

With us also is Mr. John B. Funk, Engineer and former Director of the Maryland Roads Commission. Mr. Funk will become Vice President and Administrative Engineer of the United States Visitor Center Founding Corporation, in which capacity he will have complete supervision and direction of all engineering and construction of the building complex which we propose as an addition to the National Visitor Center as conceived by Chairman Gray and expressed in his bill, H.R. 12603. Messrs. Funk, Loewer and Sargent are available to answer technical questions from members of the committee.

Concrete solutions to such problems as how to adequately provide for the huge numbers of visitors pouring into the nation's capital today and how to adequately provide for the staggering geometric increases of these visitors as each year passes, are solutions which are difficult to come by on a "nuts and bolts" basis.

The factors and interests involved are so diverse, complex and multitudinous that great intelligence, imagination, perseverance and compromise ability are required in order to finally formulate a practical and concrete solution which will satisfy all interests and at the same time provide for these large numbers of visitors not only the basic necessities and comforts but a truly memorable and meaningful visit to one of the world's greatest centers of government—their own.

He is faced with a problem of present urgency, a truly adequate solution to which would cost a huge sum of money, at a time when the costs of our government are already astronomical. Yet he has been able to formulate, activate and continue to forge a "nuts and bolts" plan whereby the costs to our government will be truly nominal yet the result of which will be an admirable and concrete first step toward coping in a meaningful way with the rapidly increasing numbers of visitors.

It is our opinion that the proper site has been chosen for the center with its already existing monumental structure designed as the "Gateway to the Capital" after the triumphal arches of Rome.

The American Foundation for World Trade Studies, Incorporated, comes here today with its subsidiary, the United States Visitor Center Founding Corporation to offer a plan which will supplement and complement the fine work of Chairman Gray and his Subcommittee and the Study Commission created by Public Law 89-790 to study possible visitor facilities.

The American Foundation for World Trade Studies, whose name is perhaps misleading in that its members quickly discovered at the outset, some nine years ago, that to study trade is to study in depth the social, economic, and political institutions of geographical areas, and more important is to study ways and means of improving and developing educational systems, and having become intrigued with the possibilities attendant upon the idea of a National Visitor Center, began a year and a half ago to work out a comprehensive plan whereby we could make a significant contribution to such a center and at the same time implement our plans of long standing for the creation of an Electronic Education and Information Center.

To carry out the administration of the activities designed to aid in the building of supplemental visitor center facilities for the use of the federal government, we formed a second non-profit corporation, the United States Visitor Center Founding Corporation.

With completely private capital, and without one penny of congressionally appropriated money the Founding Corporation would build an additional 7,000 parking spaces adjacent to and immediately behind the 3,000 to 4,000 parking spaces proposed to be built by the Washington Terminal Company, and beyond that the Founding Corporation would build a large building extending to "L" Street over the railroad tracks and on the vacant corner of "L" and First Streets.

The first floor of this large building would join the planned "esplanade", be reached therefrom by a number of escalators and would consist of about 1,600,000 square feet of prime exhibit space with a twenty foot ceiling. [See Plate 1 herein.]

This floor would be the first level above the railroad tracks and would vastly extend the National Visitor Center as presently proposed, providing a continuous exhibit space from the front of the existing terminal building all the way back to "L" Street.

The immediate and complete use of this floor would be given to the National Visitor Center by the Founding Corporation, except possibly for a relatively small double-deck area of about 150,000 square feet on which would be built the new and modernized terminal facilities. [See Plate 3 herein.]