices in this government-created energy crisis.”

The Los Angeles refinery closure is a significant blow to California’s fuel supply, affecting not only the refinery’s nearly 900 employees and contractors but also the millions of consumers who rely on this fuel source. CFCA warned that without a balanced approach to energy policies, California’s fuel market would see reduced supply, which drives up prices and puts additional pressure on local businesses already struggling under the weight of stringent regulations.

“We recognize the challenges faced by companies like Phillips 66, which are trying to operate in one of the most highly regulated energy environments in the world. These refinery closures are a

direct result of policies that make it increasingly difficult to maintain and expand critical infrastructure,” added Alessandra Magnasco. “While we understand the need for sustainable progress, we urge policymakers to consider the immediate impacts on consumers, workers, and the stability of California’s fuel supply.”

The California Fuels and Convenience Alliance remains committed to working with state leaders to find practical solutions that support a stable and affordable fuel supply for all Californians. We call upon the Legislature to consider the consequences of additional restrictions on our state’s fuel infrastructure and to work collaboratively with industry stakeholders to prevent further market disruptions.

Katy Grimes, the Editor in Chief of the California Globe, is a long-time Investigative Journalist covering the California State Capitol, and the co-author of California's War Against Donald Trump: Who Wins? Who Loses? This article first appeared in the California Globe of October 17, 2024.

**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**



**MUSK VS THE MARIONETTES
ELON MUSK HAS VOICED HIS SUPPORT FOR TRUMP, CRITICIZED
THE DEMOCRATIC PARTY’S OVERREGULATION AND IMMIGRATION
POLICIES, AND WARNED AGAINST HARRIS AND THE ELITE CONTROL
HE BELIEVES DRIVES THE PARTY
BY EDWARD RING**

In a must-watch [interview posted October 7](#), Elon Musk sat down to talk with Tucker Carlson for nearly two hours. Along with discussing topics ranging from the promise and peril of

artificial intelligence to the potentially catastrophic collapse in birthrates throughout the developed world, they spent a lot of time on politics.

Even looking back through history, it is hard to find industrialists that match Musk's accomplishments. He is the founder and CEO of the leading companies in aerospace, electric vehicles, and satellite communications. He is also behind companies poised to deliver groundbreaking innovations in AI, tunneling, and medicine. And, of course, he bought Twitter, reduced headcount by 80 percent while improving site function, and restored free speech to the internet. Now he's backing Donald Trump for president.

It's almost pathetic to watch NPC "experts" on PBS and elsewhere in the ubiquitous pro-Harris mediasphere attempt to disparage Musk's achievements. Someone with such a rare blend of engineering genius and operating savvy across virtually any business domain he chooses to enter ought to be someone to be taken seriously. Defying the overwhelming institutional support for Kamala Harris, Musk has chosen to support Trump.

Rather than dismissing Musk's decision as the whims of someone who they falsely characterize as an overrated, potentially dangerous eccentric, critics of Musk ought to be asking why he decided to risk his reputation and his fortune to endorse Trump. In his own words:

"I formed America Pac to support core values that I believe in which are very obvious centrist positions which is that in America we want safe cities, secure borders, sensible spending – tell me where I'm going 'far right' here – we want to have the right to self-protection, we should respect the constitution and not try to break the constitution, it's there for a reason, and we should stop lawfare...the right to free speech, if we don't have free speech we don't have democracy because people cannot make an informed vote... Those are my 'controversial' views."

Musk also discussed the Democrats' long-term strategy, which he believes is connected to immigration. Pointing out that most of the massive migrations of recent years are into swing states, he explained how within five years of getting a green card, immigrants can become citizens and vote. While he acknowledged that many immigrants may not agree with Democrats on social issues, he suggested that their priority is to bring to America their relatives who are still living overseas, and that, along with the many public benefits promised by Democrats, will make them both loyal and beholden to the Democratic Party well into the future. And as he correctly pointed out, if the handful of swing states in America become reliably Democratic, America becomes a one-party state.

