

I might also say that the total issue of bonds would be only three-tenths of 1 percent of the total issue of tax-exempt bonds now outstanding, which are about \$1.5 billion.

Moreover, since the greatest part of the administrative budget—that is, our budget—is for salaries, the income taxes therefrom will generate a large new source of Federal revenue.

I would like to give a brief visual presentation at this point after which I will give a final justification for the bonds being treated as municipals.

Mr. GRAY. You may proceed.

Mr. POWELL. I have a few slides to show. You can get a better picture of what we are proposing.

Mr. SCHWENGEL. May I raise a question?

Mr. GRAY. He wants to show some slides, then we may ask questions.

Mr. SCHWENGEL. All right.

Mr. POWELL. Could I have the lights dimmed? [Slide.]

Here you can see a rough sketch of the cross section of the proposed addition. I should point out at the outset that this building is certainly not architected or engineered, although the vertical and horizontal information on these plates is accurate.

The present building is indicated by this blue-shaded area. The larger of the two domes is your main building; the smaller dome behind it is the long concourse.

Now the Study Commission proposes to build these additions, indicated by the yellow-shaded areas, and that includes the esplanade and the 4,000 parking spaces behind, plus the new terminal, which would be built in this area [indicating].

Our proposal is to add the parking spaces behind the 4,000 parking spaces and build the building there behind those parking spaces as seen running back 2,100 feet.

Of that new building, we would donate to the Visitor Center the red area floor [indicating]. It is drawn here with a 20-foot ceiling. In fact, the vertical information is a 30-foot ceiling above the trains might be able to be left, a 20-foot ceiling of this large exhibit floor, and the other floors 10 feet apart with two large floors here in the building itself, and of course a helicopter facility on top.

Now, the Study Commission plan at present has the escalators running from the esplanade up to the first floor parking. I do not want to confuse you by this plate. We have shown it here coming in a floor lower. [Slide.]

I might also point out these are very preliminary suggestions, of course, even more preliminary than the well-developed Study Commission's report.

Now, this shows a sketch of the area as it presently exists. This is the existing station, this is the long concourse here, and the tracks begin right behind the concourse [indicating].

Now, these tracks [indicating] would be moved, under the Study Commission plan, back to about the point of my pencil, and the esplanade would be built in here.

The ends of this concourse building, about 100 feet off of each end would be removed in order for the ramps to be built there. The yellow-shaded area shows the part of the concourse that would be removed.