

transporting millions of people annually, that is completely outside the entire regulatory scheme for the rest of the city. That is the reason why I would hope, whatever you do, you do not completely exempt it from our jurisdiction.

I think there is one further point on that that when I look ahead disturbs me, and that is the precedent of this.

You spoke about the precedent, Mr. Chairman.

If we decide that the Secretary of the Interior needs to have an exemption so that he can run a service with a private contract—I would like to emphasize that—we have no jurisdiction when the Government itself is providing the service, but what you are talking about here is another private operator who is running up and down the streets of this city picking up anybody who wants to get on.

If the Secretary of the Interior can decide he needs a service like that to fit his purposes, similarly, the Secretary of Defense might come in here one day and say, "I need service between the Pentagon and such and such a place, and I would like to have an exemption from the Commission to provide that service."

Mr. GRAY. The difference is he owns the buses.

Mr. AVERY. If he owns the buses, it is exempt from our jurisdiction. Also you can only ride on that bus if you are an employee of the Department of Defense. But I see a route opening up here whereby you could emasculate the existing transportation system and leave my Commission, the Transit Commission—which is charged with the responsibility of having a rational, unified, well-working transportation system for the whole city—unable to carry out its responsibility because so much has been carved away.

Mr. GRAY. Have you thought of this, 78 percent of the visitors who come here come by automobile? And did you ever stop to realize if these people parked their automobiles, we are really going to be aiding and helping the public transportation system? This is what we are trying to do.

If we get them out of their automobiles down at Union Station—78 percent, keep this in mind, come by car—then you still have to subtract the number that come by train and by air, so this leaves an infinitesimal amount of people that come by bus, so to speak. So if we get these people to park their cars and they come up to the Capitol, let's say on free bus service, and then they pay, to go on down to Washington Monument, and they get into the downtown area, then they are going to take public transportation in all probability. So I think this is going to be tremendously helpful to the people you regulate.

Mr. AVERY. I agree, Mr. Chairman, we do not oppose the service you talk about. I think that is a good idea.

Mr. GRAY. I got the impression you felt if we had a separate service for the shuttle, it would jeopardize—

Mr. AVERY. No, I did not say a separate service would jeopardize it. I said a separate service not subject to our jurisdiction would jeopardize it.

Mr. GRAY. What the gentleman from Texas is pointing out, and with which I agree, if we do have a shuttle service, provided by D.C. Transit or whoever provides it, if we have separate colored buses and this sort of thing, if a person is in the Smithsonian and is looking for that shuttle service, he does not get on a bus going out to Wheaton, Md.