As if these aren't enough reasons to vote Republican, Musk turned to the problem of overregulation by Democrats, a topic he has brought up repeatedly. He compared the situation to a football game, where it's necessary to have referees, but if the referees outnumber the players, the game grinds to a halt. That's an apt metaphor for what Democrats are going to do to America, to the extent they haven't already. And to illustrate both points—the one-party state and the crippling impact of overregulation—Musk used the one-party, overregulated state of California as an example.

How many times do Americans in the rest of the country have to be warned? We don't want America to turn into California. The one-party state exists to serve special interests, an alliance of public sector unions, and politically connected, monopolistic, and heavily subsidized

corporations. This alliance is destroying the middle class, destroying small businesses, deliberately creating scarcity and high prices, and cultivating a growing underclass of households dependent on government assistance. To justify the scam, and with the complicity of the communications media online and offline, they've hired the finest behavioral psychologists on earth to foment fear and anxiety over the "climate crisis" and the "equity" crisis.

The only reason California still functions is because it has the best weather on earth. Productive people stay because they love the terrain and the temperature. That's it. If California's one-party rule was imposed in North Dakota, turning it into an unaffordable, corrupt, over-regulated swamp, that state would be empty in months.

Kamala Harris is a product of the one-party machine in California, but that machine is part of a larger blob. California is merely the place where the blob has completely consolidated its power. Musk described Harris therefore as completely interchangeable, a figurehead. The blob, of course, has many names. "Deep state" is another description, perhaps a bit more literal. Musk estimated the oligarchy that actually runs the Democratic Party today consists of around 100 people who each possess either incredible wealth, enormous influence, or both.

Understanding the motivations of these ultra-elites is confounding. But it may be as simple as the timeless urge of megalomaniacs to dominate the world. An August 28 interview that Tucker Carlson conducted with Mike Benz, a former US State Department official with extensive insider knowledge of US foreign policy, seems to bear this out. Benz claims that many of the mainstream ideological pieties of the last several decades were just tactics to spread American hegemony.

For example, "free trade" was the moral cover for multinational corporations to invest in single commodity production, displacing and destroying the ability of developing nations to grow their own food or build a diverse manufacturing sector. Similarly, "free speech" was encouraged throughout the world by the U.S. intelligence apparatus until, as Benz puts it, we had "the rise of citizen-backed voices that eclipsed CIA-backed media. Now we have programs at the State Department whose job it is to pressure foreign governments to enact censorship laws."

This is what Kamala Harris represents. Should America dominate the world? Or more to the point, if America is going to remain the preeminent leader and example to the world, what sort of example is it going to set? Under Trump, a pluralistic economic system that embraces innovation and competition both commercially and politically, all over the world, is more likely to flourish. That doesn't preclude America from maintaining a strategic military supremacy. It might even make it easier to maintain, as fewer forever wars are fought.

Under Harris, and the blob for which she is merely a marionette, America will be a coercive force, attempting to roll up and own entire nations the way corporations do mergers and acquisitions, all the while spewing the supposed moral imperatives of "equity" and "climate." No wonder Kamala Harris is Dick Cheney's wet dream.

Edward Ring is a senior fellow of the Center for American Greatness. He is also the director of water and energy policy for the California Policy Center, which he co-founded in 2013 and served as its first president. Ring is the author of Fixing California: Abundance, Pragmatism, Optimism (2021) and The Abundance Choice: Our Fight for More Water in California (2022). This article appeared in th American Greatness of October 16, 2024.

GREEN ENERGY TRANSITION' IS A MYTH

BY BJORN LOMBORG



(Getty Images)
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Despite huge enthusiasm for shifting from fossil fuels to green energy, this transition just isn't happening. Implementing a significant change in our current trajectory would be prohibitively expensive. A major policy overhaul is needed.

