In the Clean Air Act, the Congress authorized a new Federal activity which was clearly intended to stimulate State and local control efforts. I am referring to a matching-grant program under which we have thus far awarded some $9 million to State and local agencies to assist them in developing or establishing new control programs or improving existing programs. Because agencies receiving these grants are required to increase their own spending for control activities, the awards we have made to date have resulted in an estimated increase of about 65 percent in the total amount of funds available for air pollution control programs in our cities and States. An increase of such magnitude is unprecedented in this field.

In many of its other provisions, too, the Clean Air Act reflects the philosophy that regulatory control action is the most effective way of taking full advantage of the technical capability that exists for dealing with air pollution problems. A prime example is the authority that was provided for direct Federal action to abate interstate air pollution problems. These problems arise in large measure, Mr. Chairman, from air pollution sources that can be controlled but are not being controlled, primarily because the people whose health and welfare they endanger live in a State other than that in which the sources are located.

In the Clean Air Act Amendments adopted less than a year ago, the Congress again called for regulatory action to deal with an important air pollution source that is national in its impact—the motor vehicle. Under this legislation, Federal standards have been established by Secretary Gardner to which gasoline-powered vehicles will be required to comply, beginning with the 1968 model year. This is a very important step. Motor vehicle pollution affects more people across the country than does any other single segment of the total air pollution problem. It is national in scope and of growing magnitude. Its impact on health and welfare has been extensively studied and is documented in reports to the Congress from our Department; I have copies of the reports with me, Mr. Chairman. To cite just one of the ways in which motor vehicle pollution is changing the environment, we know that it causes widespread damage to vegetation. In the State of New Jersey, in a recent year, 38 vegetable, ornamental, grain, and fruit crops suffered damage; every county in the State was affected. In California, photochemical smog has made it impossible to raise crops in many areas where such activity was once profitable. Nationally, as long ago as 1962, evidence of damage to plants and material from motor vehicle pollution had been observed in parts of 27 States.

The evolution of efforts to control motor vehicle pollution illustrates the importance of regulatory control action in the air pollution field. A little more than a decade ago, when motor vehicle pollution was first identified as a major factor in the occurrence of photochemical smog, appropriate control techniques were not available. The development of technology that has since made it possible to begin controlling this problem nationally was clearly stimulated and accelerated by the regulatory control legislation developed and passed by the State of California in 1959.

To help take care of some of the major unsolved problems in air pollution control, the Clean Air Act authorized an accelerated research and development effort at the Federal level. In both the Clean Air Act and the recent Amendments, the Congress directed that particular emphasis be given to the development of control technology for motor vehicle pollution and for sulfur oxide pollution arising from the combustion of fossil fuels. Our research efforts include both the activities of our own scientific staff and work being supported by grants to non-Federal institutions and organizations and contracts with private industry. Additional research is being sponsored through project agreements with other agencies of the Federal Government. Mr. Stern will describe all of this in much greater detail. I simply want to note at this point that we regard our research activities as an integral part of the total Federal effort to bring air pollution under better control.

GOALS FOR ACTION

Mr. Chairman, in the Clean Air Act, the Congress paved the way for a major new attack on air pollution. The response of State and local governments has been encouraging, as I have already noted. The influence of the Clean Air Act is reflected importantly also in changing attitudes toward air pollution control on the part of science, industry, and the American public. But we must not be complacent about the present status of efforts to deal with this deceptively subtle problem. The development of a truly comprehensive national effort to