

## Environmental Action April 22



Politician of the Month

Courtesy the Washington (D.C.) Star

## Jesse Unruh! Friend or Foe?

Jesse Unruh was "Big Daddy," before he changed his image; and he was once Speaker of the Assembly, before that body changed majority parties. Now, as a full-time gubernatorial candidate and an occasional Assemblyman, he is simply Jess.

He would lead his audiences to believe that the missing "e" has been taken up by the environmental banner that he is running with.

And yet, while he is making his appearance on the USC campus today, and on other campuses throughout the Environmental Awareness Week, back in Sacramento he is racking up a repeat performance of last year's paltry record.

Absent from the Legislature for one-third of the sessions "on personal business," he didn't even bother to vote on 15 of the 24 major environmental bills.

A comparable record in 1968 hampered him this year when he introduced his major environmental item of the session, the proposed establishment of a State Conservation Authority. Unfortunately, for the supposed master of legislative politics, two years ago Governor Reagan signed into law a bill creating a State Environmental Study Council with the responsibility for conducting studies and developing recommendations on California's environmental quality, including the management of waste discharge.

### Missed the Vote

Unruh's problem in this case seems to be the fact that although he was present when the Assembly approved legislation setting up the council, he did not even vote on the measure. Hence the lapse into duplicity of effort.

And today he is saying that he is

particularly concerned with "the growing problem of waste management" and wants to see an attack on this problem "now."

The vociferous Democrat has fared little better this session on two other big items which round out his "package" on the environment.

Unruh introduced a resolution on oil drilling in the Santa Barbara Channel shortly after the Legislature convened. Once again he came up second best.

Assemblyman Don MacGillivray (R-Santa Barbara) introduced a resolution which passed the Assembly unanimously asking the President and Congress to suspend drilling in the channel. The measure further asked for a waiver of federal regulations so that the state could apply its tougher standards to the entire channel.

### Failure to Pass

Even though Unruh's measure did not get out of committee, and he failed in his attempt to sabotage the rival joint resolution so that his own weaker plan would come to the floor, he still manages to take a lion's share of the credit before environmental audiences.

Last year he had the same trouble in establishing a track record on the Santa Barbara oil spill issue when the black pollutant hit the beaches in January.

Unruh first missed the vote on the resolution requesting Congress to transfer to the state the inspection and regulation of oil and gas developments off the California coast.

Claiming that the Governor's political ties with oil money men hamper his actions, Unruh claims the Reagan Administration can't do anything about Santa Barbara.

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## GOVERNMENT AFTER YOUTH

What do you do when you are one of the first students to be appointed to a major state governmental commission or committee?

In the case of Tom Bonnicksen, recent appointee to the Parks and Recreation Commission, he started off with a bang by advocating the formation of two nine-member student advisory committees.

This was followed by a four day tour of state parks, a day in Sacramento with divisional chiefs, and increasing number of interviews for the media and speaking engagements. No wonder he now says, "All of a sudden it just became too much of a job for me to do alone."

### Merged Organization

A senior in forest ecology at the University of California at Berkeley, Bonnicksen was appointed to the position by Governor Reagan on March 9.

The nine-member group grew out of a merger in 1967 of the park and the recreation commissions. The resulting administration of everything from state parks and beaches to historical monuments to scientific preserves to recreation areas operates under a \$25 million budget.

And that is where the commission comes in. Meeting in different parts of the state nine times during the year, they set the priorities and policy for director William Penn Mott and his staff to follow.

The newest commission member conceived of his idea around midnight of the first day of the meeting in Bakersfield. After sitting up reviewing the legal jargon of other resolutions, he worked his into form for presentation the next morning.

### Larger Student Voice

The commission accepted unanimously the recommendation that two groups be formed, for northern and southern California, to insure input from a student perspective.

"Instead of having just one student, myself, in government . . . I wanted to have more viewpoints represented," Bonnicksen explains.

