

SECRETARY OF TRANSPORTATION ANDREW H. CARD JR.
CALIFORNIA HIGH SPEED RAIL ANNOUNCEMENT
OCTOBER 19, 1992
SAN DIEGO, CALIFORNIA

Thank you ... and let me acknowledge Cal Covitz (California DOT). Also Congressman Ron Packard is doing an outstanding job for his district.

Last week marked the anniversary of the birth of President Dwight Eisenhower -- who led the nation in the building of our Interstate Highway System. But it also marked another revolution in transportation -- the renewal of our commitment to develop high speed rail corridors throughout our nation.

When President Bush signed into law the 1991 Intermodal Surface Transportation Efficiency Act, he signaled his intention of renewing and improving our nation's surface transportation system.

Today we are making good on this promise as we are announcing the designation of a 655-mile high-speed rail corridor linking San Diego and Los Angeles with the Bay Area and Sacramento via the San Joaquin Valley. And we are announcing the allocation of \$1.2 million in federal funds under the 1991 Act we all call ISTEA. When completed the entire California corridor will serve 24 million people.

Two high speed rail corridors were announced last week. This is the third of five provided in the Act. When developed, this corridor will take its place with existing high speed rail service in the Northeast and the New York State Empire Corridor as the establishment of our nation's high speed rail network continues.

High speed rail service will not only aid in relieving congestion in California -- but will save energy and improve air quality as well.

This corridor will further assist in the development of a national intermodal transportation system -- as this multistate high speed rail corridor will link up to other intercity rail passenger service, to airports, to city transit systems and to other modes of transportation. The corridor designated today contains some of the nation's most congested airports and freeways as well as the country's busiest seaports.

Besides dramatically improving our rail service and increasing the efficiency of travel, this new high speed rail corridor will also result in the elimination of highway-rail crossings. Unfortunately, the San Diego area had three train-related deaths in the past week.

The steps we are taking today will save lives in rail traffic accidents.

The development of this corridor will also create jobs. The expenditures for laying track, signal and passenger car construction, and the development of new rail technologies, will boost California's economy and employment rolls.

The state is strongly committed to this project. It's a "win-win" situation for California.

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