

The other reality we must face, Mr. Chairman, is that in spite of the fact that we presently have the technology for controlling most sources of air pollution, we are not by any means applying that technology in adequate measure. The Clean Air Act and its amendments have stimulated an unprecedented expansion in the efforts to control air pollution in this country. Totally, including both Federal and non-Federal contributions, the funds available for State and local air pollution control programs have increased by about 65 percent since the adoption of the Act in 1963. On an annual basis, some \$20 million is now being invested in State and local programs as compared with \$12.7 million in 1963. As a direct result of Federal grants, efforts are now being made which, if successful, will bring a total of 70 new air pollution control programs into being. In addition, 40 existing agencies are improving their programs as a result of Federal grants. The Federal Government has initiated interstate abatement actions that will ultimately benefit millions of people; we have published standards which will bring all new automobiles under partial control commencing with the 1968 model year; we have stepped up our research efforts and have progressed toward the control of gaseous pollutants that once were clearly beyond our reach. In all parts of the country the public is demanding better control efforts at all levels of government, and there is no question that these demands will accelerate. But we have a very long way to go. Although 33 States now have air pollution programs, many of them have neither the authority nor the resources needed to carry on effective control activities. Only a half dozen State agencies engage in more than a nominal degree of abatement activity, and by far the great majority of States are not even serving those communities which are too small to operate their own local programs but are nonetheless affected by serious air pollution problems. For the most part, efforts at the local level are equally deficient. Our most recent estimate indicates that only 58 percent of the urban population of the United States is served by local air pollution programs. On a per capita basis, annual spending for local programs has increased from a median figure of 10.8 cents to 15.2 cents. This increase is hardly adequate in the light of estimates that an effective control program for a middle-sized city requires an expenditure of at least 40 cents per capita.

Mr. Chairman, I have presented this, perhaps long, introduction on the problem of air pollution because I want to strip away any possible misconceptions of what our basic needs are in coming to grips with the problem. The problem of air pollution has grown so enormously in such a relatively short period of time that we have found ourselves rather suddenly confronted with, if you will, an enormous air pollution gap. Let there be no mistake about it, that gap fundamentally is the application of controls to the sources of air pollution. The activities carried out under the Clean Air Act have stimulated all levels of government, industry, and the public to exert greater efforts in bridging that gap. But we have barely started. The problem of air pollution continues to grow faster than the combined Federal, State, and local efforts to deal with it. President Johnson summed it up in his February message to the Congress on Preserving Our Natural Heritage:

"The Clean Air Act of 1963 and its 1965 Amendments have given us new tools to help attack the pollution that fouls the air we breathe. We have begun to counter air pollution by increasing the tempo of effort at all levels of government. . . . I am heartened by the progress we are making. But I am mindful that we have only begun our work."

We recognize, Mr. Chairman, that the Federal Government must assume leadership in this field, but the Federal Government cannot alone do the job. State and local government and industry must assume additional responsibilities in controlling air pollution, and the public must be more fully informed of the very real hazards associated with air pollution. The pressure of public opinion must be brought to bear against the indiscriminate discharge of pollution into what is unmistakably in the public domain, the atmosphere. In short, Mr. Chairman, the course is clear. We must now and in the immediate years ahead greatly accelerate our efforts to control the sources of air pollution. We have very real social and economic incentives, we have the governmental framework through which we can get at the problem, and we have the technology with which we can in large measure bring the problem under control.

None of this is to say that we can afford to be complacent about the presently available technology for controlling air pollution. There are some pollutants, like the nitrogen oxides, which today, rarely, if ever reach what are thought to