



**Written Submission for Ocean Protection Council Meeting December 9, 2024 Agenda Item #6
30x30 Initiative AND Item #8 Public Comment for Non-Agenda Items**

From aeboken <aeboken@gmail.com>

Date Fri 12/6/2024 2:00 AM

To CNRA COPC Public <COPCPublic@resources.ca.gov>; Kristina Kunkel <KKunkel@sco.ca.gov>; Maria Brown <maria.brown@noaa.gov>; Charles Head <charlesnhead@hotmail.com>

TO: Ocean Protection Council Board members

cc: Deputy Controller for Environmental Policy (California State Controller)

Superintendent, Greater Farallones National Marine Sanctuary

FROM: Eileen Boken,
State and Federal Legislative Liaison

Coalition for San Francisco Neighborhoods*

*For identification purposes only.

RE: Ocean Protection Council Meeting December 9, 2024 Agenda Item #6 30x30 Initiative AND Item #8 Public Comment for Non-Agenda Items

AGENDA ITEM #6

Once again urging the Ocean Protection Council to include, as a California marine 30x30 area, the Greater Farallones National Marine Sanctuary and the proposed non-contiguous expansion area in the waters off San Francisco's Ocean Beach.

AGENDA ITEM #8

Once again expressing concern that best available science isn't being used in coastal planning and conservation. In particular, that would be the US Geological Survey study on how sandmining in San Francisco Bay is exacerbating erosion and accretion on San Francisco's Ocean Beach and the recent US Geological Survey California Ocean Beach Erosion Modeling tool.

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Sent from my Verizon, Samsung Galaxy smartphone

****ADDENDUM TO OCEAN PROTECTION COUNCIL MEETING SUBMISSION FOR DECEMBER 9, 2024 UNDER AGENDA ITEM #8 COMMENTS ON NON-AGENDA ITEMS****: Strongly Urging CONTINUANCE for Coastal Commission December 12, 2024 Agenda Item 9c Application No. 2-24-0933 (Great Hig...)

From aeboken

Date Fri 12/6/2024 3:34 PM

Greetings Ocean Protection Council,

I previously submitted written comments for the Ocean Protection Council meeting for December 9, 2024 for agenda item #8 which is public comment for non-agenda items.

Please add the email below as an addendum to my previously submitted comments.

Many thanks.

Best,

Eileen Boken,
State and Federal Legislative Liaison

Coalition for San Francisco Neighborhoods*

*For identification purposes only.

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: aeboken

Date: 12/6/24 3:24 PM (GMT-08:00)

Subject: Strongly Urging CONTINUANCE for Coastal Commission December 12, 2024 Agenda Item 9c Application No. 2-24-0933 (Great Highway Vehicular Closure/Sloat Bike Lanes)

TO: Coastal Commissioners

cc: Manager, North Central Coast District

Deputy Controller for Environmental Policy (California State Controller)

FROM: Eileen Boken,
State and Federal Legislative Liaison

Coalition for San Francisco Neighborhoods*

*For identification purposes only.

RE: Coastal Commission December 12, 2024 Agenda Item 9c Application No. 2-24-0933 (Great Highway Vehicular Closure/Sloat Bike Lanes)

Position: Strongly urging CONTINUANCE

A related issue was before the Coastal Commission only last month on Thursday November 14, 2024 in agenda item 10a, Application No. 2-21-0912 (SFPUC Ocean Beach Armoring, San Francisco).

Having two related issues on two consecutive months of Coastal Commission agendas could be seen as unprecedented.

During that November meeting, there was public comment that climate change and sea level rise must be addressed in the context of public safety and economic vitality and that the item should be continued until the newly elected mayor took office.

Since the Coastal Commission meeting on November 14, 2024, there have been multiple meetings on these related issues.

On November 21, 2024, the Coastal Conservancy meeting included agenda item #21, "Consideration and possible authorization to disburse up to \$1,000,000 to San Francisco Recreation and Parks Department to implement the Upper Great Highway Climate Resilience Project consisting of conducting technical studies and community engagement, and preparing conceptual alternatives to prepare Upper Great Highway, from Lincoln Way to Sloat Boulevard, for climate change impacts in the City and County of San Francisco".

At that meeting, public stated that:

"There is now superseding legislation by the San Francisco Board of Supervisors [Board File 240706] that deletes language requiring public engagement and data gathering.

Therefore, the grant application as currently drafted is inconsistent with this superseding legislation."

"In Section 12, the grant form refers to Broad Community Support.

However, the Great Highway is an extremely contentious and divisive issue.

The grant application fails to include a number of critical facts:

- Underneath the Great Highway is the Westside Transport Box, which is wastewater infrastructure.
- The NPS [National Park Service] Snowy Plover Protection Area is adjacent to the project area.
- The Great Highway is essential for Earthquake Safety and Emergency Response [ESER].
- Only two Great Highway intersections are currently ADA compliant.
- The 2070 horizon used is beyond the NASA best practices of 2035 to 2050.
- In Section 11, the applicant states ... For a growing Sunset District... with city goals for increasing housing and population on the west side of the city.

Yes, there are efforts to turn Ocean Beach into Miami Beach.

And finally, climate change and sea level rise must be addressed in the context of public safety and economic vitality."

It should be noted that Prop K was referred to and had not been certified by the San Francisco Elections Department let alone the final certification by the San Francisco Board of Supervisors.

