# NORTHEAST RAPID TRANSIT CORRIDOR

## PROJECT OVERVIEW

The Northeast Corridor is the first segment of the 85-mile Coastal Link commuter rail corridor, aimed at connecting Miami-Dade with Broward and Palm Beach counties. Spanning 13.5 miles, the project leverages the existing Florida East Coast Railway (FECR) corridor shared with Brightline and freight services. It will integrate the MiamiCentral and West Aventura stations while adding five new stops, providing direct connections to:

- Wynwood (near NE 27th Street)
- Design District (near NE 39th Street)
- Little Haiti (near NE 61st Street)
- North Miami (near NE 125th Street)
- FIU/Biscayne (near NE 151st Street

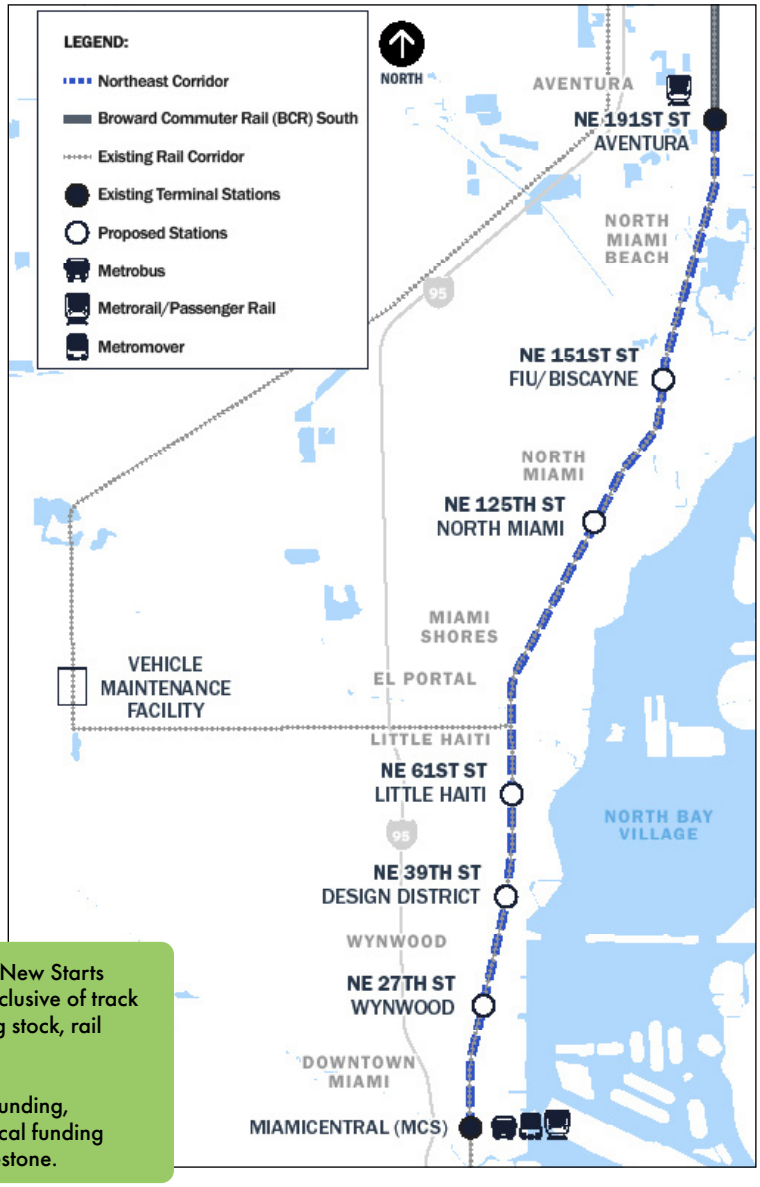


*Rendering of a Northeast Corridor Station*

The project will also include construction of a new train vehicle maintenance and storage facility at an existing rail yard located near the Metrorail Transfer Station.

The Northeast Corridor commuter rail service will run every 30 minutes during peak times and 60 minutes off-peak and on weekends.

The Northeast Corridor is part of the County's Strategic Miami Area Rapid Transit (SMART) Program advancing the implementation and expansion of the rapid transit corridors of the People's Transportation Plan (PTP) in Miami-Dade County.