When questioned as whether he feels this is going to make any difference in the operation of government, Bonnicksen sees a very definite impact.

"Because now students can express themselves and be listened to more than otherwise."

"What we have to do now is get these groups to put a good input in. If their action is sincere, though perhaps radical . . . then the other commissions will be encouraged to take up student advisory commissions."

### Unpolitical Man

For those who might think of Bonnicksen as a wheeling and dealing politician, nothing could be farther from the truth.

He admits to having trouble in getting used to the back slapping joviality of most commission sessions and the fact that each member is provided with his own chauffeured car.

Bonnicksen spent two years in the Navy and five years working, before he went back to night school to get his high school diploma and then on to the College of San Mateo.

As a co-founder of that school's Sierra Club and later as its chairman, he became more involved politically.

### Early Demonstrations

About the same time that the Free Speech Movement was getting started at Berkeley, Bonnicksen and other people worried about the possible development of Coyote Point began demonstrating to save the bay.

With a then sizeable contingent of forty to fifty people, he set up marches during rush hours in Redwood City and San Mateo to gain people's attention. The group also distributed literature to commuters taking the Southern Pacific up

and down the Peninsula.

Looking back on the whole affair from a new perspective, Bonnicksen notes, "I feel that more and more demonstrations are nonproductive. It is valuable to get the public's attention; but then, you can do this perhaps better in the traditional sense by researching the issues."

From his own experience of testifying before government bodies, especially for the Redwood National Park, he has seen the impact of individual action.

### Effective Action

The "Save the Bay" campaign is another good example, Bonnicksen thinks, of the powerful influence of special interest groups being overridden by individuals involved in collective action.

"Because the people got aroused and made a massive show of force, and then backed it up with action, government worked to serve the people."

It is for this reason that Bonnicksen is looking for other people to help him in his Commission work.

"What I need are people with an objective approach who would be willing to study the problem and help me to come up with real sound solutions in resolution form," he says.

But it is hard to get what Bonnicksen calls "the data to make things happen."

### Research on Issues

Referring back to his experience in setting up demonstrations, he notes, "We had no problem finding people to carry signs, but when it came time to research the issues, everyone always seemed to have something else to do."

On his own, the young conservationist has already come up with seven major policy proposals for the Parks and Recreation Commission.

For instance, he is concerned that, although beach acquisition is the number one priority of the department, only the stretches of sand are being purchased. He proposes that the adjacent cliffs, hills, and prairies be purchased as well.

Also, in purchasing state historical monuments, he thinks it is important to purchase a "representative portion of the surrounding landscape as well."

"To see a mission in downtown somewhere is about as historical as moving it to Sacramento and putting it in a museum," Bonnicksen claims.

### Wildlife Habitats

He would also like to see wildlife returned to the parks that they were once native to. Looking at the tule elk, he thinks it would make more sense to have them roaming their former habitats than in preserves where they are fed or Owens Valley, where they never used to live.

However, he doesn't promise any immediate or earth-shattering results.

As only one commissioner, Bonnicksen explains, "I have to feel my way around to get things done the best way."

### Progressive Policy

Turning his attention to current department policy, he is impressed with plans to open up new recreation areas on a concession basis, so that the only expense to the taxpayer is the cost of purchasing the land.

He sees this as a good way to set aside areas for mass recreation. The department is still responsible for setting the prices and controlling the quality of the development.

Bonnicksen has already spent a great deal of time meeting with various members of the department, from the guy who collects fees at a park gate right on up to the top. In this way he hopes to understand how the whole spectrum of employees views parks and recreation management.

### First-Hand Observation

On a recent trip, he spent four and one-half days visiting District Five, which

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# ...ON JESSE-COME-LATELY

(Continued from page 1)

When the Assembly voted on AB 687, which authorized the Water Resources Control Board to adopt regulations governing the testing, licensing, and use of substances for cleaning up oil in State water, Unruh did not vote.