On December 3, 2024 the San Francisco Municipal Transportation Agency (SFMTA) Board meeting agenda listed item 10.4 a-g on its Consent Calendar.

Agenda item 10.4 is "Approving protected bikeway and traffic modifications on Lincoln Way and Sloat Boulevard, endorsing the closure of the Upper Great Highway and adopting the closure and findings of Proposition K...".

Public comment at that meeting included the following:

"... Although the outgoing mayor supported Prop K, she was voted out by a wide margin.

The mayor-elect, however, opposed Prop K.

[The mayor-elect ran on a platform of anti-corruption and public safety.]

Some may see Prop K as the will of the voters.

Others see it as the will of the tech oligarchs and Citizens United."

[Tech oligarchs contributed about \$ 1/2 million to the Yes on K campaign.]

"Does the Westside see the City government as out-of-touch and prioritizing the fun factor in Westside neighborhoods at the expense of public safety and economic vitality?"

Is the City government's apparent prioritizing of the fun factor on the Westside leading development and gentrification pressures which would turn Ocean Beach into Miami Beach?"

It should be noted that this was placed on the agenda as a Consent Calendar item and was only severed at the request of the public.

During the meeting, staff pointed the finger at the Coastal Commission citing that the Coastal Commission insisted that an entire package be included at the December 12th meeting so there was urgency that the SFMTA Board pass the item at that meeting.

The SFMTA Board was aware that the election hadn't been fully certified.

[On that same day, the District 4 Supervisor, who authored of legislation enabling Prop K to be placed on the ballot, began the process of being recalled by his constituents.]

On December 5, 2024 at 11:00am the National Tsunami Warning Center issued a tsunami warning alert due to a magnitude 7.0 earthquake off the coast in Humboldt County.

This calls into question the Coastal Commission's unwillingness to acknowledge public safety as a factor in its decision making.

This reflects a pattern of missteps by multiple agencies.

Neither UN Agenda 21 nor any other ideology can absolve these agencies of their role in public safety.

Posting this agenda item and staff report before the San Francisco election was fully certified on December 10, 2024 is at best bad optics and at worst is what could be seen as abuse of discretion.

And, this begs the question.

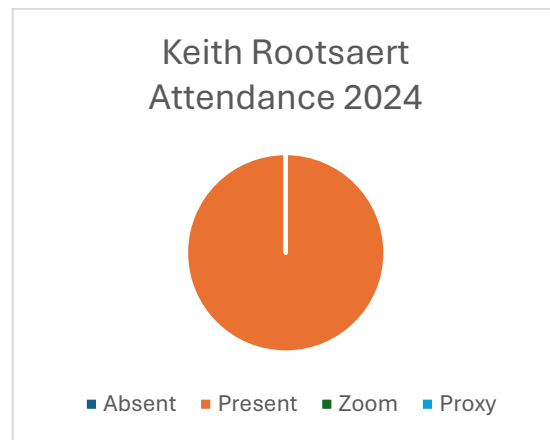
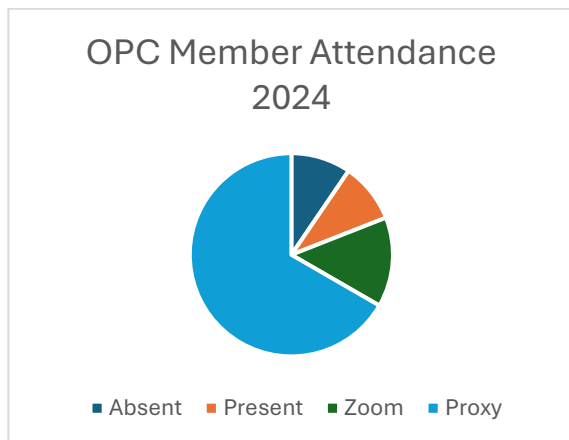
Is the Coastal Commission experiencing a reputational shift similar to the one in the days before Jack Ainsworth?

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Dear Ocean Protection Council,

I first spoke at the Ocean Protection Council meeting on [May 23, 2019](#). For 5 years I've attended semi-regularly via Zoom and in-person. The work of OPC has become increasingly important and the kelp crisis particularly urgent. I live in Aromas, California, two and a half hours away from Sacramento. My experience is that Zoom is really not effective for such important matters, so I resolved in 2024 to come to Sacramento and speak in-person at the OPC meetings.

During the three 2024 meetings that I attended I was disappointed that the seven OPC members rarely attend their own quarterly meeting where they work in Sacramento. Members are absent(2) nearly as often as they attend over Zoom(3). Only twice(2) were members present. Most members don't attend and send a proxy (14) instead.



Why should I bother to drive 5 hours to attend a meeting that the decision-making members obviously consider unimportant? My impression is that the current version of the OPC meeting is a public facing presentation. Staff attend to make presentations, support their coworkers' initiatives and congratulate each other. Internally it is all pre-decided. There are no discussions or debates on issues and the votes are always unanimous.

I'll be there again on December 9th but the drive feels that much longer when every freeway off ramp seems like a good place to turn around. It feels pointless to speak to someone who maybe might speak to someone who couldn't care enough to be present. The public should have a reason to attend nearly as compelling as the members.

Keith Rootsart
Giant Giant Kelp Restoration