

are six blocks west of North Capitol, so it is about seven or eight blocks.

Mr. GRAY. Where are you in your planning? Are you in the preliminary planning stages?

Mr. OWEN. We have had work sketched to general plans. In other words, plans outlining the areas involved, and we have appeared before the National Capital Park and Planning Commission; but because they envision all bus terminals, all air terminals being in the Union Station Visitor Complex, they have not as yet given us a nod to proceed, and have not included us in their 1985 plan. And they envision everything coming to Union Station, which we feel is impractical.

Mr. GRAY. I would think offhand that with 15 to 20 million visitors a year, that we might best need some place else for transportation, because we are going to generate an awful lot of traffic just for visitors.

Mr. OWEN. As you are probably well acquainted with the fact that there are two bus terminals, one at 11th and G, on New York Avenue, and one directly opposite, there is a bus terminal for Trailways, and between the two of them they have about 9 million people a year.

If you are there during the rush hour, it is quite a problem.

Mr. GRAY. One other question. Has this plan been submitted to the National Capital Planning Commission?

Mr. OWEN. Yes, it has.

Mr. GRAY. What is their feeling?

Mr. OWEN. Their feeling is that they have not included this type of thing in their 1985 plan; the feeling, as I mentioned earlier, that the buses and the airlines should all go into the Union Station complex.

Mr. GRAY. One center?

Mr. OWEN. That is right.

Mr. GRAY. Where does this put you now? I am not being critical. Would you be able to proceed if in fact the National Capital Planning Commission should not give their blessing?

Mr. OWEN. No, we would not. In order to put this project over, it involves about eight city squares, and in order to assemble it we would have to have the right of eminent domain, which would mean going through the Redevelopment Land Agency. We would have to present the plan to the District of Columbia Commissioners for a public hearing, and then the Redevelopment Land Agency would come in the picture and condemn the land, after which we would reimburse them for cost of the land, and the NCPPC has to give approval.

Mr. GRAY. I am not arguing for or against putting all this transportation complex in Union Station, but where you propose private enterprise to do it, it seems to me that National Capital Planning Commission may be proposing the Government do it.

Mr. OWEN. I would think so. If they went through their plan with Union Station, the Government would naturally be footing the bill for a transportation complex.

Mr. GRAY. All you would need for your private enterprise people to spend the \$200 million would be the right of eminent domain?

Mr. OWEN. We would have to have the NCPPC approval, and of course we would have a public hearing before the District of Columbia Commissioners.

Mr. GRAY. I might say in that connection that it is my understanding that the National Capital Planning Commission has not really come to any resolution about where the National Capital transportation