

Mr. MOSHER. You already said the stationary sources were not the prime source.

Dr. MIDDLETON. I said in Los Angeles they have been very well controlled, and the motor vehicle in that area was relatively more important.

Mr. BELL. What about the motor vehicle? You do have a program to stop the motor vehicle; is that correct?

Dr. MIDDLETON. The higher levels of alert in Los Angeles are such that the Los Angeles County Air Pollution Control District calls upon the executive power of the Governor's office to prescribe the needed additional actions.

Mr. BELL. What are those additional actions?

Dr. MIDDLETON. As I understand—and I may be wrong in these specific numbers, and if I am incorrect, I would like to have the record changed—

Mr. DADDARIO. You may, of course, correct the record.

Dr. MIDDLETON. When the ozone level approaches either 1 or 1½ parts per million instantaneous reading, then the county of Los Angeles advises the Governor of this alert situation and invites State support to control the local problem. This then is the force for abating the motor vehicle movement. Los Angeles County itself, as I understand it, does not do this.

Mr. BELL. What can result from that if you stop the motor vehicles?

Dr. MIDDLETON. Chaos.

Mr. BELL. What would be the result from such actual direct action?

Dr. MIDDLETON. The direct action in that case—

Mr. BELL. The Governor has been notified and the Governor has this prescribed pattern and makes his statement that we are in this crisis. Then what happens?

Dr. MIDDLETON. May I say as a long-term resident of California—this issue has never been settled. I would propose not to settle it before you today. The course of action really is that because the motor vehicle is a State-taxed instrument and the motor vehicle pollution control is a State responsibility, and as such it moves outside of the realm of a county air pollution control action. I believe it is for this purpose that one calls upon the Governor to exercise statewide executive restraints on motor vehicles. I am not at all sure the State has an action plan to curb movement of motor vehicles in Los Angeles.

Mr. BELL. In other words, you do not really know whether the Governor of the State of California can act in case the situation requires.

Dr. MIDDLETON. I know perfectly well the Governor can act for the protection of public health and welfare. I do not know that the Governor has a plan.

Mr. MOSHER. It has not been tried?

Mr. BELL. It has not been tried, and it has not been revealed to you what his plan would be. It would affect Los Angeles County, obviously, probably as much as any place in California. He actually has not delivered to you a plan of what he would do?

Dr. MIDDLETON. I have not learned of this for a number of reasons. I do not say this defensively. On November 21, last, this legislation became law, and I have not had the opportunity of doing more than establishing within my own organization a very important group of people who are responsible as a Task Force for Emergency Actions.