

mond, Fredericksburg & Potomac, and the Southern Railway. The Union Station building, which is primarily the subject of the legislation now before this subcommittee, was constructed in its present form under the provisions of the 1903 statute which included the express requirement that the building be "monumental in character."

As has been brought out, the legislation now before this subcommittee is the result of a study authorized by Public Law 89-790, approved on November 7, 1966. This Public Law established a 21-member Study Commission to investigate plans and sites to provide increased service for visitors to Washington, D.C. Specifically, as I recall, the Study Commission was charged with presenting a report to the Congress which would recommend a site or sites, estimate the cost, and include preliminary plans and specifications. The report to which the Chairman has referred will, as I understand it, cover all three of those areas. Since four members of this subcommittee served on this Study Commission, which, I understand, has determined to recommend that Union Station be leased by the Government for use as a National Visitor Center, I am sure you know more about what you recommend than I do. As I understand it, it is to implement this recommendation that H.R. 12603 and related bills have been introduced in the present Congress.

The plan embodied in the proposed legislation contemplates that the Washington Terminal Co. or its nominee will raise the funds necessary: (1) for alteration of the present Union Station building into a National Visitor Center, (2) for construction of a large parking facility to the north of the present building with suitable access for vehicular and pedestrian traffic, and (3) for construction of a new station building for the use of the railroads.

The U.S. Government would undertake to lease the converted Union Station building for use as a National Visitor Center, and also to lease the parking facility, each for a term not to exceed 20 years, and it is contemplated that the leases with the Government would provide the basis for borrowing the money necessary to carry out the project. The leases would obligate the Government to operate and maintain the leased facilities and to pay an annual rental to the owners.

The plan further contemplates that the amount of the rentals paid to the owners would represent, in each case, only the sum of a percentage applied to value of the properties and the cost to the company of borrowing the necessary funds for remodeling the present station and construction of the parking facility. It is also my understanding that the lessor would be protected against any increase in real estate tax liability or increase in other financial liability which might arise as a consequence of the leases to the Government of the properties and improvements contemplated under this legislation. Such plan is acceptable to the Washington Terminal Co.

As the members of this subcommittee are aware, the report of the National Visitor Study Commission has not yet been released. Therefore, I respectfully request permission, Mr. Chairman, to file a further statement for the record, if appropriate, after there has been an opportunity to review the report.

Mr. GRAY. Without objection that request will be granted.

Mr. MULLIGAN. In June 1965, a joint committee of the National Capital Planning Commission listed Union Station as one of 20 historic landmarks which contribute significantly to the national cul-