

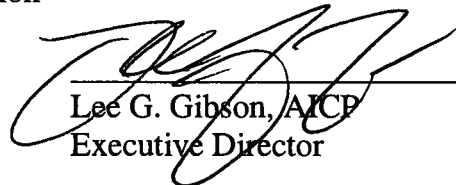


February 17, 2012

**AGENDA ITEM 4.9**

**TO:** Regional Transportation Commission

**FROM:** Tina H. T. Wu, AICP  
Senior Transit Planner



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Lee G. Gibson, AICP  
Executive Director

**SUBJECT: RTC RIDE GFI GENFARE Farebox Upgrade**

**RECOMMENDATION**

Authorize the purchase of twenty-two (22) Odyssey fareboxes and related equipment.

**SUMMARY**

The RTC RIDE fleet operates with two types of fareboxes: GFI Genfare CENTSaBill and GFI Genfare Odyssey. The CENTSaBill is the older of the two fareboxes and lacks the advanced features of the Odyssey. The useful life of these fareboxes is about the same as a bus, and the RTC replaces fareboxes with the purchase of new buses. Based upon the current bus replacement schedule, the RTC would not replace all of the remaining CENTSaBill fareboxes until 2017. However, GFI recently notified its customers that the CENTSaBill farebox, which debuted in 1980 and is virtually unchanged since then, will be discontinued in two years. Additionally, the CENTSaBill fareboxes have operational shortcomings which staff believes could be cost effectively mitigated with the Odyssey fareboxes. Replacing the CENTSaBill with Odyssey fareboxes offers many advantages, including better security, tracking of revenues, and additional internal operations/audit reports.

The RTC has received a quote from GFI Genfare for 22 Odyssey fareboxes at a cost of \$298,785 (approximately \$13,581 per farebox). Staff also recommends acquiring a GPS software upgrade from GFI Genfare which would enable RTC to track usage of fare media by location. This would allow us to better understand how individuals access and use RTC RIDE, and improve our transit system to meet their needs. The software package is an additional \$17,174. The installation would be done by RTC RIDE maintenance staff at an estimated cost of \$4,000.

**FISCAL IMPACT**

RTC has FTA Section 5307 formula funds available for the purchase of bus and bus-related equipment. The total cost of the farebox upgrade, including software, is \$319,959. The old CENTSaBill fareboxes will be sold at auction.

## **PREVIOUS ACTIONS BY BOARD**

There has been no previous Board action or direction on this matter.

## **ADDITIONAL BACKGROUND**

RTC RIDE has 68 buses equipped with GFI GENEFARE fareboxes. The CENTSaBill fareboxes debuted in 1980 and are virtually unchanged since that time. CENTSaBill fareboxes cannot validate paper currency and therefore require a visual verification of bills by the driver. As a result, occasional foreign objects are accepted by the farebox as dollar bills. CENTSaBill fareboxes are also not able to handle the new generation of smart cards and other electronic fare media that the RTC anticipates moving toward in the future. GFI has notified its customers that the CENTSaBill farebox will be discontinued in two years.

Over the past seven years, the RTC has been equipping its buses with state of the art Odyssey fareboxes, which can validate and accept up to 12 different types of coins and bills, as well as accept smart cards, credit and debit cards. In addition, the Odyssey fareboxes can be interfaced with GPS and track pass movements or fare type usage by routes and stops. These new fareboxes will allow the RTC to better track revenue collection, improve revenue security and generate better revenue reports, fare media usage reports, fleet operations reports and security/audit reports. The FTA Section 5307 formula grant will allow the RTC to expedite the replacement of the older fareboxes and improving its overall fare media and revenue tracking capabilities.

## **Other Alternatives Considered**

Continue to use the existing CENTSaBill fareboxes until they are replaced as part of bus replacement purchases or until parts are no longer available from GFI Genfare, currently anticipated to be 2014.

## **ADVISORY COMMITTEE(S) RECOMMENDATION**

### **CITIZENS ADVISORY COMMITTEE (CAC)**

The CAC approved this item at their January 4, 2012 meeting.

### **TECHNICAL ADVISORY COMMITTEE (TAC)**

The TAC approved this item at their January 4, 2012 meeting.