

Mr. MULLIGAN. To the so-called monument or landmark.

Mr. GRAY. Or to the improvements?

Mr. MULLIGAN. That is right. We have ascribed no value to the improvements on the land.

Now, I say this because it is a fact, and I wrestled hard with the question of trying to place a value on the monument, and I consider it is incalculable. Therefore, the lease, as we visualize it, would not include in the valuation base any amount representing the present station. We would expect to include in the value base the \$5 million or less that might be spent for new improvements, but nothing for the existing improvements.

Mr. GRAY. The new improvements would be in connection with the visitor center?

Mr. MULLIGAN. Yes.

Mr. GRAY. And you would provide up to \$11 million for the parking facility and \$5 million for remodeling the existing Union Station, and \$3.5 million for a new railroad terminal, making a total investment of \$19.5 million plus the existing investment plus the air rights over the tracks, and the aggregate cost to the United States for the leases would not exceed \$2.9 million a year for a term of not more than 20 years?

Mr. MULLIGAN. That is right. Mr. Chairman, I think we should recognize that all of these figures are ceilings, they are maximum figures.

Mr. GRAY. You would have no objection to this committee writing in that the exact figures would be determined through negotiation but not to exceed \$2.9 million?

Mr. MULLIGAN. I would prefer to go with Mr. Knott's figure of not to exceed \$3 million.

Mr. GRAY. We are talking about less than a \$100,000 a year difference.

Mr. MULLIGAN. Yes. the point, sir, is this: I don't think any of us know now precisely what the \$11 million will buy. Hopefully, it will buy 4,000 spaces. It might well prove that it would be a few more. My own guess is it will be less. So that if the \$11 million will only buy 3,000 spaces, that is what it will buy.

I know you understand, Mr. Chairman, as do the other members who served on the Study Commission, there is ample additional area, up to 300 acres, but I think this should be clear, we get as the parking facility what the \$11 million will buy. Still to be worked out as to design would be the new station facility. We continue to recognize that this is the Nation's Capital and that passengers arriving by train should have an adequate facility, and we intend to provide one, and the present thinking of ours and your consultants is that the new station facility would be incorporated in what you can imagine will have to be a very massive structure.

Mr. GRAY. For parking?

Mr. MULLIGAN. Yes.

Mr. GRAY. You contemplate that visitors arriving by automobile or by train or by subway or by helicopter would go through the Visitor Center. This would be a part of the overall complex.

Mr. MULLIGAN. Definitely.

Mr. GRAY. But not in the existing structure?