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Ads

The separate proposals by the San Francisco Bay Area Council and by California Tomorrow directly conflicted with the plan advanced Thursday by San Jose Vice Mayor Robert G. Miller in behalf of the Association of Bay Area Governments.

The ABAG regional board plan called for a government selected by area city commission and county superiors.

The Bay Area Council plan was drawn from Assemblyman John T. Knox, D-Richmond, chairman of the Joint Legislative Regional Committee on Bay Area Regional Organization which Thursday concluded three days of hearings on a variety of proposed proposals.

The most going the group in the Bay Area the regional government has been the business community as represented by your organization," Knox said.

The council is a group of businessmen and industrialists from throughout the area, including executives of FMC Corp., Lockheed and Kaiser Industries. Speaking in behalf of the group Vice-President Don Fackler declared:

"We do not believe that any other method than direct election will win the general citizen support that a regional government needs to operate in a true fulfillment of the Bay Area population."

Fackler said the proposed government must have taxing and bonding authority, the power of eminent domain and concern itself with comprehensive and coordinated planning, transportation, the bay, waste disposal, recreation and open space, air pollution and water quality control.

His statement dovetailed in many respects with one made by Samuel E. Wood of California Tomorrow, a conservationist group that is often at odds with the business community.

Wood said such a regional government would not downgrade local government because regional problems "if handled at all are now being approached as an ineffective piecemeal basis."

"I hear it (the regional government) degrades the authority of the special agencies I've heard because the people who have created the area have left the Bay Area," Wood added.

Both Fackler and Wood said the new government should respect the "one-man, one-vote principle" established by the U.S. Supreme Court in setting up a regional governing body.

One of the methods for doing this being considered by the committee would provide for selection by Assembly districts, a method that would at present leave Santa Clara County about the same representation as under the ABAG plan. However,

Trackdown

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Mr. A. P. Hemann, advocated a go-slow approach on absorbing the airports into a single regional system.

Hemann said the San Jose, San Francisco International and Oakland airports had entered into a joint agreement to study area airport needs through the year 2000. He said a three-personed airport agency had both advantages and disadvantages, and suggested that the committee postpone an airport decision until the joint study was completed.

The advantages cited by Hemann included controlling of competition and pooling of finances. The disadvantages the possible creation of a large structure that would add to the existing government red tape and operating cost.

Earlier in the day, the committee heard from Paul Varborough, manager of the Santa Clara County transportation study.

Varborough forecast rapid transit in Santa Clara County by 1990, possibly through extension of a regional trainline connection to Alameda and San Mateo counties. He said this posed a financial question because Alameda County and others in the Bay Area Rapid Transit District "are not likely to spend \$100 million on a BART extension primarily for the benefit of Santa Clara County."



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