The current law requires the Department of Fish and Game to supervise

and enforce the usage of such items. Moreover, the oil company must reimburse the Department for the cost of services and supervision.

## Grandstand Plays

Jess missed a third key vote in a like fashion, when the Assembly considered AB 622, requiring State Lands Commission to hold public hearings before granting a

permit for oil and gas survey or oil and gas lease. The bill, which the Governor later signed into law, also requires the commission to propose a plan for the control of pollution.

But the Assembly Democrat is always ready with another grandstand play.

Last year it was a bill putting the liability of oil spills on the companies. The Legislative Council is quick to point out in this case that as far back as 1928 the court had already established a precedent for liability in similar cases, making the Unruh effort unnecessary.

This year, Jess is back with a bill requiring oil and gas operations in state waters to cease upon determination by the State Land Commission that such operation is "ultra-hazardous." Then he goes on to declare personally that the operations in the Santa Barbara Channel constitute an "ultra-hazard."

On other key environmental measures, Unruh is not sponsoring legislation. Apparently, he is content to run on his record here.

## Unruh's Smog

Quick to urge consideration of such things as charging higher tolls for cars carrying one person in order to control the internal combustion engine's smog-causing emission, Jess smiles about his own family's contribution to the problem.

With five cars, all running on fossil fuel, he says he can't move into the celebrated old Governor's Mansion in Sacramento.

"My wife said under no circumstances would she live in there... She said our five kids wouldn't have a place to park," he recently told reporters.

Last session he missed four key Assembly votes with regard to air pollution; once again, he was away on personal business.

## Votes Against Control

Included in this vital package were measures authorizing the State Air Resources Board to adopt exhaust emission standards for automobile assembly line emission testing; requiring automobile owners to maintain pollution control devices on their vehicles; placing controls on jet airplane emissions and establishing a scale by which emission density can be measured; and authorizing the State Air Resources Board to establish criteria for motor vehicle pollution control devices.

Incredibly, when Unruh was present in the Legislature, he voted to oppose a measure authorizing the State Air Resources Board to adopt exhaust emission control standards for used cars and to accredit devices for these cars.

In the case of water pollution, "we" in the bipartisan sense becomes Jess' big pronoun.

When the Water Quality Improvement Act was adopted last year, giving the state the nation's toughest water pollution controls and the first complete revision of the State Water Control Act in 20 years, it was indeed a bipartisan effort.

## Broad Support

In order to guarantee the broadest

possible support, it was co-authored by Assemblyman Carley V. Porter (D-Compton), chairman of the Assembly Water Committee, and Sen. Gordon D. Cologne (R-Indio), chairman of the Senate Water Resources Committee. Governor Reagan hailed it as the achievement of one of his major legislative goals.

And Jess' claim to the bill? Well, he was away on personal business again when it came before the Assembly, so he didn't get a chance to vote on it.

A similar fate beset him when the Assembly extended the Bay Conservation and Development Commission and strengthened its powers.

## Renewed Verbage

So this year, worried about the possible pollution of the Sacramento Delta and upsetting of the ecology of San Francisco Bay, he is voicing doubts about the proposed peripheral canal. Since he voted for the Burns-Porter Act of 1969, which enacted the State Water Project with its "trans-delta facility," it is understandable why he wants to "slow the water project, not discontinue it."

Conservationists have long hoped that politicians would recognize the critical nature of environmental problems. But with a record like Jess Unruh's, it is not hard to understand why some of his fellow legislators consider him a "Johnny come lately" or a man without any plans.

Assembly Majority Floor Leader W. Craig Biddle accused his then Democratic counterpart in January of not "even bothering to vote on the most important conservation bills passed during the 1969 legislative session."

## Biddle Blasts Record

Questioned about Unruh's pro conference in which he revealed his position on environmental problems, Biddle said:

"I'm glad to see Jess is finally taking some interest in helping us protect California's environment. But it will take more than a press conference to convince anyone that his sudden concern is more than a cynical, campaign year interest."

