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Planning and Zoning
111 NW 1st Street • Suite 1210
Miami, Florida 33128-1902
T 305-375-2800

August 19, 2011

Ms. Jo Ann Burroughs
Manager, Network Services
CSX Transportation, Inc.
500 Water Street #J 200
Jacksonville, FL 32202

Re: Notice of Exemption for Proposed Abandonment of portion of CSX rail line in Miami-Dade County

Dear Ms. Burroughs:

This letter is in response to your correspondence dated July 28, 2011, requesting comments from Miami-Dade County regarding CSX Transportation, Inc. (CSXT)'s intent to abandon a portion of its rail line in Miami-Dade County from railroad milepost SX 1036.8 to milepost SX 1037.5, approximately 1,300 feet of connection track beginning 150 feet from the point of switch near milepost SXH 37.0, for a total distance of approximately 0.95 miles in the vicinity of the future Miami Intermodal Center (MIC).

As indicated in your letter, CSXT has an Operating and Management Agreement (OMAPA) with the Florida Department of Transportation (FDOT) for the use of the rail line by the Tri-Rail, the commuter rail service, and XCXT desires relief of its obligation to maintain and dispatch this passenger only rail segment. You also indicated in your letter that this action requires approval by the STB and the review, in consultation with local planning agencies, of official planning documents to determine if proposed action is consistent with existing land use plan (Federal Regulations 49 C.F.R. 1105.7(3)(i)).

Based on the information provided by you, the County's Adopted Components of the Comprehensive Development Master Plan (CDMP) and Adopted 2015 and 2025 Land Use Plan map, and review of the adopted transportation plans, we offer the following comments:

1. The subject rail line easement area consists of existing railroad tracks, is unimproved, and located in unincorporated Miami-Dade County in the vicinity of the Miami Intermodal Center (MIC), a large-scale multimodal ground transportation hub being developed by the Florida Department of Transportation and scheduled to be completed in 2013. The MIC will become the County's main transportation hub and will link Miami International Airport (MIA) with South Florida's business and tourist destinations. The Miami Central Station will enable safe and efficient transfer between rail systems, buses, taxis, automobiles and bicycles.
2. The rail line to be abandoned is currently used by Tri-Rail, South Florida's commuter rail system serving Miami, Fort Lauderdale and Palm Beach. The South Florida Regional Transportation Authority operates the Tri-Rail regional commuter rail system, and is in the process of double tracking the southernmost section of the

corridor in the vicinity of the Miami Central Station at the MIC. The additional mainline track will address an existing capacity deficiency along this segment and into the MIC.

Based upon relevant CDMP and Land Use Plan map provisions, adopted transportation plans such as the 2012 Transportation Improvement Program (TIP) and 2035 Long Range Transportation Plan (LRTP), and the information provided for this proposal, we find that the proposed abandonment of the subject rail line segments for freight use is consistent with the Adopted 2015 and 2025 Land Use Plan map and the Goals, Objectives and Policies of the CDMP; and would not conflict with nor hinder the development of the transportation projects and services programmed and planned in the TIP and LRTP within and in the vicinity of the subject CSXT rail line segment area.

Should you have any additional questions regarding these comments or need further assistance, please do not hesitate to contact my office at (305) 375-2840, or at: www.miamidade.gov/planzone.

Sincerely,



Marc C. LaFerrier, AICP
Director

c: Honorable Carlos A. Gimenez, Mayor
Jack Osterholt, Deputy Mayor
Marc C. LaFerrier, AICP, Director, Department of Planning and Zoning