



WEEKLY UPDATE
OCTOBER 27 - NOVEMBER 2, 2024

**COASTAL COMMISSION ABETTED BY US FISH &
WILDLIFE DEPARTMENT ANIMAL ABUSE**
YOUR DEFENSE DOLLARS "AT WORK"



VANDENBERG SEAL TESTED FOR IMPACT OF SONIC BOOMS
WE SHOULD STRAP EACH COASTAL COMMISSIONER TO A BOARD AND
TEST THEM TOO

Elon Musk has made a few explosive revelations about the regulations by the US government on SpaceX. One such revelation is about an experiment that his company was forced to conduct on seals to gauge the effects of a rocket's sonic boom on their procreation.

In a post on X, Musk revealed that [SpaceX](#) was told by the Fish and Wildlife Service to "kidnap a seal, strap it to a board, put headphones on the seal and play sonic boom sounds to it."

Sonic booms are produced by rockets when they break the sound barrier creating shock waves. Musk said that the authorities wanted to know if the seals were dismayed by the noise during launches from Vandenberg in California. "This is an actual thing that happened," he stated.

According to Musk, the seal population has steadily increased despite increasing number of launches from Vandenberg. This came a day after he shared 'nutty stories' about the alleged overregulation that SpaceX has to go through. He said authorities were once [concerned about Starship hitting a shark](#) in the ocean and made SpaceX conduct an analysis and determine the probability.

COLAB NOTE: Is this somewhat reminiscent of the County Behavioral Health Department's Sound Healing Pod, where they put patients in a booth and play gong sounds and other vibrations to them? They don't strap them to a board. They sit on a chair.¹

ALSO SEE: [Elon Musk Shares Hilarious Stories Of Overregulation SpaceX Has Faced; 'Am I In A Comedy Sketch?'](#)

As for the seal experiment, the SpaceX CEO first talked about it in a podcast episode with MIT researcher and martial artist Lex Fridman in 2023. He brought it up again on Sunday.

Musk told Fridman that he has pictures of the 'seal with a headphone.'

"The amazing part is how calm the seal was. Because if I was the seal, I would be like, 'this is the end,'" he joked. According to him, SpaceX was forced to conduct the experiment twice.

During the conversation, Musk was explaining the process of procuring launch licenses from the Federal Aviation Administration (FAA), the watchdog which oversees the aviation industry. According to Musk, it is the limiting factor for launching [Starship](#) - the world's biggest and most powerful rocket. He made the revelations while waiting for an approval for Starship's second test flight, which took place on November 18 last year.

This article first appeared in Mashable on October 21, 2024.

**THIS WEEK
SEE PAGE 6**

BOARD OF SUPERVISORS

¹ The Heal Pod used by SoundHeal is a 4x4ft sound insulated, enclosed space with a curtain entry and a padded chair with a backrest. The Heal Pod is located at the Health Department's central campus. The pod sits in a room adjacent to the counseling rooms where therapists meet the participants for their session. Inside the pod, clients select a meditation track that includes sounds, music, and vibrations to help induce and promote meditation. The meditation sessions start with 5 minutes of meditation with clients graduating to longer sessions. The sounds offered were designed by SoundHeal to cope with and reduce stress, anxiety, irritability, pain, as well as improve self-worth, esteem, and confidence. The meditation tracks are organized into a curriculum that is selected by the participant with input from the therapist, who received curriculum training from SoundHeal during the project's initiation. The poor seal didn't get to meditate. Why didn't they put him in the SoundHeal Pod?

COUNTY FEE INCREASE HEARING SET FOR NOV. 12TH

**LARGE SYMBOLIC AIRPORT DECARBONIZATION PROJECT
*GIVEN EXISTING REQUIREMENTS, IT IS HIGHLY REDUNDANT
ELEPHANT IN THE ROOM IGNORED***

**LAST GASP TO SAVE BOB JONES PROJECT
*IT'S NOT ABOUT THE PROJECT BUT THE ACCUMULATIVE CONTEXT***

**ADOPTION OF THE LOS OSOS GROWTH MANAGEMENT
ORDINANCE AND NEW FEES (REALLY A NEW TAX)**

**PESCHON REQUESTS REPORT ON COASTAL COMMISSION
VANDENBERG IMPACT
GIBSON ASKS, "JUST WHAT IS THE ECONOMIC BENEFIT TO SLO
COUNTY?"**

**LAST WEEK
SEE PAGE 14**

BOARD OF SUPERVISORS MEETING

REVISED 2025 MEETING CALENDAR ADOPTED

MORE NACI PIPELINE LEAK COSTS APPROVED

ANOTHER DISTRICT BITES THE DUST

CATTLEMAN OF THE YEAR AWARD PRESENTED

PLANNING COMMISSION

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

ADDENDUM I - SEE PAGE 29

NOVEMBER STATE PROPOSITION RECOMMENDATIONS

EMERGENT ISSUES

SEE PAGE 21

**BILLIONAIRES IN TROUBLE: HOW A WEALTHY
BAY AREA TOWN FACES BANKRUPTCY AMID
RISING COSTS
ANOTHER CANARY IN THE COAL MINE**

***CALIFORNIA COASTAL COMMISSION FACES GROWING
BACKLASH FOR DENYING SPACEX LAUNCHES
ADDING TO THE GROWING STORM WAS GOV. NEWSOM COMING OUT
ON THE SIDE OF MUSK***

**COLAB IN DEPTH
SEE PAGE 25**



**CALIFORNIA'S UNELECTED TYRANTS
A BUREAUCRATIC CULTURE OF INTIMIDATION, EXTORTION,
AND POLITICAL RETALIATION, MIXED WITH GROSS
INCOMPETENCE, IS LIFE IN CALIFORNIA. WE MAY HOPE IT
DOESN'T BECOME LIFE IN AMERICA.**

BY EDWARD RING

**WITH SUCH AS ELON
ON ELON MUSK & HIS CRITICS
THE FULL-BORE ASSAULT AGAINST ELON MUSK IS JUST THE TIP OF
THE PROVERBIAL ICEBERG. IF HE, THE RICHEST MAN IN THE
WORLD, CAN BE HARASSED, SUED, AND REGULATED INTO
INOPERABILITY, WHAT ABOUT THE REST OF US?
BY THE EDITORS OF NEW CRITERION**

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

Board of Supervisors Meeting of Tuesday, October 29, 2024 (Scheduled)

Item1 - Introduction of an ordinance implementing the County Fee Schedule "A" for Calendar Year 2025 and Fee Schedule "B" for Fiscal Year 2025-26. Hearing date set for November 12, 2024. This item constitutes early notice and introduction of the fee increases for 2025. The actual hearing will take place on November 12, 2024.

For years they County has had a policy of charging fees for services, permits, and fines, that cover the costs of providing those functions.