"We enacted a bi-partisan program to save San Francisco Bay. We passed the strongest water pollution control program in the nation. We adopted America's first program to control jet airplane emissions and we strengthened this state's already tough smog control laws for motor vehicles."

"These were specific, urgently needed steps to protect California's environment. But Jess Unruh didn't even bother to cast a vote on any of these four important measures."

Earlier this year, he told an audience at the College of San Mateo present for an environmental conference that one of the major sources of pollution are politicians.

It is doubtful that anyone will so brazenly assault his position, but it seems that there is a little bit more work in Sacramento that needs to be done before he takes his message to the people.



Courtesy GraySmith, S.F. Chronicle

## Editorial—

# A Pollution Solution?

The Romantic back-to-nature philosophy is one of the most disquieting features within the environmentalist movement. Technology and civilization are responsible, they say, for crowded cities, polluted air and water, and despoilation of resources; so let us therefore return to unspoiled nature.

None of these people stop to realize that the back-to-nature path would not only mean shuffling off the benefits of civilization, but would also mean starvation and death for the vast bulk of mankind. They are right in their concern over ecology: we must care for ecological balance on this planet, ever mindful of the needs of human beings.

Most people live in and around cities for economic reasons. In areas where there is a low density of dwelling units per acre, the stores and businesses must cater only to majority economic demand, and that leads to a sameness of life and neighborhood.

But in those areas where there are high concentrations of individual people, there is a greater chance for diversity, growth, and vitality. This area creates profits for a large spectrum of stores and services which cater to a wide range of minority tastes.

Those that would say cities should return to the "good old days" have not researched their historical facts. The cities of the past were far more crowded and unpleasant than those of today. The streets were far narrower; cobblestone pavements were far noisier, modern sewage was nonexistent, such that rank odors and epidemics were rampant; dogs and sometimes livestock roamed the streets; and even heat was overpowering, with no refuge in air conditioning.

These environmentalists place their greatest blame on modern technology. And yet it is precisely modern technology that has permitted the growth of the far more populous cities of today with far greater health, ease, and comfort for each inhabitant.

Not all people living in cities have the best life. And our main concern is with them. How can you explain to the poor that it is more important to have the fish in the local river live in comfort or the automobile rationed out to the population, while they are allowed to remain poor and hungry?

The question is how can you decrease the amount of pollution deposited into this country without turning back technological progress?

Factory owners have always thought of ways to save themselves money. Therefore, we suggest if they be taxed for the amount of pollution emitted so that they would then design ways to reduce the pollution. From that everyone gains.

It is ironic that for those who complain about overcrowding, there are many areas in this vast country that have sparse populations and wide open spaces. There will be little progressive action until those who are so concerned take the initiative to reduce the overcrowding in urban areas by creating new cities in an ecological balance with their surrounding.

The regaining of clean air and rivers will not be done over night, for pollution is not left over from just last night.

It will be a long time, but action will come about if people will just become reasonable and honest. Too many who complain about smog the most are not the ones who will give up the automobile.

Environmental concern is not somebody else's problem. We are all on "planet earth" together.



Why is this man smiling? Perhaps he is waiting for a question on environment. For more details, read the above article.



# POPULATION SIZE AND REAL FREEDOM

By Raymond R. White

(Editor's note: The author of this position paper is a graduate student in biology at Stanford University where he is working under Dr. Paul Ehrlich.)

As the population size rises in this country and in the world, an inevitable curtailment of the rights of the individual is setting in. This is due primarily to two factors.

The first of these is the fact that large, central agencies become more efficient in handling some aspects of public life when certain population sizes or densities are exceeded. At least, governmental regulation becomes desirable.

The second phenomenon is that the environment can absorb the wastes which are the consequence of an industrialized economy from a small population, but not from a large one. Serious alteration of the environment results from excessive raw waste dumping.

