

In 1955, a committee of scientists, administrators, police, traffic, highway, and air pollution authorities, instituted an investigation to determine whether and how automotive traffic could be controlled during air pollution alerts. All the problems involved in such action were investigated, and after much deliberation, the group reported that it would be physically impossible to stop all or any significant portion of the vehicular traffic in Los Angeles County. This decision was based on conditions that may be unique to Los Angeles County. Public transportation in the County is grossly inadequate, and great dependence is placed on private automobiles. There is a multiplicity of local police jurisdictions, with little overall coordination, and there are not near enough law enforcement officers to cover the many thousands of miles of streets and highways in the County.

Even though it was concluded that, as a practical matter, it would be impossible for the Air Pollution Control Officer to enforce regulations requiring cessation of automobile travel during emergency conditions, plans were developed to assist in voluntary reduction of motor vehicle traffic. A significant element in this program is the encouragement of the use of employee car pools, in cooperation with industrial plants and businesses, during critical smog periods. During such times, business and industrial establishments are immediately requested to urge their employees to travel in car pools previously organized under the leadership of the employer. Cars remaining in company parking lots are protected by company guards. Such measures can remove thousands of automobiles from highways and streets, thereby materially lessening emissions from auto exhausts and greatly minimizing the intensity of smog attacks.

Plans for the establishment, maintenance, and operation of such car pools by employers of large numbers of people have been requested and received by the Air Pollution Control District. Knowledge of the geographic location of the larger masses of automobiles has been used to develop a comprehensive plan embracing the entire Los Angeles Basin, so that, in the event emergency action becomes necessary, it would be possible to request car pooling in areas where critical air pollution concentrations are occurring or can be expected to occur.

Mr. RYAN. May I make an observation? As a parochial New Yorker, I thought I would never hear that some other city is ahead of New York. I find it rather inexcusable that New York does not have a workable plan.

Let me urge you, Dr. Middleton, to insist at the soonest possible moment that they come forward with an effective plan, because we face another disaster any day. I think all of us recognize the potential.

Dr. MIDDLETON. I can only add, Mr. Ryan, I recognize this—I want to say, perhaps, better than you, but that might be presumptuous. It is because of this emergency that I have attempted to do what we have done, which may seem modest at the moment, but that is only because of its recent action and our first opportunity for acting in this way by specific congressional directive.

Mr. RYAN. Prior to the enactment of the Clean Air Act Amendments of 1967, you have had the New York-New Jersey abatement conference procedure available since last January.

Dr. MIDDLETON. Yes, we have had other courses of action, but we have not done the specific things that your chairman has very well chosen to emphasize—the need to have a course of emergency action that is not merely a plan but actually a workable one—and that it relates to what the health effects of the pollutants shall be. This, in turn, gets back to your original question: What are the criteria to abate and prevent the air pollution episode?

Mr. DADDARIO. You are presently developing the kind of people who can give help to the State and local governments so such emergency legislation and such emergency action can be taken?

Dr. MIDDLETON. This, I can assure you unequivocally, is the case.

Mr. BELL. I have one more question, Mr. Chairman.