Budget Policy 21: Cost Recovery Through Fees

"Utilize fees to recover costs where reasonable and after all cost saving options have been explored. Exceptions will be reviewed on a case-by-case basis. County departments will review fees annually to ensure that they meet statutory requirements, fall within the range of fees being charged by comparator counties and achieve cost recovery."

This came about decades ago as governmental costs outstripped the natural growth of taxes. The fad has been a boon to governments, as they have no real immediate competition. Moreover, in California, most are so desperate for increased funds that just about all of the counties and cities raise fees every year. It's not like Santa Barbara County is going to suddenly lower its permit fees to outcompete SLO County for new homes and businesses. SB County could care less. In fact, many cities and counties like Santa Barbara County actually don't want any new development. Thus, there is no market discipline to hold our costs lower. Moreover, governments don't have annual sales. Everything is last year's cost plus.

The Supervisors are very relaxed about the fees because no one ever complains. Bruce Gibson repeatedly asserts that the public is quite satisfied with the fees because no business organizations other than the Home Builders and COLAB ever complain. If the 7 Chambers of Commerce in the County, the Contractors Association, retailers, vintners, restaurants, and the hospitality industry

would show up on November 12th and point out some of the problems, it could help. The Board letter states that in the aggregate, the fee increases add \$1million to the current \$54.8 million.

We will report on the details before the November hearing.

Item 2 - Request to 1) approval of a Contract Agreement with AECOM in the amount of \$504,076 to provide sustainability and decarbonization plan consulting services; and 2) authorize a budget adjustment in the amount of \$200,000 to Airport Enterprise Fund 42502 Services and Supplies, by 4/5 vote. The Airport Department proposes to expend \$500,000 on a consultant who will develop an Airport CO₂ reduction plan. The reason provided for doing this is that, along with other Federal agencies, the Federal Aviation Administration (FAA) is required to undertake activities to reduce CO₂. In turn the FAA is the major Federal grant funder to municipal airports. SLO, of course, wishes to meet requirements over time and remain eligible for millions in grants that it receives.

There does not seem to be any data about how much CO₂ SLO Airport operations generate. It is possible that the consultant will develop this information. However, the County has already spent millions on climate action plans and various energy assessments, and has required each department to reduce CO₂. Accordingly, you would think that there would be some quantitative definition of the problem in the write-up.

There is also redundancy implicit in the program, as California has already mandated total carbon free electrical supply by 2040. In effect, this one, which is likely to be the largest, has already been dealt with. In fact, if the State were honest, it would recognize that PG&E is already 80% carbon free if it would count Diablo in PG&E's Power Content Label. Exactly what is the marginal benefit of this project?

The study will focus on electrical energy, natural gas, water, refuse, and other sources. Of course, even if the Airport were able to eliminate all CO₂, it would be an infinitesimal amount when compared with US and California totals, not to mention China and India. In that regard, the whole effort is highly symbolic and hypocritical.

If people were really sincere about reducing CO₂, they would stop flying on vacations all over the world to places like Europe, Polynesia, the Caribbean, and Cabo. You would think that all the people who want to save the world from CO₂ destruction would stop flying, as it is actually a rich civilization luxury of high end consumption. Only 10% of the world's population flies. The rest are too poor.

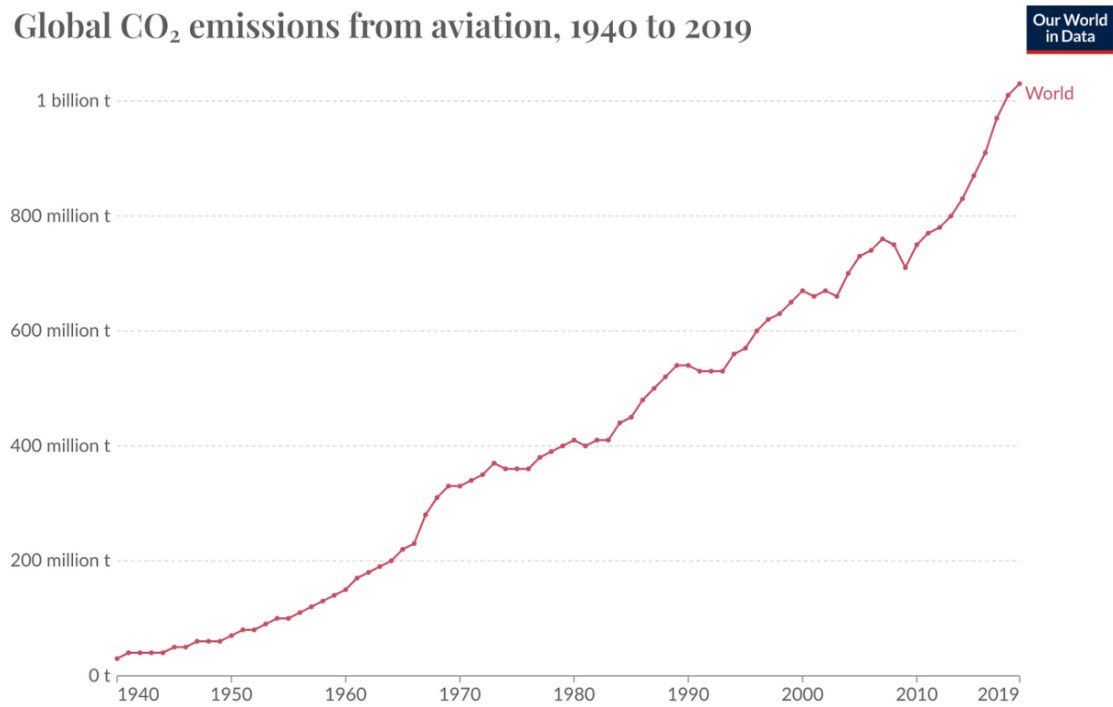
Of course the consultant will develop a series of remedies that will cost much more money.

The elephant in the room: Note that commercial aircraft burn a type of kerosene known as Jet A, which reportedly contributes about 2% of worldwide CO₂.²

² The two most common types of jet fuel are Jet A and Jet A-1. However, there are other grades of jet fuel available as well:

- Jet A-1 is a type of kerosene-grade fuel commonly used in turbine-engined aircraft, with specific standards including a flash point minimum of 38 degrees Celsius and a freeze point maximum of -47 degrees Celsius, and it's readily available internationally.
- Jet A, similar to Jet A-1 but with a higher freeze point maximum, is primarily found in the USA.

Global CO₂ emissions from aviation, 1940 to 2019



Data source: Pre-1990 data from Lee et al. (2021); 1990 onwards from Bergero et al. (2023)
Note: Does not include non-CO₂ forcings and additional warming impacts at altitude

OurWorldInData.org/transport | CC BY

Check out the article below by [Vyte Klisauskaite](#) in the August 31, 2024 Simple Flying.

