



U.S. Department of  
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# News:

Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590

Contact: Jennifer Hillings  
Tele: (202) 366-4570

REMARKS PREPARED FOR DELIVERY BY  
SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE  
UNION STATION GROUNDBREAKING CEREMONY  
WASHINGTON, D. C.  
AUGUST 13, 1986

What a joy to be here today to move one step closer to returning this building to its former glory and its rightful place as a transportation center for our Capital City.

I've always loved Union Station, a gateway to our Nation's Capitol and an important part of our history. One of my vivid childhood memories is coming up from North Carolina by train. In the station's heyday it accommodated 175,000 travelers and more than 300 trains a day. Of course, the halls of this building have long been silent and unused. Decay and disrepair have mounted through the years. But Union Station never lost its place in our hearts or in the history of our country. It is those sentiments shared by so many that give special meaning to this redevelopment project.

I'm reminded of the words of Daniel Burnham, the original architect of this building. "Make no little plans," he said almost eighty years ago, "They have no magic... "

As I look around I see so many who have been working on this project since 1983 and indeed, ours are not little plans, our plans are not small. We expect great things of this historic property. Our redevelopment will respect the historic character and architectural quality of the original structure. It will possess the potential for great commercial success. And when we are finished, all of us together will have recreated history and left a legacy for future generations.

Our plans have stirred the imagination and initiative of an entire community -- both public and private sectors. I especially want to thank members of Congress for allowing us the flexibility in the law to work out the redevelopment of the station. We have been able to do this with the optimum involvement of the private sector through public/private

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partnerships created for this project. Working together the past three years, we've made very encouraging progress. We owe so much to Mayor Barry who chose to use \$40 million in District of Columbia Interstate Highway Funds to finance the construction of the parking garage, which will be a tremendous asset to the revitalized station.

I am also heartened by our success in employing minorities and women on this project. Minority businesses are doing 32 percent of the work for the Union Station Redevelopment Corporation. And when the new construction contract is signed, minority participation in this project will be 35 percent. And minorities are doing 50 percent of the work on the garage.

Now it's pretty difficult to believe, as you look around, but the shell you are seated in today -- paint chipping from the walls, cement grayness all around us -- will soon be transformed into an attractive, exciting commercial and transportation complex. It will be a mecca for shoppers, tourists and travelers alike -- with three floors and 100 retail outlets, lovely restaurants, nine cinemas and a new train station. The Union Station we together are creating could see as many as 20 million visitors a year to the Nation's Capital -- and they deserve a clean, modern, state-of-the art transportation center.

The team to do that job has been selected. I am delighted to announce, as the chairman of the Board of the Union Station Redevelopment Corporation, that we have selected the Dick Corporation of Pittsburgh, Pennsylvania as general contractor for the Union Station Redevelopment Project. The \$49 million contract will run through February 1988. The Dick Corporation has a strong background in historical renovation work, including the Pennsylvania State Capitol in Harrisburg, the William Penn Hotel and the Union Trust Building in Pittsburgh.

Just as soon as the first phase of construction is completed, Union Station Venture (the developer) will bring in another general contractor to create shops and restaurants in an exciting new specialty retail center containing almost 200,000 square feet of space.

Once the grand opening is held, the federal government will no longer have an active role. Union Station will be returned to the private sector.

Indeed, the future of this station is bright with promise. We are on schedule and within budget in the most ambitious restoration in our history. This station will open its doors in late 1988 to a future of excitement and activity. Our creation will far surpass the grandeur of its historic World War II heyday. The efforts of so many people here today will be rewarded,

and we will have truly achieved the architect Burnham's dream: "Let your watchword be order and your beacon beauty."

With this groundbreaking we move a major step closer to that dream, to leaving our own mark on history. Union Station restoration is an adventure that will preserve our heritage for future generations and move us boldly into the 21st century. I look forward to completing the journey with you.

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