## Central Agency

Let us consider the first phenomenon. Large numbers of people moving to and from various points can be served most efficiently in terms of fuel expenditure and cost by some central agency which plans mass transport needs and provides accordingly. The cost per passenger mile is far cheaper for rail travel than for automotive travel.

Many large industries need the aid of government to avoid seriously encroaching on the rights of others. The larger the industry, the more serious these needs become. A simple increase in population size increases the size of the industries serving that population.

Agriculture demands and receives more aid from government now than at any time in the past. As more land is used to raise food (and is used for several crops per year) the demand for water rises. This is particularly true of the demand for water during the normal dry season. This demand is translated into things like the giant California water project now under fire in Sacramento.

## Power Needs Increase

Electrical power requirements of population centers and industrial complexes necessitate hydroelectric projects and new power plants (fossil fuel or nuclear) which are often many miles away from the centers served. Hydroelectric projects entail the purchase (through eminent domain proceedings) of private land and right-of-way for power lines.

Power plants of all types require access to and transport of fuel, with the consequent construction of roads, in addition to places to dump their wastes.

How well does the law presently protect a man who loses part of the value of his river-front property due to increasing pollution? More people mean more power demands. Increasing industrialization already makes this unavoidable; should we compound it?

## Second Phenomenon

I have already covered parts of the second phenomenon under the consequences of the first, but let me expand that.

As population increases the per capita resources decrease, in respect to any resource. This is presently most obvious in the resource which I shall call the ability of the environment to absorb with minimum consequences the wastes produced by man.

An example of this world wide phenomenon can be seen in the San Francisco Bay. The Indians were able to utilize shellfish from the Bay for several thousand years without destroying the ecology of their food source.

When the immigration of whites to the area raised the population high above its former size things began to change. Before the turn of the century up to fifteen million pounds of oysters came out of the Bay annually. By the end of the forties oysters were unsafe to consume due to the high concentration of pollutants in the water.

## Oyster Minority Over-ruled

This is truer today. More people have created more pollution, and this has wiped out a once thriving industry, and a significant natural resource. The rights of the oyster fishers were trampled into the mud. Their livelihood was callously destroyed by the majority, a majority



Courtesy The New Yorker

"Please, dear, this isn't San Francisco Bay."

whose very size made appropriate waste treatment prohibitively expensive. Public ownership of the open water ways is a mockery where public pollution has rendered these dangerous to human health.

In conclusion, then, larger populations create larger industries and these are more prone to require governmental aid and/or regulation.

## Government Need Alas

At the same time larger populations make air and water (and pesticide) pollution matters for rigid government regulation (quite rightly, but regretfully so). As population rises one is more and more constrained in one's actions.

One has to become more and more concerned with the desires, needs, and freedoms, of others, and less with one's own. As there come to be more people their needs place more restraints upon the actions (freedoms) of each other.

A moment's reflection should allow one to conclude that faster rates of population increase (and economic growth) will require more (and more extensive) governmental intervention than will slower rates. Faster growth means less effective (poorer) planning, less time for free market adjustment, and greater dislocations where dislocations occur.

These factors increase the justification for and the probability of governmental intervention into area of the economy presently private. Slowing the rate of population growth is necessary to slow down the continuing erosion of individual liberty.

## Solutions

First, the effects which a large population has on the local environment are so destructive that we must protect ourselves from them by legal means.

Second, technology must be developed which will mitigate or eliminate these effects.

Third, and most important, we must take every effective step to curtail the population growth which will otherwise undo the work of the first two programs.

Shell fishermen of coastal waters near large population centers all face the problem of contamination of their catch by sewage. It is worthy of note that Monterey area beaches have been closed since this fall due to sewage contamination. Yet I do not know of any lawsuits entered against the sewage districts in either case.

