

A good example is my own State, California, Los Angeles in particular, where they really have a crying need for some immediate action.

If they were to sit around and wait for some criteria which you would send out and they were therefore precluded from acting, this could be quite a difficult problem.

I think that is what the chairman is trying to state. Is that not right?

Mr. DADDARIO. I am really interested in Dr. Middleton's approach to this. I do think the record should spell out how flexible your approach will be in States such as Mr. Bell's which do wish to move ahead aggressively at this time. If they do find themselves in disagreement, perhaps you should have a very flexible approach to this, and they would not be penalized.

I think it is important that there be action as long as this is not capricious action.

Dr. MIDDLETON. Mr. Chairman and Mr. Bell, having been a former Californian and also the chairman of the motor vehicle control board in that State, and having had some concern about the quality of air in that State, I felt what I had learned there perhaps could be applied in other places. I think this piece of philosophy should suggest to you that the Federal Government does not propose interfering with progress at the State level, but to do all it can to enhance a more rapid and aggressive attack on air quality throughout the Nation.

Mr. BELL. I appreciate very much your statement.

Dr. MIDDLETON. I hope I have answered your question; perhaps I have not responded to your satisfaction. I would be glad to try further.

Mr. DADDARIO. It is difficult for you to establish the exact path which we will follow in the future. What we are trying to do here is to find out what your present intentions are and how flexible you are for the future.

The opposite end of this discussion gets to the States least aggressive and not anxious to move ahead. You say they cannot be called upon really to begin developing these standards until you do publish criteria. Is there any informal program going so that they might be stirred to do something in accordance with your advice and assistance?

Dr. MIDDLETON. Yes; there is much going on. The remaining portions of my testimony, I think, will bear further on that.

I think the most significant single event that assures that more is being done than would appear to be done, is that of our abatement and control activities in which, where there are serious air pollution problems today, and the Secretary has, in consultation with the Governors of the affected States brought about air pollution consultations, the Center has subsequently called abatement conferences for the purpose of controlling air pollution.

Beyond the abatement conference protocol, we have the control agency development program which is designed to aid States, municipalities, and local governments in developing air pollution control programs on a matching fund basis. So, it is through the development, the identification of air pollution problems at the local level, and by the initiation of air pollution control programs at local and State levels that the Center has already aided States in moving forward toward