

**Federal Railroad Administrator Joseph C. Szabo  
Amtrak Press Event  
RFI Announcement: New High-Speed Rail Train Sets  
Union Station  
Washington, D.C.  
January 17, 2013**

Good morning, everyone. It's great to be here with Amtrak President and CEO Joe Boardman – and with California High-Speed Rail Authority Chairman Dan Richard and CEO Jeff Morales. We're grateful for their outstanding leadership.

And today, we're here to applaud both Amtrak and the California High-Speed Rail Authority for answering our call to explore joint procurement opportunities for the next generation of high-speed rail equipment.

President Obama has a bold and achievable vision for rail in America. Over the last four years, we have made unprecedented investments in our nation's rail network.

Today's announcement is one more step in our efforts to bring high-speed rail to America. Combining orders between Amtrak and the California High Speed Rail Authority will make it easier and more attractive for high-speed rail manufacturers to build factories here in the USA, bringing new high-quality jobs and creating ripple effects throughout our domestic supply chain. The end result means the riding public will have lighter, faster, more energy efficient passenger rail service.

To that end, let me commend the FRA Safety team and participants in the Engineering Task Force who have been working hard over the past three years to ensure the adaptation of international equipment standards for the U.S. Market.

Last spring, in another of our High-Speed and Intercity Passenger Rail program projects, we invested in a multi-state procurement of new passenger cars and locomotives that are lighter, more energy-efficient, accelerate faster, and cost less to operate.

They'll be used in California and the Midwest, and will be built at a new manufacturing plant in Rochelle, Illinois. That effort is creating more than 250 new jobs and produced a savings of more than 30 percent below budget.

And thanks to our tough Buy America standard, which requires all of the rail car parts to be made in the U.S., the employment benefits don't end in Rochelle. Paint companies, ball bearing manufacturers and other businesses across the country will have a hand in making these rail cars.

Over the past four years, DOT has been able to invest more than \$12 billion in America's passenger rail network.

From the very beginning, we knew that our investments in rail – combined with other improvements to our transportation network – could achieve public benefits: new jobs, new development, and new opportunities.

This all goes back to President Obama's vision to not only *build* true 21<sup>st</sup> century rail, but to put Americans to work doing it. And today, thanks to Amtrak, California High-Speed Rail Authority, and all of our state partners, President Obama's vision is moving forward.

Thank you.