Net Zero By 2050: 3 Obstacles Aviation Has To Overcome To Meet Its Sustainability Goal

SUMMARY

- Sustainable aviation fuel (SAF) holds potential but faces availability and cost challenges.
- Slow technological advancement limits the availability of fuel-efficient aircraft in the near future. Addressing consumer flying behavior is important to meeting net-zero emissions goals.

The aviation industry as a whole has pledged to achieve net-zero carbon emissions by 2050.

-
- Jet B, covering naphtha and kerosene fractions, is less common due to its higher flammability but is used in frigid climates. Jet B comprises 30% kerosene and 70% gasoline. However, this fuel type is highly flammable and challenging to handle, with most operators eschewing its use except for military or specific commercial missions. However, Jet B remains available in climates where the risk of fuel freezing is very high, such as northern Canada or Alaska.

Achieving this goal is one of the industry's biggest challenges, as it requires a shift from well-established practices to new ones, such as adopting alternative fuels and technologies and changing consumer behavior.

In the latest news, Air New Zealand, which pledged to reach net-zero CO2 emissions by 2050 and achieve some of these targets by 2030, has already scrapped the plans.

The carrier cited a lack of political support, limited aircraft technologies, and a shortage of sustainable aviation fuel (SAF).

Indeed, the industry has launched many green initiatives, which are believed to make aviation environmentally friendly within the next two decades.

However, with temperatures hitting record highs this year, the industry appears to be well behind in achieving its goals, especially considering the strict and slow regulatory nature of the sector. This article will examine three obstacles aviation has to overcome to meet its environmental objectives.

Sustainable aviation fuel (SAF)

The aviation sector has bet on SAF achieving net-zero by 2050. SAF is an alternative jet fuel produced from various sources (feedstocks), including waste oils and fats, green and municipal waste, and non-food crops.

While reaching this goal will require a combination of methods, SAF is expected to account for 65% of this, followed by 19% from carbon offsets and capture, 13% from new technology, and 3% from new infrastructure, according to the International Air Transport Association (IATA). While the utilization of SAF looks promising, the SAF market has certain shortcomings. These boil down to two main issues:

- Availability
- High costs

Even though the industry is trying to scale up SAF production, the market is still facing and will continue to face issues related to its availability.

According to the IATA, SAF production is expected to triple to 1.875 billion liters in 2024, accounting for just 0.53% of aviation's fuel needs and 6% of renewable fuel capacity.

Also, the overall expansion of the commercial fleet with aircraft being delivered today is likely to remain in service for the next two decades. This means enormous volumes of SAF will be needed soon.

Additionally, the need for more availability and investments in the production of SAF will drive costs. The high cost of SAF could significantly increase airline ticket prices, IAG CEO Luis Gallego told Simple Flying in a June 2024 interview.

Due to the need for a revenue certainty mechanism, limited SAF production in Europe forces most SAF to be imported from the US, making it expensive, Gallego explained. An IATA report

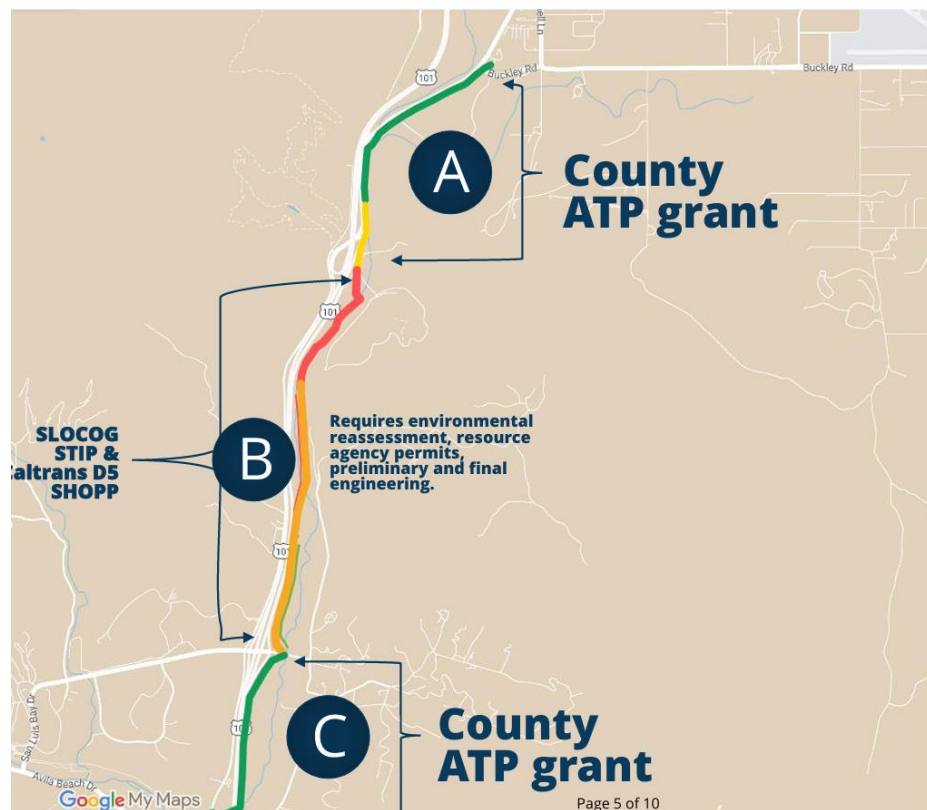
revealed that SAF was priced at \$2,400 per ton in 2022, approximately 2.5 times the price of conventional jet fuel.

To put it into perspective, the Boeing 737-800 aircraft, a workhorse of many airlines worldwide, burns approximately 3,200 liters of conventional jet fuel per hour, as per [Epic Flight Academy](#) .

Vyte is an aviation journalist with over four years of experience in the field. Before joining the Simple Flying team, she worked with various aviation media outlets and oversaw check-in operations at an international airport. Holding a degree in Sinology, Vyte's reporting mainly focuses on Asian and Eastern European markets. Based in Vilnius, Lithuania.

Item 15 - Request to receive an update on the status and give staff direction on options to proceed with the Bob Jones Pathway Gap Closure Project in order to meet the grant funding timeline for the Bob Jones Pathway from the Octagon Barn to Ontario Road Project, Avila. This item presents a new solution to the Bob Jones Trail right of way acquisition dilemma. Essentially, it assigns various different types of funding to specific segments of the proposed trail. It would allow the trail to be partially rerouted to avoid the route over the holdout property owner's ranch, while at the same time using alternate funding for that portion of the new route that is ineligible for the \$18 million State grant. The Board letter does a nice job of integrating past history and current issues while explaining the complicated situation.

Preferred Segment Approach



Project Delivery Objective:

Deliver **A** and **C** using the California Transportation Commission (CTC) Active Transportation Grant funds (\$14.9M)

Timeline for **A** and **C** **must** achieve RTL by September 2025.

B to proceed on separate timeline; target of Aug 2027 RTL.

The project is up against the existing grant deadline and could be rescinded. The process to obtain various approvals and completed revised engineering and design work is severely time constrained.

