

**Federal Railroad Administrator Joseph C. Szabo  
Remarks as Prepared for Delivery  
John D. Dingell Transit Center Dedication Ceremony  
Dearborn, Michigan  
December 15, 2014**

Good morning, everyone. It's an honor to be here with Congresswoman-Elect Dingell, Mayor O'Reilly and all of the dignitaries to celebrate the completion of the John D. Dingell Transit Center.

It is a fitting name. As the longest serving member in Congress, Congressman John Dingell stood for many things this project represents – partnerships, civil rights, and environmental stewardship.

This intermodal transit center – funded by an American Recovery and Reinvestment Act grant of \$28.2 million – is a great example of how a collaborative approach to station development can meet the needs of everyone: the disabled community, freight, and passenger rail carriers.

I think the center's most significant achievement lies in its accessibility. The platforms at the new station have been designed to provide level boarding to all passengers directly from the platform to the new fleet of passenger rail cars that will operate throughout the Midwest network.

By coordinating respectfully with each other, project partners were able to engineer a solution that ensured the civil rights of the disabled community, and ensured the flow of freight traffic was not impinged.

It will accommodate existing passenger rail service on Amtrak's Wolverine Line, and future high-speed rail service between Chicago and Detroit, as well as potential commuter rail service between Ann Arbor and Detroit.

The new, accessible passenger railcars I just mentioned are also a cause for celebration today.

They are 100% Made in America and they represent the first joint procurement equipment using a standardized design. Standardization is the key to making our passenger rail network more efficient, reliable and economical. And these new cars will be running on this corridor as early as 2016.

Once again, rail is the mode of opportunity – the past has become the future.

Consider Denver Union Station. The neighborhood surrounding the station used to be an industrial wasteland.

Today, after a redevelopment of that station, you see over five-million square feet of commercial, residential, and office development – a billion dollars in private sector investments spurred by the modernization of that station.

Projects like that one – and this one – can be repeated across the country.

This is why the Administration sent a multi-year surface transportation bill to Congress called the GROW AMERICA Act.

It will invest \$19 billion over four years in rail safety and development projects.

But it will do even more than that. For the first time ever this bill would provide rail projects with predictable, dedicated funding, just like we have for all other transportation modes. It will provide States, regions, and communities with a reliable Federal partner to continue investing in train stations and higher-performing service.

The role of stations – these modern, comfortable spaces where people can connect to intercity train service and transit and bike and pedestrian paths – is only going to grow in the years to come.

And the reason is clear: Americans are looking for more transportation choices.

And by simply providing them, we can also revitalize neighborhoods, incentivize business growth, and just improve overall quality of life.

And with support for the GROW AMERICA Act, that is exactly what we will do.

Congratulations everyone.