

Statement Of
The Honorable James L. Oberstar
Subcommittee on Economic Development, Public Buildings, and
Emergency Management
Hearing On
“The Congressional Vision for a 21st Century Union Station: New
intermodal uses and a new Union Station livable community”
July 22, 2009

I extend a warm welcome to today's witnesses and look forward to hearing your testimony on the future of Union Station and the progress that has been made to incorporate an intercity bus facility into Union Station.

The Committee on Transportation and Infrastructure has a long history of support for Union Station. In 1981, Congress enacted the Union Station Redevelopment Act and established the Union Station Redevelopment Corporation (USRC) to revitalize and restore Union Station as a thriving multi-modal transportation center for the Nation's capital. In 1988, Union Station re-opened after a \$180 million renovation.

Last year, the Subcommittee held a related hearing on the status of plans to renovate and expand the interior of Union Station and adjacent areas, including the Burnham Place development. In 2002, the General Services Administration, at the direction of Congress, bid and later sold the 15 acres of air rights above the adjacent rail yard to Union Station. As a result of that sale, the new development adjacent to Union Station, Burnham Place, is expected to have an additional two million square feet of development, including a hotel, and office space.

At that hearing, we also heard about the status of discussions among USRC, the City of Washington, D.C., Amtrak, Greyhound, and others to relocate Washington's intercity bus terminal to Union Station. I strongly support this move, which would expand surface transportation options at Union Station and make it a true integrated transportation center in the Nation's capital. Union Station currently provides access to intercity passenger rail on Amtrak; public transportation on the Washington Metropolitan Transit Authority (WMATA); commuter rail on the Virginia Rail Express (VRE) and the Maryland Rail Commuter (MARC) line; a bicycle sharing program; and tourist transportation services. However, intercity bus service, a vital mode of transportation, is missing at the Station.

This Committee has worked to foster the development of intermodal transportation centers since the passage of the Intermodal Surface Transportation Equity Act (ISTEA) in 1991. Relocating Greyhound's intercity bus terminal to Union Station will enable passengers to move seamlessly from one mode of transportation to another and will help continue the prosperity of Union Station.

I, along with Chair Norton and Ranking Member Mica, have written to officials at the USRC supporting relocation of the Greyhound terminal in March 2008 and May 2009. I look forward to receiving an update on this important project at today's hearing.

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