Next Steps

- *November: Submit request to CTC for January meeting*³
- *November - January:*
- *Continue with ROW acquisition*
- *SLOCOG design work by Wallace Group (95% submittal end of January)
January 30/31 CTC Meeting: approval or denial of phases*
- *Denial: ATP grant funded efforts officially end*
- *Approval: Submit ready to construct documents, for first phase, to Caltrans by (fill in date here)
(Plans, Specs, Estimate, and Right of Way)*
- *March: CTC approval of project • Allocate construction funding based on Caltrans recommendation*

The Deeper Issues

- There is one land owner who will not sell a right of way to the County.
- The County's Parks Plan specifically states that the County will not use condemnation to acquire trails.
- Condemnation requires a 4/5 vote.
- Supervisors Arnold and Peschong, as a matter of principal, refuse to vote for condemnation even though they support the trail.
- The trail is widely popular and has been planned and worked on for decades.
- At the same time there is a growing segment of the population that is sick and tired of being strong armed by the government even as overall societal conditions decline, taxes, increase, housing is deliberately constrained, government debt swells, officials promulgate DEI, draconian climate regulations are imposed, etc.
- Arnold and Peschong's objection is a manifestation of the growing rebellion.
- In effect the County has partially condemned the property of those who are still suffering under the Paso Basin 2013 water extraction moratorium.
- So called fees such as the In Lieu Housing fee (that is actually a wealth transfer tax on new home construction) are promoted and constitute a form of partial condemnation.
- There are a number of proposals to condemn private farm and ranch land such as de-zoning agricultural land and various proposed carbon sequestration mandates.

³ California Transportation Commission could allow funding of the disputed section from a different pot of State funds that would be eligible for funding the new route.

- The socialist left is constantly pushing proposals for confiscatory tools such as punitive taxes on vacant urban lots, special taxes on vacant homes, special taxes on vacation homes (2nd homes) , and special higher tax rates on custom homes.

Accordingly, it not just this one instance of an owner refusing to sell an easement or 2 county supervisors refusing to use condemnation. It must be viewed in the broader context of growing resistance to the Enviro-Socialist state. No Justice-NO Peace!

MATTERS AFTER 1:30 pm

Item 18 - Hearing - Adoption of the Los Osos Growth Management Ordinance and New Fees. Even after years of working on the Plan, Growth Management Ordinance, and Habitat Conservation Plan, the Coastal Commission decided that it would not certify the plans unless the Count added even more restrictions. The staff has reviewed these and has added them to the ordinance and other documents

If approved at that hearing, the legal Los Osos Development moratorium that has existed since 1988 will be lifted. However, the number of permits will be limited to 1% of something called the **5-Year Rolling Average of Annual Basin Yield Metric** that needs some explanation. A new mitigation fee will be imposed on any development.

Other restrictions tied to the Los Osos Conservation Plan will stop progress as well. Applicants will have to deal with a complicated waiting list.

Table 1. Annual Growth Rate based on Basin Yield Metric.

5-Year Rolling Average of Annual Basin Yield Metric	Annual Growth Rate
≤80%	1.0%
>80% to 81%	0.8%
>81% to 82%	0.6%
>82% to 83%	0.4%
>83% to 84%	0.2%
>84%	0.0%

Even the minuscule development rate proposed by the County has been cut back.

Table 2: Interim Incremental Steps for Annual Maximum Residential Growth Rate

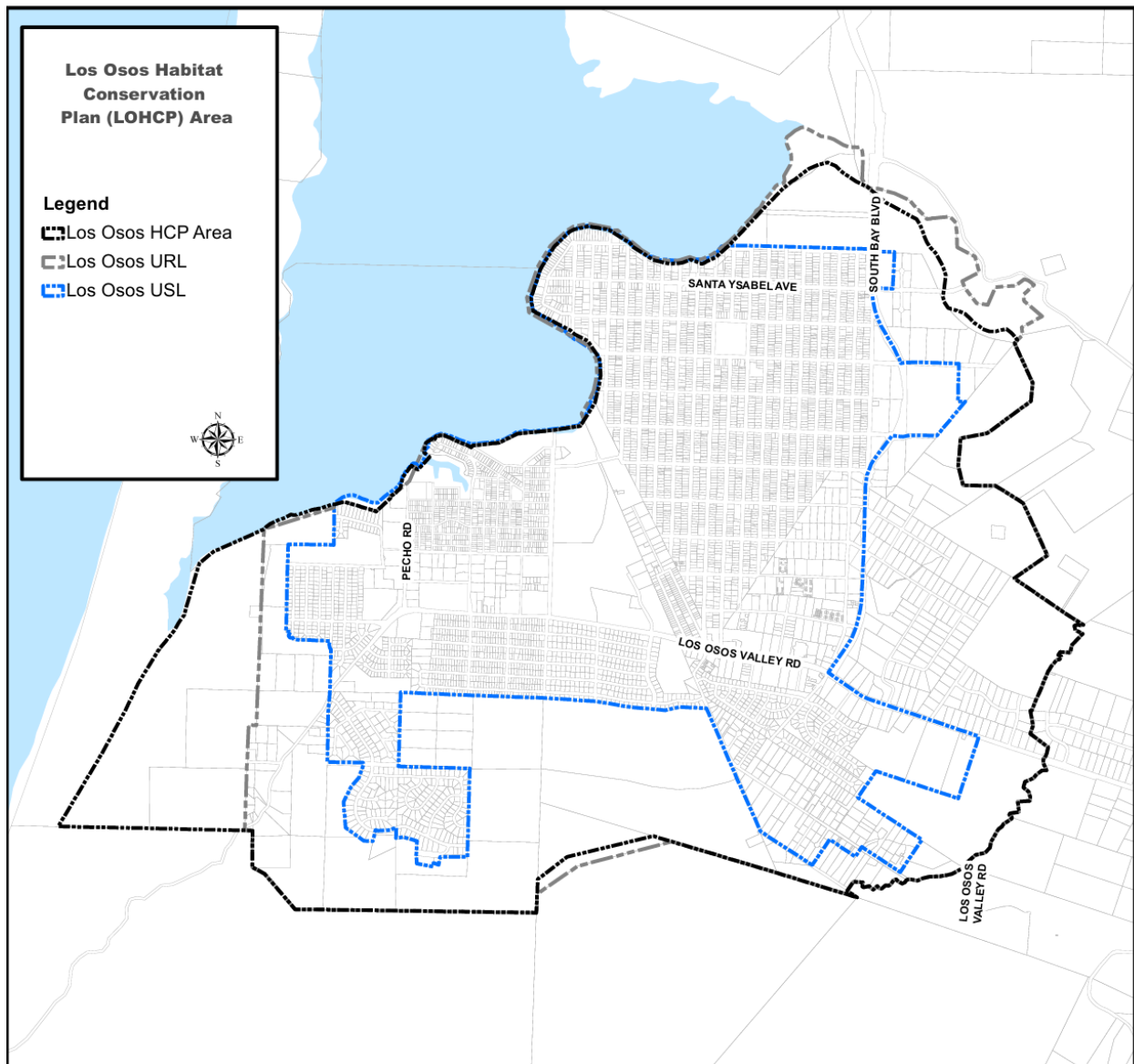
Calendar Year	Annual Residential Growth Rate for the Los Osos Urban Area
2025	0.4%
2026	0.6%
2027	0.8%

Moreover, the Coastal Commission is smart enough to have figured out that the revues proposed to be generated by the new fee to implement the Habitat Conservation Plan will be stillborn, because no one will be able to afford these and all the other existing fees. Thus, the Commission has bullied the County staff into recommending that the County advance “jump start” funding. This would require that the County provide a \$6.4 million General Fund “loan.”

