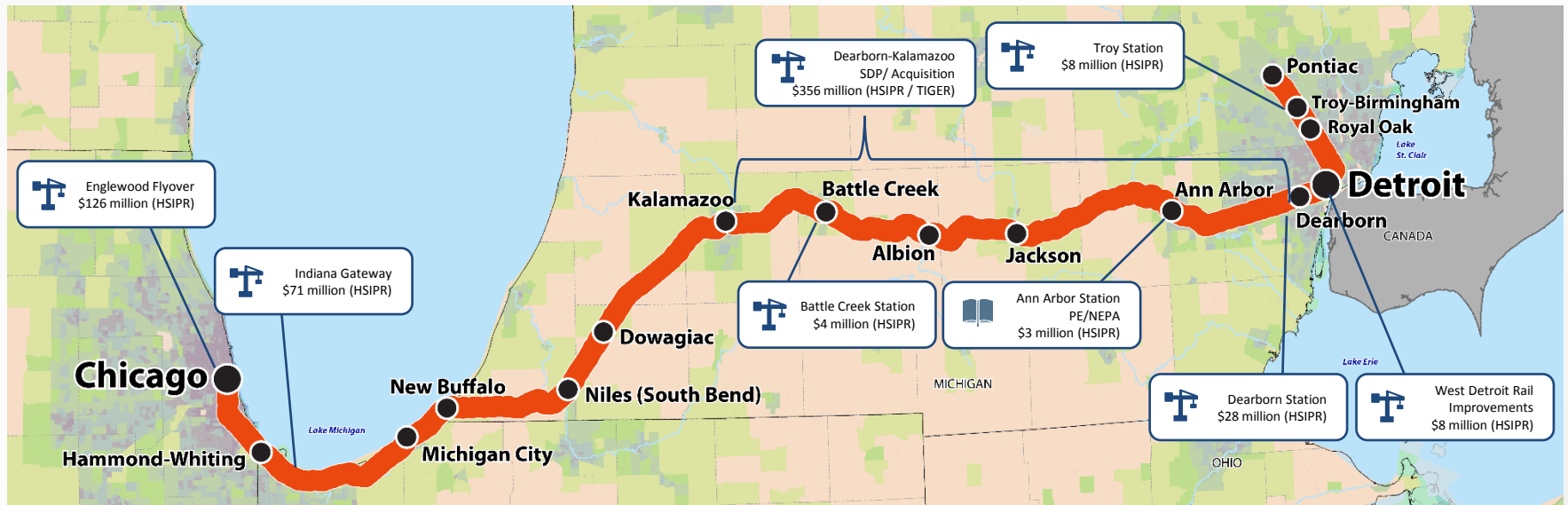




# Chicago – Detroit – Pontiac



Through a multi-state partnership between Michigan, Indiana, and Illinois, high-speed rail improvements are now underway along the Chicago-Detroit Corridor to increase speeds and reduce trip times.

Existing service is limited to top speeds of 80 mph, and trip times often exceed 5.5 hours for the entire corridor. More than half a billion dollars in construction upgrades are underway to significantly improve passenger rail service in the Midwest. When the corridor upgrades are completed by late 2016, travelers will have faster and more accessible transit options between two of the largest metropolitan areas in the country.



On-Time Performance

The new Englewood Flyover, which opened in October 2014, allows two busy rail lines to cross each other on an elevated viaduct instead of at grade, eliminating the need to wait and opening up space to build more tracks in the future. It is expected to eliminate 7,500 hours of passenger delay each year.



Increased Speed/  
Reduced Trip Time

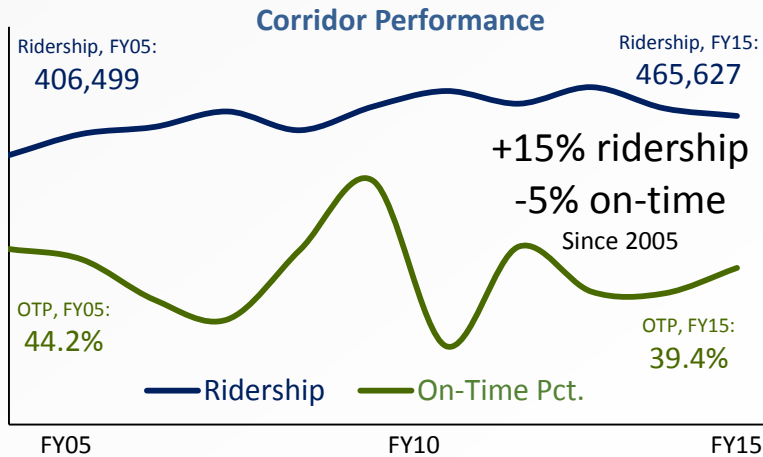
The Dearborn-Kalamazoo Corridor acquisition and improvement project allows trains to travel at 110 mph for 235 miles, or 77 percent of the full corridor from Chicago to Detroit, resulting in a 30 minute reduction in trip time.

## Corridor Characteristics

Length	States	Population
304 miles	MI, IN, IL	15 million



# Chicago – Detroit – Pontiac



On December 15, 2014, Mayor John O'Reilly celebrated the opening of the Dearborn intermodal transit station, dedicated in honor of retired Congressman John Dingell.

Corridor Projects (FY09-Present, \$M)	Program	Fiscal Year	Year Complete	Completion Status	Federal	Non-Federal	Total
<b>Corridor-wide Investments</b>							
High-Speed Rail Corridor Plan: Chicago-Detroit	HSIPR	2010	2016	Planning/Design Underway	\$3.2	\$0.8	\$4.0
Equipment Pool*	HSIPR	2009	2017	Construction Underway	\$268.0	\$0.0	\$268.0
<b>Targeted Investments</b>							
Englewood Flyover	HSIPR	2009	2016	Construction Underway	\$126.0	\$6.6	\$132.6
Indiana Gateway	HSIPR	2009	2016	Construction Underway	\$71.3	\$0.0	\$71.3
Dearborn Station	HSIPR	2009	2014	<b>Complete</b>	\$28.2	\$0.0	\$28.2
Dearborn – Kalamazoo Service Development Plan	HSIPR	2009	2016	Construction Underway	\$196.5	\$0.0	\$196.5
Dearborn – Kalamazoo Corridor Acquisition and Improvements	HSIPR	2010	2016	Construction Underway	\$150.0	\$37.5	\$187.5
Kalamazoo – Dearborn Infrastructure Improvement Program	TIGER	2014	2016	Planning/Design Underway	\$9.3	\$3.7	\$13.0
Troy Station	HSIPR	2009	2014	<b>Complete</b>	\$8.5	\$0.0	\$8.4
West Detroit Rail Improvements	HSIPR	2009	2015	<b>Complete</b>	\$7.9	\$7.9	\$15.8
Battle Creek Station Improvement	HSIPR	2009	2012	<b>Complete</b>	\$3.6	\$0.0	\$3.6
Ann Arbor Station PE/NEPA	HSIPR	2009	2016	Planning/Design Underway	\$2.8	\$0.7	\$3.5
<b>TOTAL</b>					<b>\$607.20</b>	<b>\$57.20</b>	<b>\$664.40</b>

SOURCES: Population: U.S. Census Bureau, 2010. Ridership & On-Time Performance: Amtrak, 2015. All Other Information: Federal Railroad Administration, 2015. Totals may not add exactly due to rounding.