



South Florida Regional Transportation Authority

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1-800-TRI-RAIL (874-7245)
www.tri-rail.com

Summer Transit Updates



MIAMI-DADE TRANSIT

To ensure Miami-Dade Transit (MDT) provides the best service to passengers, several adjustments were made to select Metrobus routes, including these that connect with Tri-Rail:

Routes 22 and 77, serving the Golden Glades Station; and Route 42, serving Opa-locka and Metrorail Transfer stations.

For more information on these and other MDT service adjustments, call 305-468-5900, or www.miamidade.gov/transit.



PALM TRAN

Due to construction work at the Palm Beach Mall, Palm Tran Route 2 (serving Tri-Rail's Boca Raton, Delray Beach and West Palm Beach Stations), Route 33 (serving the Mangonia Park Station) and Route 49 (serving the West Palm Beach Station) have been temporarily re-routed to stop at the intersection of Palm Beach Lakes Boulevard and Congress Avenue.

For more information on these changes, call 561-841-4287 or visit www.palmtran.org.

BROWARD COUNTY TRANSIT

As of July 8, 2013, the Broward County Transit (BCT) Route 595 Express Fort Lauderdale bus fare resumed its premium fare to better reflect the current service. The fare was previously reduced to regular fare as part of a pilot program.

For more information, call BCT at 954-357-8400 or visit www.broward.org/BCT.



Take Tri-Rail to a Miami Marlins day game before the baseball season ends. Though special train service is not available for night games, you can take Tri-Rail to any Marlins day game with the existing train schedule.

Marlins home games with 12:40 p.m., 1:10 p.m. and 4:10 p.m. starting times are all easily accessible on weekdays or weekends. There are still several day games left on the home team's calendar:

August 17, 22 and 25
September 8, 12 and 29

Remember to visit www.marlins.com to confirm day game schedule times.

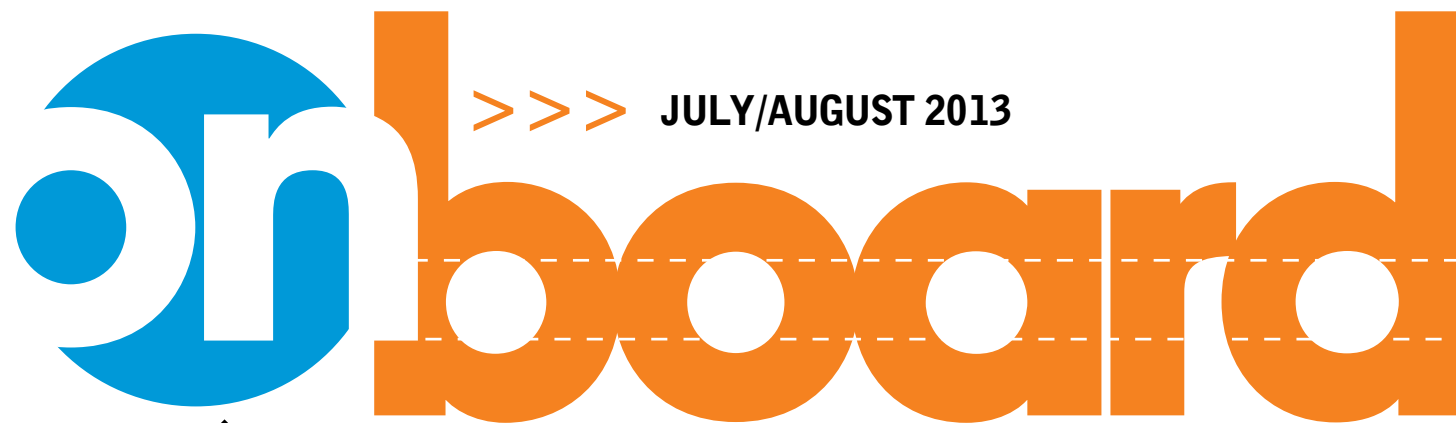
HOW TO GET THERE: Ride Tri-Rail to the Metrorail Transfer Station and take the southbound Metrorail to the Culmer Station where you can board the Marlins Express Shuttle to the ballpark (regular MDT fares apply). The Marlins Express Shuttle Bus operates 90 minutes before game start times and 60 minutes after the end of the game.

Service to Marlins Park

can also be accessed via the Metrorail Civic Center Station by connecting to the free City of Miami Trolley service.

