

However, it might be well that specific consent be included in the bill authorizing the Commissioners to enter into compacts, on the other hand, the consent of Congress would be necessary for entry into an interstate compact. I am not certain as to whether Congress would desire to specifically approve the language of a compact that would be negotiated, but I think the Commissioners would have to have authority to negotiate such a compact.

Mr. MULTER. I think the existing law and the rules of the House require such compacts when they deal with various states, as this would necessarily deal either with Maryland or Virginia or both, probably both, would have to go to the Judiciary Committee, and the compact as agreed upon would then have to be approved by the Congress. I think while the authorization is there to enter into the compact, it carries the provision that it will be subject to approval of the Congress. You might check me out on that. If I am wrong you may submit something additional for the record.

Mr. GIMBLE. I am not absolutely sure. I know of one instance in which Congress has given the states and, I believe, the District of Columbia authority to enter into compacts with regard to traffic safety agreements and I don't believe those specific compacts are brought back to the Congress.

I am not sure how the machinery works with respect to the interstate compact governing regulations of transit which is in effect in this jurisdiction.

Congress may have specifically approved that compact.

Mr. MULTER. Am I right in assuming that even though S. 780 may finally be enacted into law, in substantially its present form as passed by the Senate, we would still need the specific authorization to the District of Columbia to set up an agency and perform the task that must be done to implement that statute?

Mr. GIMBLE. I believe that is true, Mr. Chairman. I believe that the enabling aspects of Mr. Gude's bill and the Commissioners' bill would be required. I believe it would be, although I am not absolutely certain as to all the provisions of the Senate bill.

I believe this bill would in effect complement the national bill and would give the Commissioners authority or their successors authority to develop air pollution control programs, which is the authority we feel that we do not have at this time.

Mr. MULTER. I would appreciate it if you would check that out and give us a supplemental statement on it and also if you would give specific attention to the fact of whether or not the Senate S. 780, why it does not refer to the District of Columbia, in many parts of the bill it is sufficiently broad to permit the District of Columbia to participate in the grants that are called for on the part of the Federal Government and the local governments.

Mr. GIMBLE. I am not certain at this time. I believe it does include the District.

There are programs that are now underway that have been underway for some years that we participate in.

Mr. MULTER. We know it refers to the District in many places, but we must be sure when it refers to grants to the States they are not excluding the District of Columbia. The District must be specifically mentioned in order to be able to receive the grants provided in that bill.