Summary of Los Osos Habitat Conservation Plan Mitigation Costs and Fees ^{1,2}			
Category	Acres ²	Planning Level Mitigation Total Costs (\$)	Percentage of Total Mitigation Costs
Mitigation Cost			
Administration (permit term)	532	16,683,835	38%
Administration (post-permit)	532	4,060,452	9%
Management and Monitoring (permit term)	386	5,892,370	14%
Management and Monitoring (post-permit)	386	6,899,673	16%
Preserve Start-Up	279	1,944,715	4%
Restoration	46	3,020,422	7%
Acquisition of Fee Title	77	4,934,145	11%
Total Cost		43,435,612	100%
Mitigation Fee Summary per Acre			
Restoration /Management/Administration Fee	532	72,435	
Habitat Protection Fee	521	9,467	
Total		81,901	
Mitigation Fee Summary per Square Foot³			
Restoration /Management/Administration Fee	532	1.66	
Habitat Protection Fee	521	0.22	
Total		1.88	
¹ The costs in this table have been updated from the December 2020 version of the LOHCP (Table 7-8). These costs are as of July 2024.			
² Values may not appear correctly calculated due to rounding error. Total Costs includes County-wide Overhead.			
³ Project fees will be charged by multiplying the area of ground-disturbing activities in square feet by the values listed here. In the text, fees are rounded to the nearest cent for ease of discussion. A 3.8% CPI Adjustment was applied to the fee amounts and updated as part of the fee hearing scheduled on October 29, 2024.			

Someone will have to explain all this, but it appears that a 2,000 square foot house would have to pay a mitigation fee of \$3,750 on top of all the existing fees, such as the road fee, school fees, AB 1600 fees, sewer fees, Quimby fees, application processing fees, and of course all the professional consultant costs to help process the application.

Thus, after construction of a \$200 million sewer treatment plant, millions of dollars in plan development, millions for the Habitat Conservation Plan, and a 36-year moratorium, you still have a de facto moratorium except for the wealthiest people.



The County could have bought the whole place in 1988 for less than it has spent on all of this. It could have turned it into a wetland preserve.

Item 19 - 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.

LAST WEEK'S HIGHLIGHTS

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 and approved:



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

2025 Board of Supervisors Meeting Calendar

January							February							March							April						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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May							June							July							August						
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September							October							November							December						
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28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31	1	2	3
														30							4	5	6				

Board Meetings	Swearing in Meeting	Board Break	CSAC Annual Conference
CSAC Leg Annual Conference	Budget Hearings	Holidays	

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 discussed the rationale for the new unit and reported that it is an invogue step that some other counties have taken. It lacks any real administrative or policy analysis.

It provided 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. Supervisor Peschong requested that Staff and REACH return to the Board with a report on implications of the controversy over launches at Vandenberg and the County's economic development program. Supervisor Gibson agreed but punctuated the request with the addition of an analysis of just how Vandenberg activities actually benefit economic development in SLO County. This at least moves the subject to the agenda.

Background:

COLAB had recommended:

- 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 ocean 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 (Completed)

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 approved the application for the demolition of many structures as well as a major EIR unanimously. It also approved site

remediation plans. There was a long presentation, and several of the Commissioners sought to set a preference of selection of a certain area for a conservation zone. The fact that Phillips has dedicate over 600 acres as a conservation zone in exchange for a permit to demolish a facility is outrageous. What community impact is being mitigated? This is yet another example of the condemnation of private property by permitting.

Background: The entire 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.

