

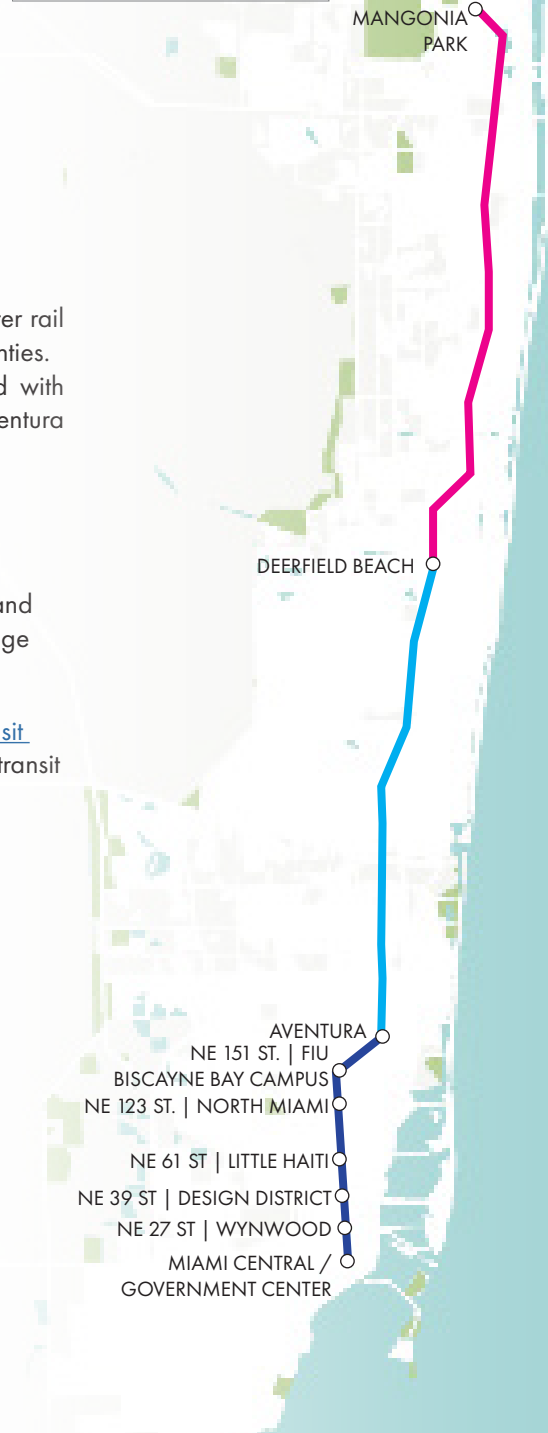
# NORTHEAST RAPID TRANSIT CORRIDOR



Rendering of NEC Station

**NORTHEAST COASTAL LINK MAP**

- █ PALM BEACH COUNTY
- █ BROWARD COUNTY
- █ MIAMI-DADE COUNTY



## 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 rail corridor shared with Brightline and freight services. It will integrate the Miami Central and West Aventura stations while adding five new stops, providing direct connections to:

- Wynwood
- Design District
- Little Haiti
- North Miami
- FIU Biscayne Bay Campus

Service will run every 30-minutes during peak times and 60-minutes off-peak and on weekends. The project is also building a new vehicle maintenance and storage facility in FDOT’s existing Hialeah Yard.

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.

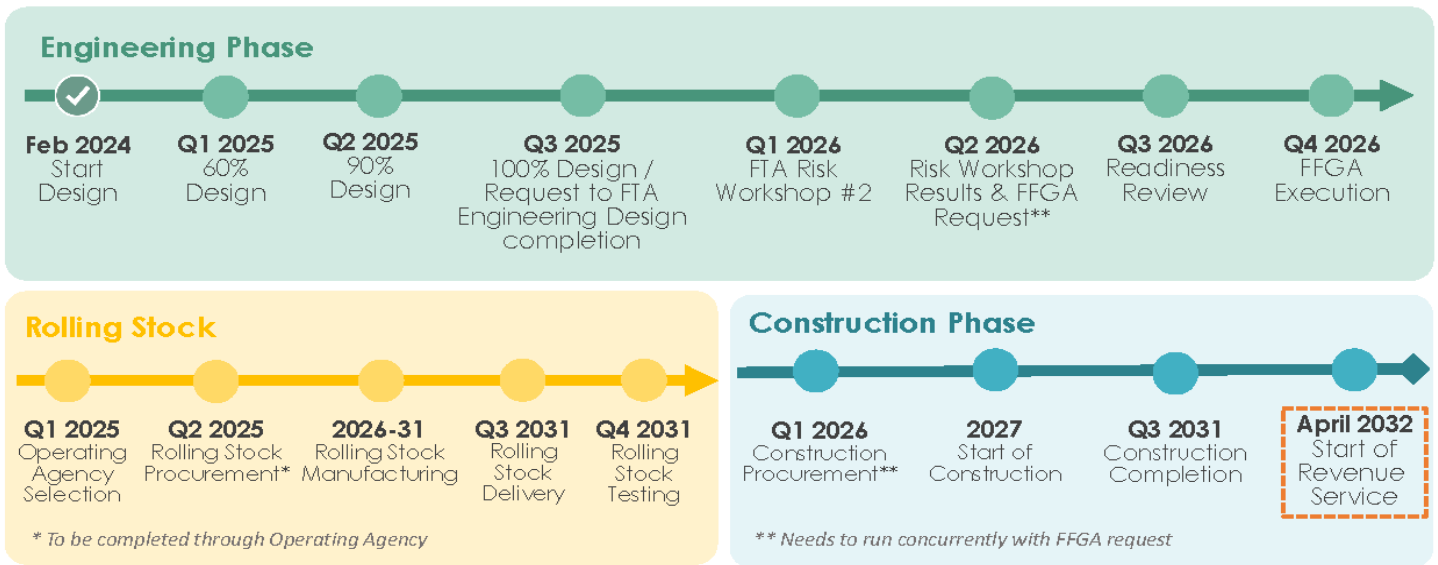
**TOTAL PROJECT INVESTMENT: \$927.3 million (\$2032)**