Please remember to allow 40-70 minutes for all necessary system transfers. Make sure to return on the Metrorail Green Line to avoid missed connection delays in your travels.

For more information on pre-purchasing your transfer fares and more helpful tips to plan your trip, please call us at 1-800-TRI-RAIL (874-7245) or visit www.tri-rail.com/marlins.



THE LATEST NEWS FROM THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY - A PARTNERSHIP BETWEEN BROWARD, MIAMI-DADE & PALM BEACH COUNTIES

A Reflection on the SFRTA'S 10th Anniversary

In July 2003, legislation passed by the Florida Congress and signed by then-governor Jeb Bush, transitioned the Tri-County Commuter Rail Authority (TCRA) into the South Florida Regional Transportation Authority (SFRTA). The ensuing decade has been filled with challenges and achievements. It has also been a decade that has seen the SFRTA take an increasingly responsible leadership role in transportation projects that are essential to the region's mobility and vitality.

During this period, the Double Track Corridor Improvement Program was completed, allowing the SFRTA to increase the number of weekday trains from 28 to 50 per day and weekend trains from 16 to 30 per day. During the decade, ridership increased by 49%.

The new Automated Fare Collection system, the EASY Card, was implemented, providing a seamless connection between Tri-Rail and Miami-Dade Transit. Plans are under way to incorporate Broward County Transit and Palm Tran into a regionally compatible system.

SFRTA has established a

network of free shuttles that serve most stations. During Fiscal Year 2013, the shuttles carried 1.5 million riders, an increase of more than 50% over the previous year. More than a quarter of all Tri-Rail passengers use a shuttle for one leg of their trip.

Next year, the SFRTA will take over the maintenance and dispatch of the South Florida Rail Corridor. This action has been more than a decade in the planning. Among other benefits, it will mean that the SFRTA will be able to respond more quickly and efficiently to problems or incidents on the tracks. It will also give the SFRTA control over freight traffic operation on the corridor, limiting delays for passengers.

An exciting development on the horizon is The Wave, downtown Fort Lauderdale's first streetcar. The SFRTA is charged with the design, construction and operation of the first phase has not even

begun yet and community leaders are talking about possible expansions to the airport, seaport and the Tri-Rail Fort Lauderdale Station on Broward Boulevard.

Also on the horizon, is the return of passenger rail to the FEC Corridor. This will give commuters the option of traveling directly through the downtown business districts of cities from West Palm

Beach to Miami and possibly as far north as Jupiter.

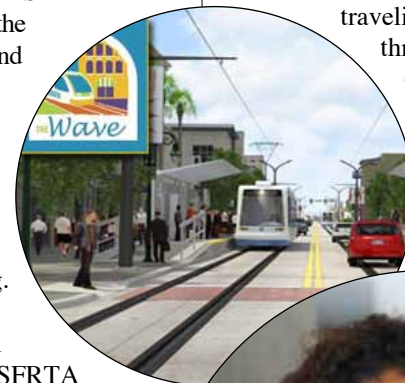
Of course, the challenge remains to identify the available revenue to operate all of the services that will fulfill the mission of the SFRTA to create a viable, regional transportation system that meets the desires and needs of the people it serves.

REFLEXIÓN EN EL 10º ANIVERSARIO DE LA SFRTA

En el mes de julio del 2003, la ley aprobada por el Congreso de Florida y promulgada por el entonces gobernador Jeb Bush dió paso a una transición para que la Autoridad de Transporte Público Ferroviario de Tres Condados (TCRA) se convierta en la Autoridad Regional de Transporte del Sur de la Florida (SFRTA). La década siguiente ha estado llena de logros y desafíos.

También ha sido una década que ha visto a la SFRTA tomar un papel de liderazgo

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The Wave will make it easier to get around Downtown Fort Lauderdale, while the EASY Card continues to be a convenient option for Tri-Rail riders.

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con cada vez más responsabilidad en los proyectos de transporte que son vitales para la movilidad y la vitalidad de la región.

Durante este período, se finalizó el Programa de mejora de corredores de vías dobles, lo que permitió que la SFRTA aumentara la cantidad de formaciones ferroviarias entre semana de 28 a 50 trenes diarios, y desde 16 a 30 trenes en los fines de semana. Durante esta pasada década, la cantidad de pasajeros aumentó un 49%.

