

Secretary UDALL. Let me have Mr. Sutton Jett, who is the Regional Director of the Park Service, answer. I would rather have him put this on the record.

Mr. SCHWENGEL. The reason I asked this question, is that I do not think the impression ought to be left that this is necessarily going to cost taxpayers \$3 million a year.

Mr. JETT. Mr. Chairman, at the present time, Washington Terminal Co. realizes \$359,000 from its own concession operations in the Union Station. While we made no economic feasibility study of this proposal, if you assume we would have an average of 2,000 automobiles parked in a 3,000- to 4,000-car parking garage per day, this would develop \$730,000 a year. If we should average 2,500 automobiles a day, it would amount to \$920,000 a year, which would give you a total of \$1,261,000 on the basis of the present use of Union Station, that is, so far as the concessions are concerned. And it would be expected, certainly, that the use of the Union Station would increase greatly if the Visitor Center were located there.

Mr. WRIGHT. Will the gentleman yield?

Mr. GRAY. The gentleman from Texas, Mr. Wright.

Mr. SCHWENGEL. Go ahead.

Mr. WRIGHT. I am not sure I understood the figures on which you predicated your assumption concerning parking. You said if we had 3,000 cars a day?

Mr. JETT. No, sir. If we had an average of 2,000 cars a day throughout the year, this would, at \$1 a day—

Mr. WRIGHT. At \$1 a day?

Mr. JETT. Yes, sir.

Mr. WRIGHT. That is the point I was trying to identify. I do not think we should charge a high price. I think \$1 a day would be about right.

Mr. JETT. Yes, sir.

Mr. WRIGHT. We are not in business to make money off the tourists, really. One of the problems of Washington has been finding a place to park at less than excessive cost.

Mr. GRAY. Mr. Jett, do you not believe you are being a little conservative? If you have 4,000 parking places, a visitor comes in at 9 o'clock in the morning, visits the Capitol, he leaves; somebody else comes in in the afternoon. In all probability you will rent that space two or three times during a 24-hour period? This could be at least double or triple of your estimate.

Mr. JETT. Yes, sir. I think I am being conservative. It is anybody's guess how many, but at these levels this is what it would produce.

Mr. GRAY. Right.

Mr. Schwengel.

Mr. SCHWENGEL. On page 30 of this fine brochure that you produced is a floor plan of space. I have several questions about that.

First, let's call attention to the railroad storage shops, railroad facilities, that are made available, and the transit station. It seems to me that is a large percent of that area given over to the railroad company.

Now, is it envisioned that they will pay us rent, then, on this space?

Mr. JETT. This would not be contemplated, Congressman Schwengel. I think that, again, as the Secretary has indicated, these things would be the subject of negotiations, the spaces even, when you get down to the matter of developing a lease agreement.