- FTA New Starts: 42% (\$389.5M)
- Local Commitment: 36% (\$337.8M)
- State Commitment: 22% (\$200M)

# NORTHEAST RAPID TRANSIT CORRIDOR

## SCHEDULE



## PROJECT UPDATES

### FTA APPROVAL TO ENTER ENGINEERING

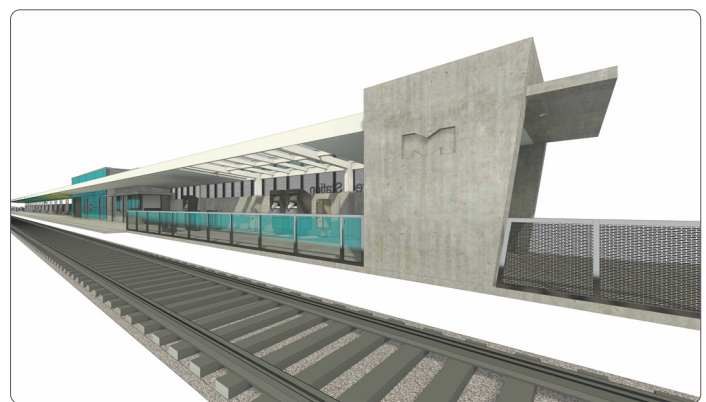
In October 23, 2024, the Federal Transit Administration (FTA) granted DTPW approval to enter the engineering phase for the Northeast Corridor Rapid Transit Project. This approval is part of the New Starts program under the Capital Investment Grants (CIG). The project received a “Medium-High” rating and can proceed with pre-award activities, such as commuter rail vehicle acquisition and procurement, under specific guidelines.

With the estimated cost of \$927.3 million, the FTA also set a funding limit of \$389.5 million (42%) towards the project. DTPW can proceed with Engineering activities, however at the county’s risk as the FTA’s appropriation must undergo standard federal budget approvals. The Florida Department of Transportation (FDOT) has committed \$200 million (22%), with the remaining funds provided by the People’s Transportation Plan (PTP), completing the local funding commitment. Together, these contributions ensure the project will move forward without major financial obstacles.

### OPERATOR ENTITY REQUEST FOR INFORMATION

Miami-Dade DTPW and Broward County Transit (BCT) have released a joint Request for Information (RFI) to conduct industry research to determine the availability and capability of qualified firms in the marketplace to serve as a comprehensive operating entity for the Coastal Link Commuter Rail. This is not a solicitation, and the Counties may, in their sole discretion, pursue any appropriate contracting mechanisms for said services.

The RFI was released to the public on November 18th and will remain open until January 6, 2025. An industry day, where potential vendors can ask questions, is scheduled for Monday, December 9th at 1:00 p.m. in the Aventura Library (2930 Aventura Blvd, Miami FL 33180). DTPW and BCT staff will review proposals and make next step recommendations by December.



Rendering of NEC Station

### ENGINEERING DESIGN

Engineering design efforts are progressing with enhanced coordination involving FDOT Districts 4 and 6, Brightline, FECR, SFRTA/ Tri-Rail, CSX, and Amtrak. During the Project Development phase, the team completed 30% design plans and has since advanced toward the 60% milestone in preparation for the engineering phase. With FTA’s approval, the design team can now confirm key planning assumptions and incorporate necessary adjustments to submit the 60% design package for stakeholder review.