El nuevo sistema de cobro automático de tarifas, la tarjeta EASY Card, se implementó y proporcionó una conexión integral entre Tri-Rail y el sistema Miami-Dade Transit. Tenemos planes en marcha para incorporar los sistemas Broward County Transit y Palm Tran en un sistema compatible a nivel regional.

La SFRTA ha establecido una red de vehículos gratuitos para servicio de transbordo en la mayoría de las estaciones. Durante el año fiscal 2013, estos vehículos transportaron a 1.5 millones de pasajeros, lo que significa un aumento de más del 50% con respecto al año anterior. Más de un tercio de los pasajeros de Tri-Rail usan un vehículo de transbordo en su viaje.

En el año siguiente, la SFRTA se hará cargo del mantenimiento y el despacho del Corredor Ferroviario del Sur de la Florida. Esta acción ha tenido lugar en la planificación por más de una década. Entre

otros beneficios, significa que la SFRTA tendrá la capacidad de dar respuesta con mayor rapidez y eficiencia en el momento que surjan problemas y se produzcan incidentes. Asimismo, dará control a la SFRTA cuando tráfico de carga opere en el corredor, lo que limita las demoras para los pasajeros.

Un desarrollo emocionante que tenemos en el horizonte es "The Wave", el primer tranvía del centro de Fort Lauderdale. La SFRTA tiene a cargo el diseño, construcción y operación del sistema.

También en el horizonte se encuentra el regreso del tren de pasajeros al corredor FEC. Esto proporcionará a los pasajeros la opción de viajar directamente por los distritos comerciales céntricos de las ciudades desde West Palm Beach a Miami y posiblemente tan al norte como Jupiter.

Por supuesto, el desafío subyace en identificar los

ingresos para operar todos los servicios que cumplirán la misión de la SFRTA con respecto a la creación de un sistema de transporte regional viable que satisfaga los deseos y necesidades de las personas a las que presta servicio.

YON REFLEKSYON SOU 10 YÈM ANIVÈSÈ SFRTA

Nan mwa jiyè 2003, lejislasyon Kongrè Florida te pase epi ki te gen siyati gouvènè epòk la, Jeb Bush, te chanje non Tri-County Commuter Rail Authority (TCRA) (Administrasyon Chemennfè Banlye Twa Konte yo) pou rele li South Florida Regional Transportation Authority (SFRTA) (Administrasyon Transpò Rejyonal Sid Florida). Deseni ki te vini annapre a te gen anpil defi ak siksè. Deseni ki vini apre a te gen anpil defi ak siksè. Se te yon deseni lè SFRTA jwe yon gwo

ak 30 pa jou. Pandan deseni an, kantite pasaje yo te ogmante a 49%.

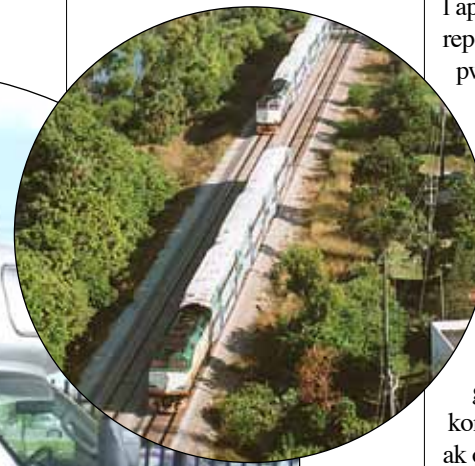
Yo te mete anplas nouvo sistèm Koleksyon Pri Tikè Otomatize a, EASY Card, pou bay yon koneksyon san pwoblèm ant Tri-Rail ak Miami-Dade Transit. Y ap fè plan kounye a pou mete Broward County Transit ak Palm Tran nan yon sistèm ki konpatib sou plan rejyonal. Pou fè sa vin fasil, SFRTA mete anplas yon rezo otobis gratis ki sèvi pifò estasyon yo. Pandan Ane Fiskal 2013 la, otobis yo te pote 1.5 milyon pasaje, yon ogmantasyon ki plis pase 50% parapò avèk ane anvan an. Plis pase yon ka tout pasaje Tri-Rail yo itilize yon otobis pou yon etap nan vwayaj yo.