## Pollution Must Cost

Individuals, manufacturers, semi-public monopolies, and governmental agencies must all be made liable for their actions when they directly cause pollution. This would emphatically include municipal sewage districts.

Unless the people served by such

districts are made to pay for the damage which raw sewage dumping costs they will continue to be unwilling to undertake the cost of building and maintaining adequate treatment facilities.

Different polluters should be treated in different ways. Since it is impossible to sue the users of all automobiles for the collection of damages for the harm that each one accomplishes, and since it is somewhat arbitrary and not entirely justified to try to collect from the auto manufacturers themselves, one must seek another way to mitigate the smog problem.

## Federal or State Action?

Here I think that a tax should be levied on gasoline, several times the size of the present one. This should be done at the federal level; but since action there seems remote in likelihood and since California is large enough I urge action at the state level.

The revenues from such a tax should be applied to research into alternative (emissionless) modes of transportation and into methods of reducing the emissions of internal combustion engine vehicles. The revenues could also help pay for construction of rapid transit systems, as some California Republicans have already suggested.

If no effective method of controlling smog from cars could be found, then the tax on gasoline should gradually rise to pay for all reasonable claims against this form of air pollution. This might eventually be expected to make smog-free methods of transport more desirable to consumers.

If you think that the above implies that

## Government After Youth

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covers the southern half of the state.

Visiting fifteen parks and monuments, he went out with the rangers to tour the boundaries, evaluate vegetation, and discuss their local problems.

He is also drawing on his experience during past summers as a seasonal naturalist with the King Canyon National Park.

Right now he basks of his time as a commissioner is being spent in collecting names of possible appointments to the student advisory committees.

At his own expense, Bonnicksen sent out over 120 letters to college deans and chancellors, student conservation organizations, and individual students. It is hoped to get a group representing as many academic disciplines and racial groups as possible.

## More Student Appointments

He has a particular reason for wanting

it will be expensive to live in a clean world, then you are beginning to see the light. The cost of large populations is extensive and intensive treatment of wastes.

## Our Only Hope

Education about the problem and about methods of birth control, in combination with provisions of adequate methods of birth control would go a long way towards reducing our population growth.

Some changes in tax laws have been suggested, and could contribute, but they tend to hurt the child as well as the parent. This is true of removal of the dependent exemption for all future children over three in any given family.

The education aspect involves the universal dissemination of information on the consequences of present population size and of further population growth. At the same time everyone must be made aware of all effective methods of birth control.

I feel quite strongly that these two items belong in (and constitute the justification for) sex education curricula which are now controversial issues in many communities.

## Contraception

Present methods of contraception are good, but much more research could be done to make them better. A pill without side effects is a very real need. A "morning after" pill is feasible and could readily be developed.

People who don't want large families are presently contributing to the problem due to lack of knowledge and lack of a variety of choice of methods which can fit all people. We cannot afford this.

Fewer people means better planned development, more per capita capital goods, greater industrial might and so on. At the same time we will be less dependent upon the raw materials of the underdeveloped nations and will therefore have fewer conflicts with them.

Any inexpensive and effective birth control means which we develop can be exported to make conditions better in the rest of the world, as well. This last condition is in fact necessary for our ultimate national security.

## Birth Control

Once we have educated people about the problem and methods of birth control, we must then provide means of birth control to those who cannot readily afford them. In order to make the practice of contraception widespread and universally acceptable it might be deemed advisable to make the means available to all persons at government expense.

The one major legal change which has to be made to supplement these other steps is the legalization of abortion. There is not one state in which there is a reasonable abortion law.

If we do all of the things which I have proposed, and meet with success in them, then we may be able to control the population size in this country. Given time we may then develop the technology necessary to overcome many of our pollution problems.

Then we must accomplish the same thing for the rest of the world.

to have the group ready to be appointed by the time of the Commission's May 8 meeting in Oakland.

"The Governor's office has assured me there will be positions opening on other commissions and committees.

