

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 Miami Central and Aventura stations while adding five new stops, providing direct connections to:

- Wynwood
- Design District
- Little Haiti
- North Miami
- Florida International University (FIU) Biscayne Bay Campus

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.

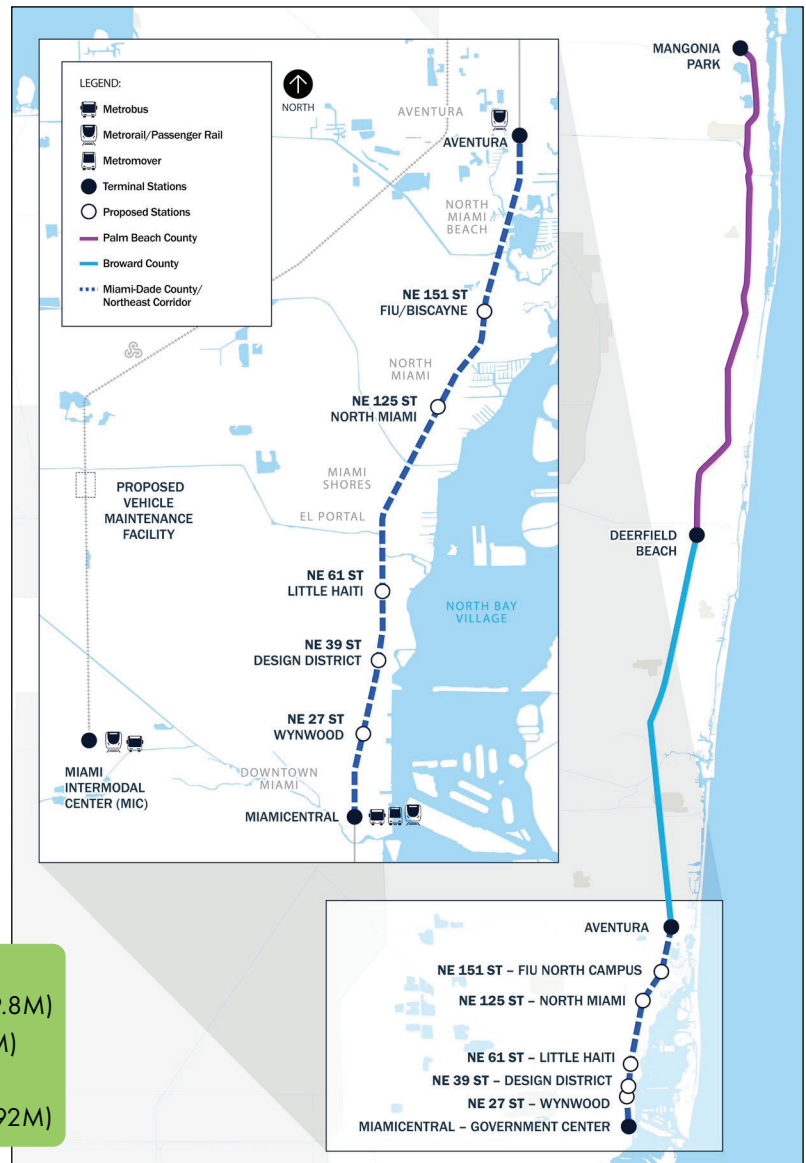
The Northeast Corridor is part of the County's [Strategic Miami Area Rapid Transit \(SMART\) Program](#) advancing the implementation and expansion of the rapid transit corridors of the People's Transportation Plan (PTP) in Miami-Dade County.

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.



Rendering of a Northeast Corridor Station



TOTAL PROJECT INVESTMENT:
 \$927.2 million (\$2032)

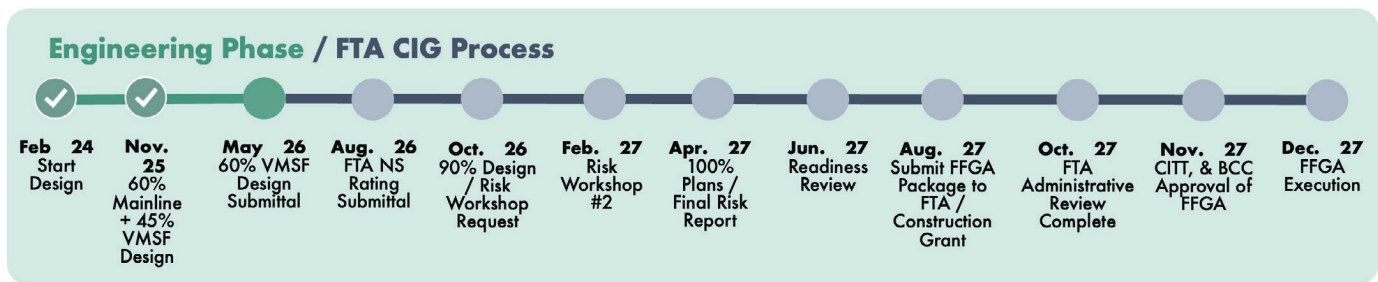
FTA New Starts: 42% (\$389.5M)
 Flexible Federal Funds: 14% (\$129.8M)
 Local Commitment: 22% (\$207.9M)
 State Commitment: 0.01% (\$8M)
 Remaining Balance TBD: 21% (\$192M)



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SCHEDULE

Key Milestone Schedule January 2026



PROJECT UPDATES

ENGINEERING DESIGN & FTA RISK REVIEW

With FTA's approval, the design team began work in late 2024 to confirm key planning assumptions and incorporate necessary adjustments into the 60% design package for stakeholder review. Engineering design efforts reached the 60% design milestone in late 2025 with ongoing enhanced coordination involving FDOT Districts 4 and 6, Brightline, FECR, SFRTA/ Tri-Rail, CSX, and Amtrak.

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

As the Northeast Corridor entered the FTA Capital Improvement Grant (CIG) Program Engineering Phase, coordination between Broward County Transit (BCT) and FTA led to the acceleration of the proposed revenue service target for the Broward Commuter Rail-South project to follow in quick succession with Northeast Corridor's 2032 revenue service target.

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.



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