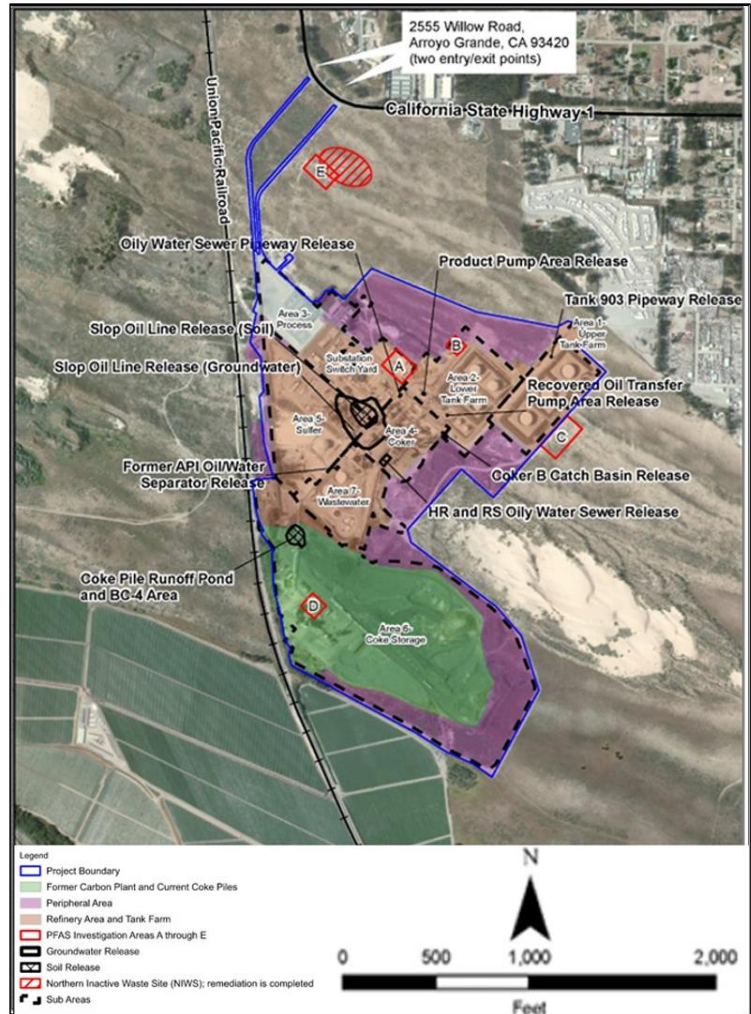
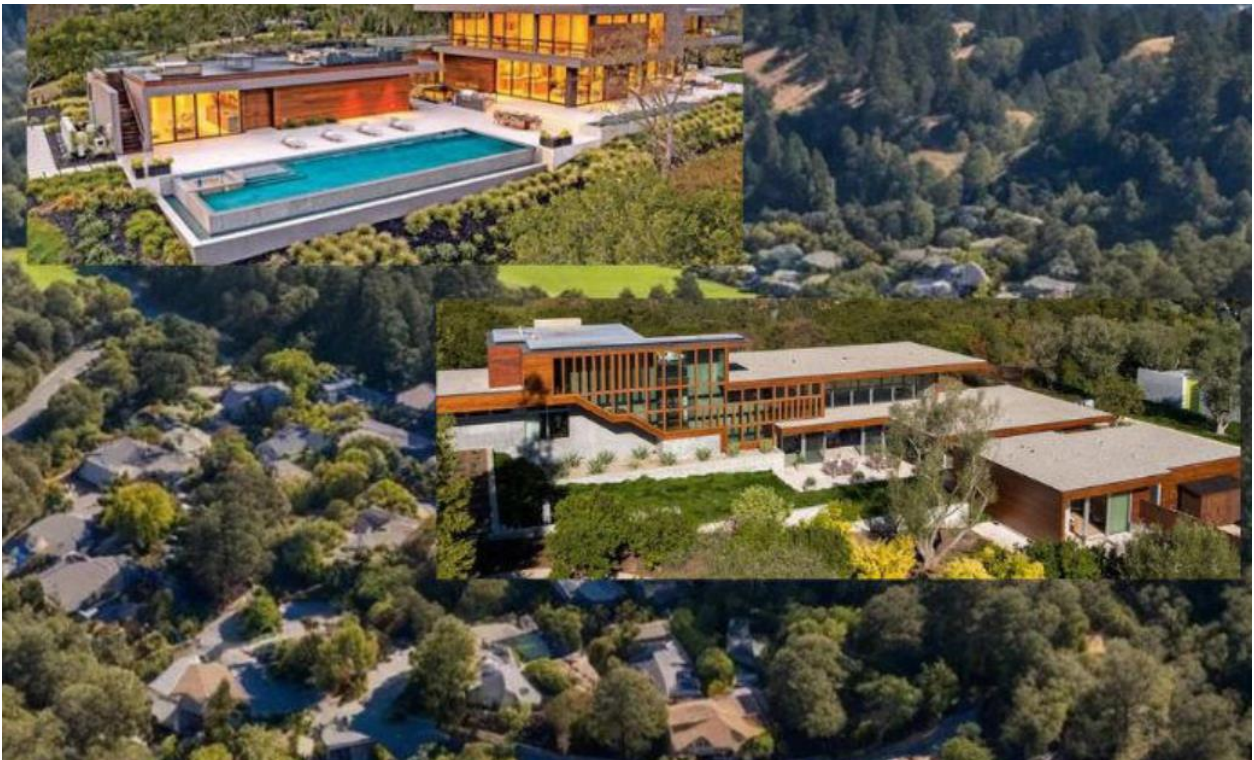


Figure 3. Ongoing and Potential Remediation Areas
 Source: Phillips 66 Application 2023

EMERGENT ISSUES

Item 1 - Billionaires in Trouble: How a Wealthy Bay Area Town Faces bankruptcy Amid Rising Costs. By Peter Brown.

ANOTHER CANARY IN THE COAL MINE



Portola Valley, a seemingly idyllic enclave nestled in the Santa Cruz Mountains, is on the brink of financial disaster despite being home to some of Silicon Valley’s wealthiest residents. This small town, just an hour’s drive south of San Francisco, boasts a median household income of approximately \$235,000 and average home prices nearing \$4 million. Yet, the community is grappling with a dire economic forecast, driven by rising operational costs and state mandates that threaten its fiscal stability.

The exorbitant costs of policing have also significantly impacted Portola Valley’s budget. The town has seen payments to the San Mateo County Sheriff’s Office double in just three years—from \$1 million in 2021 to an expected \$2.1 million in 2024. As the sheriff’s union negotiated a more expensive labor agreement, the burden fell squarely on local governments, leaving officials scrambling to make up the difference.

While some residents joke about seeking donations from their billionaire neighbors—such as LinkedIn co-founder Reid Hoffman and Sun Microsystems co-founder Vinod Khosla—serious discussions about tax hikes are also on the table. With upcoming elections, municipalities are proposing measures to raise taxes to cover escalating costs, but such initiatives face pushback amid an already high tax environment.

Adding to the complexity, California Governor Gavin Newsom and several cities are engaged in a legal battle to block a proposed ballot measure that would restrict the ability to increase state and local taxes. The outcome of this legal wrangling could significantly affect the town’s fiscal landscape and its ability to respond to its growing financial challenges.

This article first appeared in Magazine International on October 24, 2024.

Item 2 - California Coastal Commission Faces Growing Backlash for Denying SpaceX Launches

Adding to the growing storm was Gov. Newsom coming out on the side of Musk

By Evan Symon, October 25, 2024

The California Coastal Commission faced growing backlash this week for their decision earlier this month to deny SpaceX more rocket launches from Vandenberg Space Force Base because of commissioners disagreeing with comments made by SpaceX CEO Elon Musk.

Earlier in 2024, SpaceX and the U.S. Space Force planned for additional launches from Vandenberg SFB – as many as 50 launches per year. However, in order to do that, state permissions were needed, even if the federal government had already signed off. As it is near the coast, the Space Force needed permission from the California Coastal Commission (CCC) for the increased number of launches.

Earlier this month, the CCC voted 6 to 4 during a meeting in San Diego against more launches. Officially, the reason was that Space X wouldn't have to get their own permits for a military launch, even if nothing from the military was being launched.

"I do believe that the Space Force has failed to establish that SpaceX is a part of the federal government, part of our defense," said CCC Commissioner Dayna Bochco on Thursday.

However, two commissioners said Elon Musk's comments on X and his recent political activities influenced the denial.

"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," said 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."

Musk immediately vowed to sue the CCC for first amendment violations and did so last week. Others also called out the CCC, including Assemblyman Bill Essayli (R-Riverside) who demand all communications about Elon Musk and SpaceX from the CCC in a formal public records request. Adding to the growing storm was Governor Newsom coming out on the side of Musk last weekend, agreeing with Republican colleagues that politics should not have played a decision in the vote. It was also the first time on record that Newsom came out in opposition his own hand-picked coastal commissioners.

A rare Newsom, Musk agreeance

"I'm with Elon," said Newsom during a Harris/Walz campaign event in North Carolina. "I didn't like that. Look, I'm not helping the legal case. You can't bring up that explicit level of politics. These are friends of mine that said that. These are good commissioners. But you got to call balls and strikes. And trust me, I'm not big on the Elon Musk bandwagon right now. So that's me calling balls and strikes."