"And when the Governor opens up new positions for student appointments, I think one of the first places he will turn are these committees.

In announcing Bonnicksen's appointment to the Student Advisory Council, composed of State College and UC student body presidents, Governor Reagan noted:

"Responsible students throughout the State have asked that their voices be heard in policy decisions that will help shape the future. I believe they should be given this opportunity."

Tom Bonnicksen obviously has his work cut out for him. In so doing he really deserves some student support.



# WHAT IS SACRAMENTO DOING!

The following recommendations were delivered to the Legislature on March 16 by the Assembly Select Committee on Environmental Quality, chaired by George Milas (R-Gilroy).

Composed of all Assembly Committee chairmen working on pollution and other environmental problems, the group had the responsibility of developing a specific plan of action for the Assembly to deal with immediate and long-range environmental problems.

## Environmental Bill of Rights

The proposed constitutional amendment would:

1. Declare it to be the policy of the State of California to develop and maintain a quality environment in order to assure for the people, now and in the future, clean air, pure water, freedom from excessive noise, and enjoyment of scenic, historic, natural and esthetic values.

2. Authorize the Legislature to take all actions necessary to carry out this policy.

## Environmental Quality Act of 1970

The act would provide that all state agencies:

1. Make environmental impact reports on any programs they propose which could have a significant effect on the environment, prior to requesting any funds other than planning funds.

2. Make environmental impact reports on any federal project prior to transmitting official comments to the federal government.

3. Expend funds to protect the environment from problems caused by their activities.

4. Review their statutory authority and recommend to the Legislature, by January 1971, changes necessary to assure full compliance of these statutes with legislative environmental policies.

The act would provide that local agencies:

1. Make environmental impact reports on programs which could have a significant effect on the environment, prior to receiving any funds other than planning funds from state agencies which allocate state or federal money.

2. Make environmental impact studies and consider alternative methods on any program they carry out which may have a significant effect on the environment.

## Planning and Policy Development

The following actions are recommended for passage by the 1970 Legislature to force an environmental planning process at the state, regional, and local level of government to include consideration of the environment:

1. Replace the State Office of Planning with a Policy Development Office to perform the following duties:

—report directly to the Governor as an independent staff unit;

—develop an integrated environmental monitoring system with other agencies;

—prepare a biennial report for the Governor to review, approve, and forward to the Legislature, beginning in 1971;

—assure the compliance of proposed state plans, programs and expenditures with the Environmental Quality Act;

—coordinate the allocation of federal grants for environmental purposes to state and local agencies;

—develop by 1972 a statewide land use policy as a framework for state functional plans, such as water development and

transportation and as a guide to other governmental plans and programs; and

—assist regional plan preparation, coordinating state agencies' participation and determining the complete plans' impact on state-wide resources and environmental goals and policies.

2. Enact interim regional plans for each state designated region by July 1, 1972, including at least the elements of environmental quality, open space, transportation and natural resources.

3. Require a "conservation element" as a mandatory part of the city and county general plan.

## Implementation and Oversight

The following action is recommended for the 1970 Legislature for program implementation and legislative assessment and oversight:

1. Establish an Environmental Policy Subcommittee of the General Research Committee every two years to conduct an evaluation of environmental goals and policies and their implementation.

2. Develop through a study by the Assembly Science and Technology Advisory Council, a state policy of population growth and density criteria;

3. Allow, by constitutional amendment, use of gas tax monies for:  
—a balanced statewide transportation system;

—air pollution control; and  
—prevention and mitigation of environmental damage caused by highways.

4. Designate the appropriate Assembly committee to work with state agencies in studying community noise problems and recommending statewide standards and excessive noise control.

5. Designate the appropriate Assembly Committee to define the state's role in solid waste management, giving the State Water Resources Control Board statewide responsibility, utilizing recommendations from the Department of Public Health.

