

**Federal Railroad Deputy Administrator Karen Hedlund
Remarks
Amtrak Locomotive Unveiling – Press Event
Siemens Manufacturing Plant
Sacramento, California
May 13, 2013**

Good morning, everyone.

It is a privilege to be here today with Congressman Garamendi, Congresswoman Matsui, and Amtrak CEO Joe Boardman.

And to Michael Cahill and all Siemens employees, on behalf of President Obama and Secretary LaHood, it is truly an honor to personally say to you, congratulations.

Congratulations not only for designing and now beginning to manufacture 70 new locomotives that will modernize Amtrak's fleet in the Northeast Corridor, but congratulations for producing them domestically, which demonstrates your commitment to meeting the requirements of U.S. DOT's Buy American program.

Buy America ensures that – when the federal government invests in rail – everything from tracks, to cross ties, to trains, to new stations gets built in America, and with American-made parts and supplies.

And the roots of Buy America go way back.

Friday marked the 144th anniversary of the completion of the Transcontinental Railroad – an unprecedented human effort spurred on by President Lincoln's signage of the Pacific Railroad Act of 1862.

Now – not many people know this – but the Pacific Railroad Act contained the first Buy America provision, requiring that the rail and all other iron used in construction be American-made.

So as we take these historic steps to build the rail system our economy needs and – more importantly – that Americans deserve, this is the legacy all of you are building on. And let us commend Siemens for going the extra mile to be a part of it.

To gain the necessary skills to fully comply with Buy America, the company sent workers overseas to learn from world-leading rail manufacturers. Those workers returned with new skills, providing a model for skills transferring other American companies can surely follow.

The benefits of Buy America are real.

Manufacturing these locomotives domestically has enabled Siemens to expand its U.S. supply chain to 70 companies in 60 cities and in 23 states. And among the 30 suppliers Siemens works with in the State of California, 12 are right here right in Sacramento.

Amtrak's locomotive purchase was financed through our Railroad Rehabilitation and Improvement Financing (RRIF) program, which has revealed itself as a valuable financing tool for railroads, states, and local governments to help meet critical transportation needs.

The new fleet will enter revenue service on America's most-heavily traveled rail corridor.

This is a region where rail ridership is an all-time high and rising – just like it is nationwide.

It's a region, as well, where – in little more than a decade – rail's share of the air-rail market has more than doubled to today claim 75% of the market.

The new locomotives will not only allow Amtrak to retire its aging fleet: As record numbers of Americans rediscover trains as the most convenient, most fun, and most green way to travel, riders – thanks to Siemens – will one day board trains that are even safer, more reliable, and even more energy-efficient.

America's rail renaissance is here – and we're so glad Siemens is a part of it.

Thank you so much.