

As you gentlemen are aware, air pollution first became a noticeable problem in Los Angeles during World War II. Today, more than twenty years later, it still remains; however, it is not the same problem, any more than this is the same Los Angeles.

The air pollution experienced during the late forties and early fifties consisted of about 40% emissions from stationary sources—industry and rubbish disposal—and about 60% of emissions from automobiles. Today, pollution from rubbish disposal has been eliminated, pollution from industry has been reduced almost to the practicable minimum, but pollution from motor vehicles has been controlled only slightly. In the meantime, the number of motor vehicles has more than doubled, and there is more than twice as much pollution from this source as there was when the control program began. The ratio now is approximately 10% from stationary sources and 90% from motor vehicles.

At present, control measures now in effect are keeping a total of 6185 tons of pollution out of the air of Los Angeles County every day. Of these 6185 tons, 5085 tons are controlled as the result of the steps taken by the Air Pollution Control District in regulating stationary sources. The other 1100 tons are being controlled by the installation of crankcase and exhaust control devices.

Still uncontrolled and being emitted are pollutants totaling 13,730 tons per day. Of this, 1310 tons come from all stationary sources including not only industry, but all combustion processes such as domestic heating and cooking as well. The other 12,420 tons are being emitted from motor vehicles, meaning for the most part from the exhaust pipes of gasoline-powered automobiles.

That is the balance sheet: 6185 tons controlled; 13,730 tons uncontrolled. That which can be controlled from non-moving sources has been almost completely controlled; that which can be controlled from automotive sources has scarcely been touched and makes up 90% of our problem.

The cost to control 5085 tons of pollution from stationary sources has been at least three-quarters of a billion dollars. Some of this we can measure with exactness, the remainder we can estimate. For example, a permit must be obtained for every piece of air pollution control equipment installed in Los Angeles County, and we keep a precise record of the cost of this equipment. Our records show that industry has expended more than \$130,000,000 for such control equipment. This does not include, however, the cost of maintaining or operating this equipment, or the value of the land it occupies, nor does it take into account the cost of designing and building into other basic equipment the modifications necessary to meet our requirements without use of separate control devices. Wherever this is possible, it is done. The true cost to industry may be twice the \$130,000,000. Another item which we measure precisely is the amount paid for fees for these permits, and the amount paid as fines for convictions of violations of our Rules. Since 1948 these two items amount to \$2,875,000. We also know accurately the cost of the Air Pollution Control District for the eighteen years of its existence: \$42,530,300. Of this amount, more than \$6 million have been spent for basic research. In addition, however, Los Angeles County taxpayers have also borne a pro-rata share of the air pollution expenditures of the State of California and of the Federal Government; and that is a sizable amount.

Another area of expense has been rubbish collection and disposal, which costs an estimated \$55,000,000 a year in Los Angeles County. Since 1957 this has amounted to about \$450,000,000.

All of this expenditure for control is only the top of the iceberg of the cost of air pollution. There is no way of knowing the full cost to Los Angeles County over the past twenty years, but we can make an estimate. President Johnson has given the Federal Government's estimate of the cost of air pollution to the nation as eleven billion dollars each year. Los Angeles County represents about five per cent of the national market, and if we assume that we share the national air pollution cost in the same five per cent proportion, then in twenty years we have suffered a loss equal to eleven billion dollars. Because the figure is so staggering, our inclination is to discount it, and then discount it again, but even so we must conclude that the loss has been tremendous. And that is without taking account of the loss of productivity due to the distress of air pollution, and the price of pain and suffering, impaired health and loss of well-being for millions of people. Nor does it take into account the general friction and drag on the entire mechanism of society caused by the debate, and pulling and hauling over the problem; the deluge of billions of words printed and spoken about the subject; the legislative hours expended, and the cost in time and money of pro-