Ane k ap vini an, SFRTA pral pran kontwòl antretyen ak dispatch Koridò Chemennfè Sid Florida. Aksyon sa a te pran plis pase yon deseni nan planifikasyon. Pami lòt avantaj yo, l ap vle di SFRTA pral kapab reponn pi vit ak pi efikas lè gen pwoblèm ak lè gen ensidan. L ap bay SFRTA kontwòl tou lè sèvis transpò machandiz yo ap opere nan koridò a, pou diminye reta pou pasaje yo.

Yon devlopman enteresan ki pral genyen se The Wave, premye tramwe anba-lavil Fort Lauderdale. SFRTA gen responsablite pou fè konsepsyon, konstwiksyon ak operasyon sistèm nan.

Epitou sa ki pral genyen, se retou chemennfè pasaje yo nan Koridò FEC. Sa ap bay pasaje yo chwa pou yo vwayaje dirèkteman nan distri biznis anba-lavil vil yo ant West Palm Beach ak Miami epi pètèt pou rive lwen nan nò ak nan Jupiter.

Sètènman, defi rete pou idantifye revni ki disponib lan pou opere tout sèvis k ap reyalize misyon SFRTA pou kreye yon sistèm transpò rejyonal dirab k ap satisfè dezi ak bezwen moun l ap sèvi yo.



The SFRTA's Double Track Corridor Improvement Program and shuttle buses have been instrumental in increasing Tri-Rail's ridership.

wòl lidèchip responsab nan pwojè transpò ki enpòtan pou mobilite ak lavi rejyon an. Pandan peryòd sa a, yo te egzekite Pwogram Amelyorasyon Koridò Chemennfè Doub la, pou pèmèt SFRTA ogmante kantite tren yo chak semèn ant 28 ak 50 pa jou ak tren nan jou lasemèn ant 16



Miami Heat Parade Scores Big for Tri-Rail

The Miami Heat wasn't the only thing that was hot in June. The victory parade for the NBA champs generated big numbers for Tri-Rail. In fact, with a passenger count of 19,060, it was the highest paid ridership day in the 24-year history of the commuter rail system.

Most trains were standing room only. Special 4-car sets were operated to accommodate the anticipated overflow crowd. Security officers at the stations and on the trains reported that the celebrants were happy and orderly, with veteran riders being especially helpful to first-time passengers.


Previous Miami Heat victory parades have also scored some of the highest ridership counts in Tri-Rail's history. On June 23, 2006, Tri-Rail carried 18,613 passengers. Last year, on June 25, 2012, 18,355 passengers rode Tri-Rail, most of them to join the celebration of the Heat's national championship.

G4S Security Officer Committed to Tri-Rail Commuters

CPO James Poitier, a G4S transit officer assigned to the SFRTA, was given high praise by the security provider for his excellent customer relation skills at the Golden Glades Station. It isn't unusual for CPO Poitier to personally assist as many as 15-20 of "his people" each day. In fact, he's often heard calling them by name. CPO Poitier's commitment to Tri-Rail commuters is truly a reflection of his character and dedication to doing the job right.



CPO James Poitier (center) receives a Certificate of Recognition from G4S Major Paul Morrison, Asst. Project Manager, SFRTA (left) and Steve Collister, Project Manager, SFRTA (right).



Online Improvements to EDP

Employers interested in joining SFRTA/Tri-Rail's Employer Discount Program (EDP) can now do so easily with the online EDP Employer Application. The new paperless feature provides prospective employers with a quick and convenient process that was previously available only to individual members. All new applications are reviewed by the EDP Coordinator, who can provide an approval response within 3 business days to help companies establish its benefit program much faster. If your company is not part of the EDP, please ask an authorized staff member to visit the Employer Discount Program menu on www.tri-rail.com, for more information and to sign up.

Take Notice of Your EASY Card's Expiration Date

The SFRTA/Tri-Rail EASY Card fare collection system will reach its 3-year anniversary in February 2014. This also means that most EASY Cards issued during the system's implementation will be expiring around the same time, since EASY Cards issued during the first years of the system were designed to expire at 3 years from the original date of purchase.

In order to avoid waiting in long lines at Ticket Kiosk Photo Stations and prevent autoload transactions from being interrupted, try to replace your EASY Cards before the month of its expiration. EASY Cards currently being issued have a 20-year expiration date.

Your EASY Card's expiration date can be easily viewed on any Ticket Vending Machine located at all train stations, by pressing the 'View Balance' button after tapping your card. Call us if you have any questions about your EASY Card's expiration at 1-800-TRI-RAIL (874-7245).

