

**T3 Webinar – April 26, 2012**

# **Orange County Transportation Authority Fare Integration Project**

**U.S. DOT**

**Southern California Regional Rail Authority  
Orange County Transportation Authority**



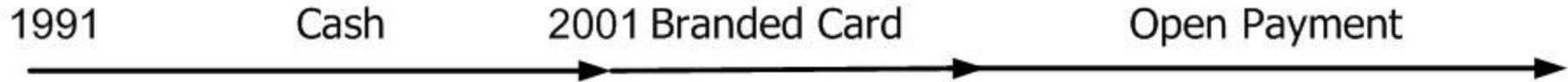
**METROLINK**



# Presentation Agenda

- Discuss OCTA's Fare Payment Evolution and Current Fare Collection System
- Review Fare Integration Study Recommendations
- Discuss Benefits to OCTA of an Open Payment System
- Share Lessons Learned
- Implementation Timeline
- Next Steps

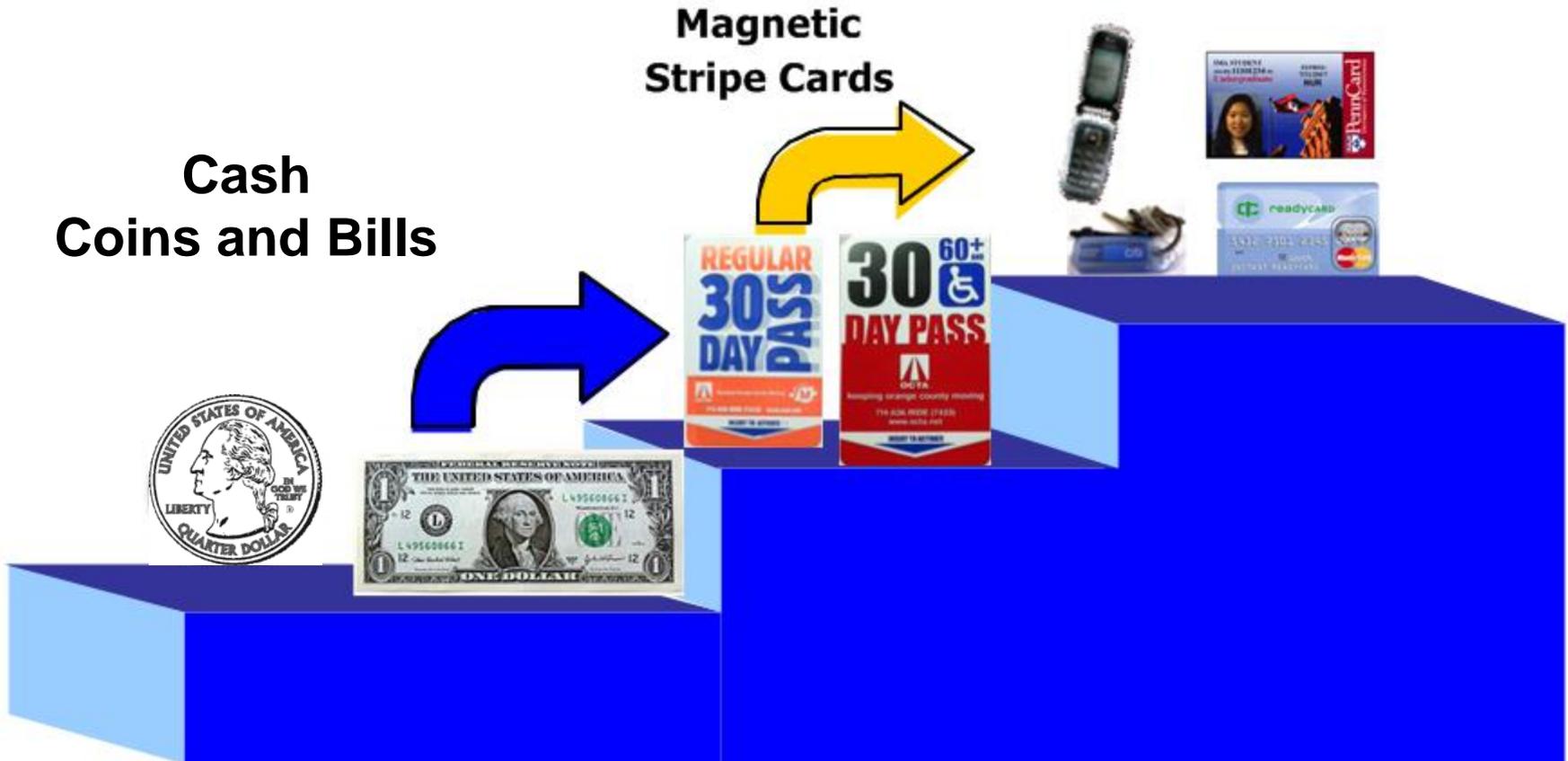
# OCTA Fare Payment Evolution



**Contactless Smart Card  
Cell Phones**

**Magnetic  
Stripe Cards**

**Cash  
Coins and Bills**



# OCTA's Current Fare Collection System



- Over 800 Units
- GFI Odyssey System
- Acquired and installed in 2001 and has another 8 years of useful life
- Accepts Cash and Magnetics
- Bill and coin validator
- The Operator Control Unit (OCU) allows Operator to control farebox
- Interface with the AMDT for login and alarms
- Reached maximum available fare categories (keys and TTPs)