6. Designate the appropriate legislative committee to investigate the need for improved education and research in the field of environmental health, including the adequate funding of the Conservation Education Service in the Department of Education.

7. Broaden state board and commissions with significant

environmental responsibilities to include public members with technical ability and interest in environmental quality.

8. Push the following action of the Joint Committee on Public Domain and the State Lands Commission:

—prohibit any further sale, lease, or grant of state environmental quality lands;

—review local agencies' development plans before approving grants;

—determine exact boundaries of state environmental quality lands; and

—arrange for the return of existing quality resources.

9. Secure a source of funds and obtain joint federal-state planning and management of outer continental shelf lands through the extension of the 1920 Federal Mineral Act.

10. Receive recommendations on environmental "class action" suits and other environmental protection issues from the Assembly Committee on Judiciary.

11. Designate an appropriate Assembly Committee to develop legislation, including funding, to establish demonstration areas to test programs and establish additional environmental control standards.

12. Allow the Assembly Committee on Local Government to recommend county, city government, and special district statutory changes assuring compliance with environmental quality legislative goals.

## Environmental Priorities

The following actions are recommended during the 1970 session to prevent danger to health and irreversible environmental damage and allow the state and federal government to point the way in solving problems on lands under their jurisdiction and in their own programs:

1. Require submission of a report by the Air Resources Board to the Assembly Committee on Health and Welfare and the Assembly Committee on Transportation by June 1970 in order to determine whether air pollution will cause mortality, morbidity, an increase in emphysema, and other respiratory disease or similar health problems requiring emergency state and local government action.

2. Establish a Coastal authority to prepare a comprehensive plan and action program to protect the coast zone's unique resources, with powers similar to the San

Francisco Bay Conservation and Development Commission.

3. Declare an immediate moratorium with the State Lands Commission on leases, grants, or sales of state lands which might be used to the detriment of environmental quality until certain mentioned policies are adopted.

4. Stop the pollution by nine state installations of water above the State Water Resources Control Board standards.

5. Require immediate reports by appropriate state officials on the Upper Newport Bay land exchange, peripheral canal, Santa Barbara's Goleta Slough freeway, and the Tijuana River estuary development.

6. Ask the President to provide permanent protection for federal installations' unique resources and public access to military installations' beaches.

7. Request that the President cease pollution of state waters above State Water Resources Control Board Standards at 26 federal installations.

8. Ask the President to require his newly-created Council on Environmental Quality to prepare and submit environmental quality impact reports on Santa Barbara Channel federal oil lease, lower Colorado River channelization, and the Dos Rios project.

## Financing State Environmental Program

The following actions are recommended:

1. A \$300 million five year program to accelerate construction of waste water treatment facilities, correcting gross local water pollution.

2. A \$5 million appropriation, and possibly more based on the state's future role, for solid waste research and development over the next two to three years.

3. A five year \$15 million appropriation for air monitoring and research and development.

4. Study by the Assembly Committee on Transportation of state motor vehicle emissions inspection, cost sharing for used car smog devices, and state assistance for local and regional control districts.

5. A five year \$250 million program for acquiring additional key undeveloped beaches, with the Legislature to determine additional open spaces land assistance based on the state's future role in open space, the role of regional and local government, and the methods to be used for protection of open space.

6. An Environmental Fund with at least \$100 million per year during the next two years, and increased amounts in succeeding years based upon policy decisions mentioned in the report, to insure a continuous funding for critically needed environmental control programs.

7. Enactment of the legislation to take effect when the voters approve the Environmental Bill of Rights, funding the effort by the Environmental Fund to impose an excise tax on automobiles as the federal tax is eliminated and temporarily increasing the cigarette tax to be placed in the Environmental Fund.

8. A study by the Assembly Committee on Revenue and Taxation, assisted by appropriate state agencies, of alternative tax policies to provide continuing revenue for environmental correction and protection costs and have an impact on pollution control, land use, and resource consumption consistent with environmental quality.

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