## BENEFITS

- New convenient rapid transit service option for over 100,000 residents.
- Reduces auto travel by nearly 8,000 trips per weekday, easing traffic congestion.
- Offers more reliable travel times, especially during peak traffic hours, compared to driving.
- Increases access to economic opportunity to over 65,000 low-income residents.
- Links the cities of Aventura, North Miami Beach, North Miami, Miami Shores, and El Portal, plus Wynwood, Design District, and Little Haiti to Downtown Miami.

**The estimated project investment at the 30% design milestone and FTA New Starts Request to Enter Engineering (REE) was approximately $927 million inclusive of track infrastructure, stations, vehicle maintenance, and storage facility, rolling stock, rail grade crossing improvements, and right-of-way easements.**

**The FTA New Starts Program is poised to contribute $389.5 million of funding, with the remaining balance to be identified through future State and Local funding allocations as the project advances towards the 100% final design milestone.**

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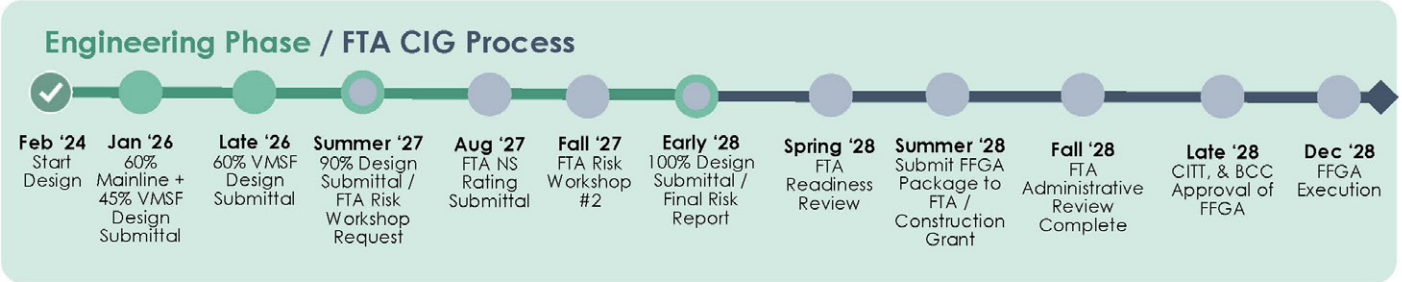
## *SCHEDULE*

### Milestone Schedule – October 2026




## *PROJECT UPDATES*

### ENGINEERING DESIGN & FTA RISK REVIEW

Engineering design efforts are progressing toward the 60% design milestone with enhanced coordination involving FDOT Districts 4 and 6, Brightline, FECR, SFRTA/Tri-Rail, CSX, and Amtrak. The team continues advancing in preparation for the engineering phase. With the Federal Transit Administration's (FTA's) approval, the design team can now confirm key planning assumptions and incorporate necessary adjustments into the design package for stakeholder review. In Summer 2027, DTPW will begin preparing for the second FTA Full Funding Grant Agreement (FFGA) Risk Review. This process allows the FTA and DTPW to assesses and address potential risks to a transit project's cost and schedule, before the FFGA is awarded.

Rail station platforms, passenger amenities, accessibility and connectivity considerations are being refined along the commuter rail mainline. Design of the new vehicle maintenance and storage facility will include new buildings for train vehicle washing, service, inspections, and maintenance activities.

### BCT COORDINATION

The DTPW and BCT are working closely with one another to ensure consistent underlying assumptions, data sets, and design components that will result in fully integrated and seamlessly constructed commuter rail service between the counties.

This includes the development of a regional fare structure that will support equitable passenger costs based on distance traveled, as well as transfers between commuter rail service and transit connections offered by local agencies or municipalities.

### PROJECT BRANDING

The DTPW and BCT are currently developing a unified identity and image for the region's new rapid transit system. At key decision points in this branding process, the DTPW will engage local stakeholders for feedback on the Northeast Corridor's visual identity, including logos, colors, and graphics, and potentially a new name and tag line for the service.



*Rendering of a Northeast Corridor Station*

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