# Fare Collection Upgrade Recommendations

- Implement a Smart Card system
  - Retain current farebox
  - Retain current magnetic cards
  - Add a stand beside card reader
- Smart Card reader capable of reading/processing
  - LA Metro TAP cards
  - San Diego Compass Cards
  - Contactless credit/debit cards and cell phones
- Integrate fare system with other on-board systems (radio, CAD/AVL, APC, AVA, destination signs)
- Consider low to medium cost options with flexibility for expansion

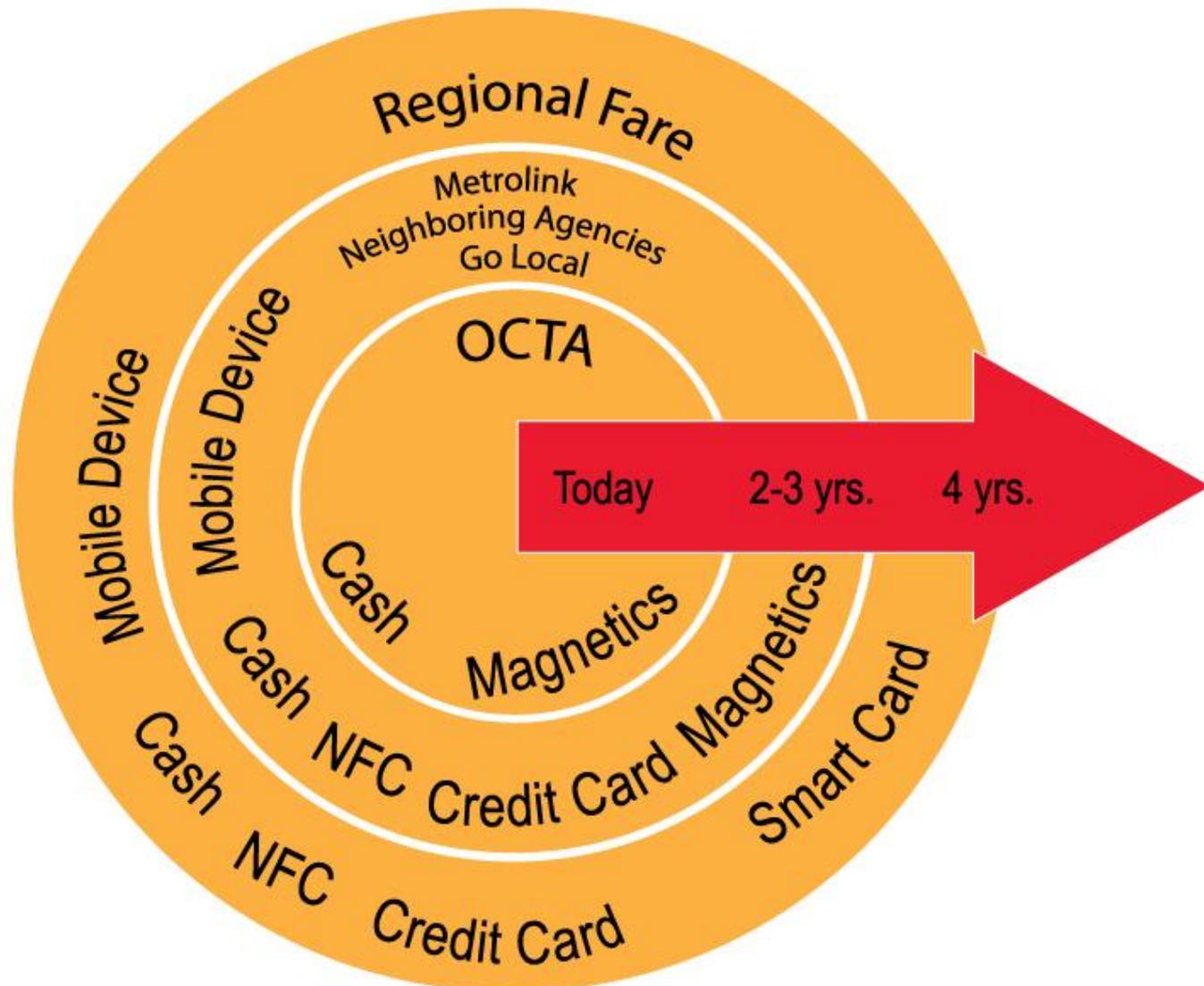
# *Benefits to OCTA of an Open Payment*

- No need to replace the farebox
- Adding a stand-beside reader allows Open Payments
- Easy and convenient to use by customers
- Regional payment coordination to make transit more seamless and increase transit usage
- May reduce cost of processing fare revenue collected
- Smart cards can be processed more efficiently and potentially reduce complaints and customer service-related costs
- Reduce dwell time and improve travel times

# Lessons Learned

- Peer agencies expressed a strong interest in account based, open payment system
- No account based, open payment system fully operational in the US currently
- Several cities in the US have awarded or will be awarding contracts, none have been deployed: SEPTA (Pennsylvania), CTA(Chicago), SACOG(Sacramento), DART (Dallas), NYMTA, and WMATA (Washington, D.C.)
- Financial rules with Banking Industry - No firm figures on bank charges
- Develop a solid transition – New technology, new fare structure, new payment cut-over plan, marketing, agency/public buy-in
- Authorizing a transaction – account vs. non-account, speed of transaction – real-time, near real-time, overnight

# Implementation Timeline - A Visual Representation



# Next Steps

- Discuss with the Board of Directors the Open Payment option
- Considering conducting a Concept of Operations (CONOPS)
- Seek Board of Directors approval to develop system specifications
- Finalize system specification package
- Facilitate regional fare integration discussions
- Procure and implement the new system