On a global scale, we are investing nearly \$2 trillion annually to create an energy transition. In the past 10 years, solar and wind power use has reached unprecedented levels. However, this increase hasn't led to a reduction in fossil fuel consumption. In fact, fossil fuel use has grown during this period.

Numerous studies show that adding renewable energy adds to energy consumption instead of replacing coal, gas or oil. Recent research reveals that for every six units of new green energy, less than one unit displaces fossil fuels.

Analysis in the United States shows that renewable energy subsidies often increase total energy consumption. In essence, policies designed to boost green energy lead to more emissions.

Human demand for affordable energy is insatiable, as it underpins every facet of modern life. In the past 50 years, energy derived from oil and coal has doubled, hydropower has tripled and gas has quadrupled. Meanwhile, there has been a significant rise in nuclear, solar and wind energy. Consequently, the availability of energy has reached unprecedented levels globally.

The attempt to drive a green energy transition mainly relies on the assumption that heavily subsidizing renewables will drive fossil fuels away effortlessly. A recent study challenged this notion, finding that during every previous addition of a new energy source, it has been “entirely unprecedented for these additions to cause a sustained decline in the use of established energy sources.”

Looking back further into humanity's history, the current struggles with green energy should be no surprise. During the 1800s, as societies moved from wood to coal, overall wood consumption increased as coal began to meet a larger share of energy needs. Similarly, when transitioning from coal to oil, by 1970, the combined energy contributions from oil, coal, gas and wood were more significant than ever before.

What causes us to change our relative use of energy? One study investigated 14 shifts over the past five centuries, such as when the agricultural industry shifted from plowing fields with animals to fossil fuel-powered tractors. The main driver has always been that the new energy service is either better or cheaper.

Solar and wind fail on both counts. Unlike fossil fuels that can produce electricity whenever needed, solar and wind can produce energy only according to the vagaries of daylight and weather. And they are not cheap. At best, they are competitive on price only when the sun is shining, or the wind is blowing at just the right speed. The rest of the time, they are mostly useless and infinitely costly.

Factoring in the cost of just four hours of storage, wind and solar energy solutions become uncompetitive compared to fossil fuels. A sustainable transition to solar or wind would require orders of magnitude more storage, making this goal entirely unattainable.

Moreover, humanity has still not found green energy solutions for most of our transportation needs — think of planes and freight — and we haven't even begun a transition to the vast energy needs of heating, manufacturing or agriculture. Solar and wind are entirely deployed in the electricity sector, which makes up just one-fifth of all global energy use. We are dealing with a small part of a vast challenge and ignoring all the “too hard” problems such as steel, cement, plastics and fertilizer.

It should be no surprise that — despite much rhetoric supporting an energy transition — even the Biden administration expects oil, gas and coal will keep increasing up to 2050, even as renewable energy sources dramatically increase.

Achieving a genuine transition away from fossil fuels would necessitate massive subsidies for green energy, storage solutions and alternative technologies such as hydrogen. It would also require substantial taxes on fossil fuels to make them less attractive. The management consulting firm McKinsey & Co. estimates that the cost of such a transition would exceed \$5 trillion annually, with the actual economic effect potentially being five times higher because of its impacts on economic growth.

For residents of wealthier nations, this could translate to \$13,000 per person yearly — an expense unlikely to be politically feasible.

A more practical approach would be to enhance green energy technologies significantly. This involves increased investment in research and development for renewable energy, storage solutions, nuclear power and other alternatives.

Reducing the cost of these green solutions below that of fossil fuels is essential for widespread global adoption, not just in affluent, climate-conscious countries.

When politicians tell you the green transition is here and we need to get on board, they are asking voters to continue bankrolling investment in failed strategies that don't address the underlying problems. A more intelligent approach is needed to ensure that green energy technologies become viable and widely accessible.