This week brought even more support from Washington. Congressman Vince Fong (R-CA) wrote his own letter to the CCC:

“I have grave concerns over their decision, with commissioners citing personal animus to justify what should have been a non-political decision. As a member of Congress, I believe that government decisions should be made in a fair and impartial manner, without regard to political views.

“In all my years in public service, I have never heard of a commission discussing politics as the basis for official action. This seems to be an egregious use of political discrimination to punish a specific company.”

With pressure coming now from both the state and federal level now, and from both parties, the CCC has remained quiet on the issue, likely in part due to Musk’s active lawsuit. Even worse for the CCC is that many other lawmakers will likely be supporting Musk’s lawsuit after Election Day.

“I can’t say who, but I do know of others here in Sacramento who will be writing to the CCC as well once elections are done with,” Dana, a Capitol staffer told the Globe on Thursday. “I know Newsom did it, but many don’t want to be seen supporting Musk publicly, even if it is just for SpaceX launches, until after the election. It’s why you haven’t seen other Democrats go after the CCC decision yet and so many Republicans who have.

“And remember here, it’s because why some of the Commissioners said no to the launches. They made it personal. You cannot make decisions on a personal level. That’s why lawyers and lawmakers recuse themselves from things they have a personal stake in or are related to somebody there or something like that.”

Aerospace consultant Miles Green added, “With the lawsuit, SpaceX can bring this back around. And all they have to show is that the SpaceX launches have military value. Rejections under that sort of basis are common enough, so you just bolster your next application or request. That decision making it personal was highly unusual though. You can’t get personal on decisions like that, and they did.”

More on the lawsuit is to come out soon.

Evan V. Symon is the Senior Editor for the California Globe. Prior to the Globe, he reported for the Pasadena Independent, the Cleveland Plain Dealer, and was head of the Personal Experiences section at Cracked. He can be reached at evan@californiaglobe.com. This article first appeared in the California Globe of October 25, 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



CALIFORNIA'S UNELECTED TYRANTS
A BUREAUCRATIC CULTURE OF INTIMIDATION, EXTORTION, AND POLITICAL RETALIATION, MIXED WITH GROSS INCOMPETENCE, IS LIFE IN CALIFORNIA. WE MAY HOPE IT DOESN'T BECOME LIFE IN AMERICA.

BY EDWARD RING

Democrats claim that the MAGA movement constitutes a “threat to democracy.” Once you cut through their incessant rhetoric on race and gender, the threat the Democrats most fear is that an elected chief executive may actually try to control the executive branch. And when candidate Trump aligns himself with capable businessmen, including Elon Musk and Vivek Ramaswamy, government bureaucrats aren’t wrong to be afraid for their jobs along with the repressive policies they’ve imposed.

Voters who still haven’t made up their minds which threat to take seriously—“protecting democracy” vs. “draining the swamp”—should ponder life in California, where Democrats, run by bureaucrats and billionaires, wield absolute power. Decriminalized crime. Record homelessness. Punitive, impossible cost of living. The highest taxes. Failing schools. Fleeing businesses. And a state bureaucracy that is openly hostile towards unsubsidized home builders, oil and gas producers, farmers, loggers, ranchers, manufacturers, and any other productive, job-creating citizens.

If you want to pick one bureaucracy in California that epitomizes the ignorance, fanaticism, arrogance, and corruption that plagues that state, look no further than the California Coastal Commission. Ran by an unelected 12-member board, this state agency has the power to stop virtually any activity they wish if it is within five miles of the Pacific Coast or in the ocean within

three miles of land. For nearly a half century, along an 840-mile coastline stretching from Oregon to Mexico, the Coastal Commission has been a capricious tyrant.

One of the most consequential examples of the Coastal Commission's recent abuse of power was their unanimous rejection of a proposed desalination plant in Huntington Beach in Southern California. This facility would have produced 55,000 acre-feet per year of fresh water from the ocean and had already painstakingly secured permits and approvals from a dizzying array of federal, state, regional, and local agencies. The company attempting to build the plant, Poseidon Water, spent over 20 years and more than \$100 million fighting off environmentalist lawsuits and paying for innumerable engineering studies and permit applications. The plant would have been an exemplary model of how to safely desalinate ocean water with minimal environmental impact. But in May 2022, in a 12-0 decision, the California Coastal Commission killed the project.

It is hard to overemphasize the level of abuse and poor judgment this decision represents. Nowhere in the Coastal Commission's ruling did they demonstrate that this alleged environmental impact would cause irreparable or even significant harm, much less take into account the overall cost versus benefit. Even if a few hundred acres of marine habitat were slightly degraded, such a minor and localized impact would have represented a minute fraction of the coastal habitat under their jurisdiction, in exchange for a permanent solution to the chronic water scarcity threatening hundreds of thousands of people living in nearby coastal cities.

To truly appreciate the blind zealotry of the California Coastal Commission, however, you have to consider their reaction to the proposal to install floating offshore wind turbines along California's central and northern coastlines. This entire project oozes corruption. It is being propelled through a state legislature that is willing to destroy the planet in order to save it from climate change. At an estimated cost somewhere north of \$300 billion, it is being sold to California's Democratic politicians by heavily subsidized—and very generous—international offshore wind developers who have been losing projects in the North Sea and most states on the East Coast by state and national governments that are horrified by the results. With costs rising along with awareness of the ecological devastation these offshore leviathans are wreaking, about the only jurisdiction left in the world that is unequivocally welcoming is California.

Where is the Coastal Commission?

You would think this all-powerful clique of environmentalist fanatics, who prevent private citizens from dropping a few rocks in front of their oceanfront homes to protect them from storm surges, would stop this looming catastrophe. But no, they're not doing anything to stop offshore wind, apparently because its supposed climate benefits outweigh the price. And the price is steep. An abruptly industrialized coast on a scale unimaginable under any other scenario. A collection of literally thousands of floating wind platforms, each one up to 1,000 feet in height, connected via high-voltage underwater cables to onshore transformers, battery farms, and transmission lines. The impact on marine life, including whales? Who cares? The scenic destruction? The ripped-up coastline? The rampant development for construction and operations? Who cares?

This contrast epitomizes the California Coastal Commission. They deny a desalination project that might cause a slight ecological disruption to around 400 acres of ocean just off the coast, while at the same time, offshore wind developers are leasing hundreds of square miles of area offshore to float thousands of gigantic wind turbines. Offshore wind, fully built out to the planned

25 gigawatts of intermittent generating capacity, will develop, and in many cases completely destroy, vast areas both on and offshore, but the Coastal Commission has done nothing to stop it.

How quaint. Thousands of wind turbines, each one roughly three times the height of the Statue of Liberty from the waterline to the tip of the torch, with commensurate facilities onshore to construct them, maintain them, and process the electricity they generate. But apparently, all this development is not, as explained in the Coastal Commission's charter, a significant "change in the intensity or density of land use." Somehow we get inaction over offshore wind from an agency that won't allow a landowner to graze a few cows on their land or a homeowner to renovate a small dwelling on their coastal property.

