

pay on the Electronic Education and Information Center and International Club floor. And within two years from that time the Government would have more than enough money from this new source alone to purchase the remaining Union Station property.

The benefits our proposal would bring to the Washington Terminal Company and the railroad companies would be as follows:

1. We would pay \$5,000,000 to the Washington Terminal Company for the air rights and other rights necessary in order to accomplish the proposed construction.
 2. We would pay \$136,500 (at \$15 per square foot) for the corner property at "K" Street presently occupied by a gasoline service station.
 3. We would be willing to have our contractors build the new terminal to the Washington Terminal Company's specifications for the projected \$3,500,000, as well as the spaces for 3,036 cars and 116 busses and ramps for the projected \$11,000,000. This would virtually guarantee the ability to presently fix the rental rate at some figure between the projected \$2,900,000 and \$3,000,000. If these cost estimates turn out to be too low, the difference can easily be absorbed by us due to the size of our program.
 4. We would completely rebuild the building presently leased to the Railway Express Company by the Washington Terminal Company at no charge, thereby substituting modernized facilities for a very outdated building.
 5. In the process of incorporating the power plan in the new building, we would modernize that facility at no charge. If it would be feasible to convert the source of energy in that plant from coal to either natural gas or oil, the immense brick smoke stack could be eliminated.
 6. If excavation is required for foundations, then we would elevate all of the track platforms when they were replaced. This work would be done in a staggered manner so as not to seriously interfere with terminal operations.
- Mr. Chairman and gentlemen, I want to thank you for this opportunity to be heard, and, if there are no questions, this concludes my statement.

PROPOSED AMENDMENTS TO H.R. 12603

A BILL To supplement the purposes of the Public Building Act of 1959 (73 Stat. 479), by authorizing agreements and leases with respect to certain properties in the District of Columbia, for the purpose of a national visitor center, and for other purposes

Page 1, line 8. After the word, "with," insert, "(1)"

Page 2, line 2. After the word, "Station," insert, "and (2) the United States Visitor Center Founding Corporation, a non-profit corporation organized under the laws of the State of Delaware, and, by a contract to purchase, the owner of certain air rights above the Union Station property, * * *"

Page 2, line 3. Strike the word, "property," and insert the word, "properties"

Page 2, line 4. After the word, "therewith," add, "and for other purposes."

Page 3, lines 1 and 2. Strike all after the word, "terminal," and add, "in an area other than the existing terminal building, to be mutually agreed upon; and * * *"

Page 3, line 7. After the word, "Act," insert, "with the Washington Terminal Company"

Page 3, between lines 9 and 10. Insert, "(c) The agreements authorized to be negotiated and entered into by Section 2 of this Act with the United States Visitor Center Founding Corporation shall be subject to the following terms and conditions:

(1) The United States Visitor Center Founding Corporation shall agree to undertake at its own cost and expense the planning, financing, constructing, owning, and managing of a building complex within the areas and spaces for the purchase of which it has contracted with the Washington Terminal Company, as well as on the property on the corner of "L" and First Streets, Northeast, which the Federal Redevelopment Land Agency is hereby directed to sell to the United States Visitor Center Founding Corporation at a price not to exceed \$15.00 per square foot.

(2) The United States Visitor Center Founding Corporation is authorized to extend its building across that part of "K" Street bordered by the rail-