Bjorn Lomborg is the president of the Copenhagen Consensus, a visiting fellow at the Hoover Institution, and the author of "False Alarm." He wrote this for InsideSources.com. on October 16, 2024

ADDENDUM I

NOVEMBER STATE PROPOSITION RECOMMENDATIONS

Proposition	VOTE	WHAT IS IT?	WHY?
Prop 2	NO	Piles on \$20 Billion to existing out-of-control State Debt	Additional State Debt on top of existing current fiscal year debt of \$40 Billion and \$10 Billion in Local Debt for new school construction also on the ballot,
Prop 3	NO	Repeals Prop 8 same sex marriage ban	Unnecessary in view of federal court ruling
Prop 4	NO	Piles on another \$20 Billion to State Debt	See comment above on Prop 2.
Prop 5	NO!	Guts Prop 13's key 2/3ds vote	Adds housing and "infrastructure" projects to local bond measures that would be subject to lower 55% approval threshold.
Prop 6	NO!	Severely restricts requiring prison inmates to work	Slavery was prohibited after 1863. This would allow prisoners to refuse work requirements.
Prop 32	NO!	State minimum wage of \$18/hour. Job killer that will bankrupt many small businesses.	State minimum wage is currently \$14.50/hour. State law imposing \$25/hour minimum wage for restaurant and health care workers already is killing jobs as well as bankrupting the restaurant industry and public and private hospitals.
Prop 33	NO!	Will destroy rental housing industry, worsen current state housing shortage, and put middle class home ownership out of reach.	Eliminates current state law exceptions to statewide and local rent control laws.
Prop 34	YES	Prevents Foundation that uses federal drug subsidies from misusing funds to promote apartment rent control	AIDS Health Care Foundation has spent hundreds of millions on sponsoring unrelated state and local rent control initiatives.
Prop 35	NO	Eliminates Legislature's discretion to use MediCal tax funds to cover general fund budget deficits	Permanently allocates existing tax from use for low income medical care.
Prop 36	YES!	Tough measures to combat retail theft and fentanyl possession and sales.	Also mandates fixed prison sentences for retail theft crimes based on property and mandates drug treatment for multiple offenses and higher penalties if treatment is rejected.



ANNOUNCEMENTS

ANDY CALDWELL SHOW NOW LOCAL IN SLO COUTY

Now you can listen to THE ANDY CALDWELL SHOW
in *Santa Barbara, Santa Maria & San Luis Obispo Counties!*
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 -

THE only show of its kind on the Central Coast covering local,
state, national and international issues! 3:00-5:00 PM
WEEKDAYS

You can also listen to The Andy Caldwell Show LIVE on the [Tune
In Radio App](#) and previously aired shows at: 3:00-5:00 PM
WEEKDAYS

COUNTY UPDATES OCCUR MONDAYS AT 4:30 PM
MIKE BROWN IS THE REGULAR MONDAY GUEST AT 4:30!

A Voice for Reason
 3:00 PM to 5:00 PM Monday thru Friday
 - Ventura to San Luis Obispo -

Listen to The Andy Caldwell Show "LIVE"

KSMARADIO
 NEWS • TALK
1240 | 99.5
 1240ksma.com

KZSB RADIO
 SANTA BARBARA
1290 | 96.9
 am1290kzsb.com

K-NEWS
98.5
 The Power of Information
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*The Only Talk Radio Show to Cover
 Santa Barbara, Santa Maria & San Luis Obispo!*



SUPPORT COLAB



**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/RADIO HOST BEN SHAPIRO APPEARED AT A COLAB ANNUAL DINNER



NATIONAL RADIO AND TV COMMENTATOR HIGH HEWITT AT COLAB DINNER



MIKE BROWN RALLIED THE FORCES OUTDOORS DURING COVID LOCKDOWN

JOIN OR CONTRIBUTE TO COLAB ON THE NEXT PAGE
Join COLAB or contribute by control clicking at: [COLAB](https://colabslo.org)
[San Luis Obispo County \(colabslo.org\)](https://colabslo.org) or use the form below:

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: _____