

they complete their studies as soon as possible, those studies that were ordered by the President in February of this year, so they could come to some resolution as to whether or not they felt they wanted to recommend that this be done at Union Station or whether they want to leave it up to private enterprise—which I personally favor. By them coming to some resolution, would expedite your consideration, at least let you know where you are.

Because as I understand, you are pretty much in the dark now as to what the city planners want to do about proceeding with your private plan.

Mr. OWEN. As you know, most planners, if it is not their idea, it isn't any good. You may or may not know the Federal Aviation Agency was considering an airport terminal in downtown, which incidentally, would have been diagonally opposite where we planned. But, however, they would go in the residential area, meaning moving housing and we talked with their general counsel and they are perfectly willing to work with us and create an airport terminal here as well as on top of the building. And they also did this with Dulles and Friendship.

Mr. GRAY. You are referring to the ticket offices, are you not, the gathering portion?

Mr. OWEN. Ticket office as well as the gathering of the passengers to go to and from the terminal. It will go eventually through the Federal system, by short connection and use of Washington Railroad tracks, they can get into Dulles and another connection from Pennsylvania Railroad, a short connection into Friendship, and eventually through the subway system as planned, the rapid transit, will go into National. There will be an interchange between the bus people, the cars and air transport.

Mr. GRAY. Right. We are figuring on advocating a heliport on top of Union Station for the airlifting of people who want to travel by air, but as you know, only about 17 percent of the people who travel go by air, so I don't think this would be in competition at all with the buslines and surface transportation, but one would complement the other and provide a more rounded service. So I don't think we would get into conflict.

Thank you very much, Mr. Owen. You and your group have been very helpful and we thank you very much for the great enlightenment you have brought to this subject and for your support we are indeed grateful.

Mr. OWEN. We appreciate an opportunity to appear.
(Extended remarks follow:)

EXTENDED REMARKS TO STATEMENT OF THORNTON W. OWEN

I greatly appreciate the courtesy of the subcommittee in their unanimous consent to allow me, and the officers of the other civic groups that accompanied me, to extend their remarks.

In accordance with the sage comments of the Hon. Fred Schwengel at the meeting on September 13, 1967, I wish to emphasize that the Exposition and Transportation Center we propose is, like the Visitors Center, for the nation as a whole rather than primarily for the benefit of the citizen of the Metropolitan Washington area.

The permanent industrial exposition will be national, the terminals and the parking areas serve the visitors to Washington. That we have been able to in-