So far, one might conclude the Coastal Commission's selective application of tyrannical powers has a perverse consistency. That is, quash everything that so much as adjusts a fallen twig on the ground, unless it's to save the climate, in which case they'll permit a mess sufficient to exterminate entire whale populations and industrialize hundreds of square miles of coastal areas. But not so fast. Now the Coastal Commission is sticking its nose into satellite communications.

Since the late 1950s on a windswept promontory in Central California, Vandenberg Air Force Base has been launching missiles and rockets over the Pacific. In recent years, they have accommodated launches using rockets manufactured by SpaceX. But with many of these launch complexes located within five miles of the coast, Vandenberg is arguably within territory controlled by the California Coastal Commission.

So it is, that in a hearing on October 10th, the California Coastal Commission (CCC) rejected the U.S. Space Force's request to increase the annual number of SpaceX's Falcon launches from 36 to 50. Commissioner Aguirre claimed the launches would "benefit a private company." Commissioner Bohco was concerned that "Space Force has failed to establish that SpaceX is part of the federal government; part of our federal defense."

There's not much in those remarks that concern the coastal environment, but the most telling indication of political bias, rather than concern for the coastal environment, came from Commissioner Gretchen Newsom (no apparent relation), who said: "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."

How is that germane to the Coastal Commission's mission to protect the California coastline? SpaceX has sued the Coastal Commission, alleging political bias informed their decision to limit the number of launches. This isn't the first time the Coastal Commission has been sued, but at least in the past, these lawsuits were to defend property rights. The Coastal Commission has hit a new low.

The California Coastal Commission isn't the only pack of unelected bureaucrats with amazing power and obvious political bias to tie development and innovation in California up in knots. They're just the latest gang whose depredations have risen above all the other noise. This bureaucratic culture of intimidation, extortion, and political retaliation, mixed with gross incompetence, is life in California. We may hope it doesn't become life in America.

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 first appeared in the American Greatness of October 23, 2024.

WITH SUCH ELON
ON ELON MUSK & HIS CRITICS
THE FULL-BORE ASSAULT AGAINST ELON MUSK IS JUST THE TIP OF
THE PROVERBIAL ICEBERG. IF HE, THE RICHEST MAN IN THE
WORLD, CAN BE HARASSED, SUED, AND REGULATED INTO
INOPERABILITY, WHAT ABOUT THE REST OF US?
BY THE EDITORS OF NEW CRITERION

Last month in this space we commented on the wild attacks against Elon Musk, *genius loci* of (among other things) Tesla, SpaceX, SolarCity, Starlink, and the social-media company X (formerly known as Twitter). Leading the attack was Robert Reich, the former secretary of labor under Bill Clinton. Writing in *The Guardian*, Reich insisted that “Elon Musk is out of control.” Why? Because Musk said, and has allowed others to say, things on X that run counter to the prevailing politically correct narrative. Reich offered a number of ideas designed to “rein him in,” most of which involved imposing onerous regulations on his activities or canceling contracts he had with the government. If all else failed, there is always incarceration.

We wrote before Hurricane Helene devastated bits of North Carolina and Musk stepped in to offer free internet service to those without power through his Starlink network. His entrepreneurial initiative infuriated his critics, not least the bureaucrats clustered around the flaccid Federal Emergency Management Agency (FEMA). Defenders of Leviathan from the White House on down criticized Musk for—well, for demonstrating in the starkest possible manner the effectiveness of private initiative compared with blustering government inertness. Talking heads from the propaganda press clambered on board the “Get Musk” train and have been lambasting him ever since. The perpetually agitated political commentator Keith Olbermann even suggested that Musk be deported, notwithstanding the fact that the native of South Africa is an American citizen. “It’s time to cancel all the contracts and reassess his immigration status, and hopefully deport him the hell out of the country,” Olbermann said in a video.

Since, like his ideological confrères, Olbermann occupies an irony-free zone, he made no mention of the fact that his diatribe against Musk’s expressing opinions with which he disagreed (“disinformation”) was posted on X, which Musk owns. Imagine if the roles had been reversed. Would Olbermann countenance an attack against him on a platform he owned? In this context, it is worth pausing to ponder the tort of spreading “disinformation.” So-called disinformation need not be false, only inconvenient. And why is reporting on FEMA’s failure “disinformation” while surreptitiously editing Kamala Harris’s response to a question on *60 Minutes* is just business as usual?

The Left has abominated Musk ever since he acquired Twitter and returned the platform to its roots as a space in which robust disagreement, so long as it was legal, could proceed unfettered.

Under its previous leadership, Twitter had suppressed the story of Hunter Biden’s laptop just weeks before the 2020 election; it suppressed or outright removed many individuals and institutions who dared to challenge the dominant narrative about any sensitive issue, from COVID policy to the presidency of Donald Trump. Perhaps most notoriously, Twitter actually banned Trump himself, then the sitting president of the United States.

And it may go without saying that Musk’s recent enthusiasm for and endorsement of Donald Trump was the final insult, the unforgivable sin against the Holy Ghost of The Narrative. With SpaceX, Musk has transformed the American space industry. His company now launches most of our satellites, and it was recently one of his rockets that was sent to rescue two NASA astronauts stranded in outer space. He has cut the cost of space launches by a factor of ten, and his recent airborne capture of a Super Heavy booster awed the world with its science-fiction-like engineering prowess. Nevertheless a body called the California Coastal Commission recently denied a proposed increase in the number of SpaceX Falcon 9 rocket launches from thirty-six to fifty despite the request’s coming from the U.S. Space Force. Why? Because Gretchen Newsom (no relation to the governor with the important hair), one of the commission’s bureaucrats, doesn’t like Musk’s social-media posts. “Elon Musk is hopping about the country, spewing and tweeting political falsehoods and attacking FEMA,” she said before the committee voted down the request.

The full-bore assault against Elon Musk is just the tip of the proverbial iceberg. If he, the richest man in the world, can be harassed, sued, and regulated into inoperability, what about the rest of us? At stake is not just the openness of social media. Rather, at stake is the free speech guaranteed by the First Amendment. It used to be that leftists would publicly stand up for the First Amendment, no matter their censorious behavior behind closed doors. Nowadays, the First Amendment, like other basic provisions of the Constitution, is up for grabs. Former Secretary of State John Kerry gave voice to this troubling feature of the zeitgeist recently when he spoke at a World Economic Forum panel. The trouble with the First Amendment, he said, is that it is a “major block” in the battle against “disinformation” about such things as climate change. If the Democrats win, he went on, then at long last they can “change”—i.e., gut—the troublesome provision.

This is the way the world ends, not with a bang but with elitist subterfuge and violation of our Constitutional rights.

This article originally appeared in The New Criterion, Volume 43 Number 3, on page 2. November 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

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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
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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

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MIKE BROWN IS THE REGULAR MONDAY GUEST AT 4:30!

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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: _____