



Transition Adapter *Innovation Opportunity*

Joint Board Meeting
September 13, 2021

Agenda

- The challenge
- Initial plan
- Updated plan
- Benefits
- Progress

The Challenge

- Install nearly 2500 in-service buses with new equipment
- Coach availability is limited
- Space available on coaches is limited
- Prior fare system installations took ~18 months from start to finish
- Customer impacts during transition

Initial Plan - Back office parallel transition



1. Stand up the next gen back office
2. Conduct pre-wiring, where feasible
3. Cutover to the next gen ORCA back office as the system of record
4. Start a gradual installation of equipment
 - *Strive for a 12 month transition period
5. Launch new fare media and decommission legacy system



Updated Plan – Use transition adapter kits



- Shorten the transition period, step 4
- The next gen ORCA mounting bracket and wiring can be installed “behind the scenes” on buses
- A new, temporary adapter is installed between each existing card reader and the new next gen bracket
- At the start of transition, a coach can be converted to the new equipment in a matter of minutes instead of hours
- the old card readers and temporary adapter can be swapped for a new validator in a matter of minutes instead of hours

Updated Plan - What it looks like



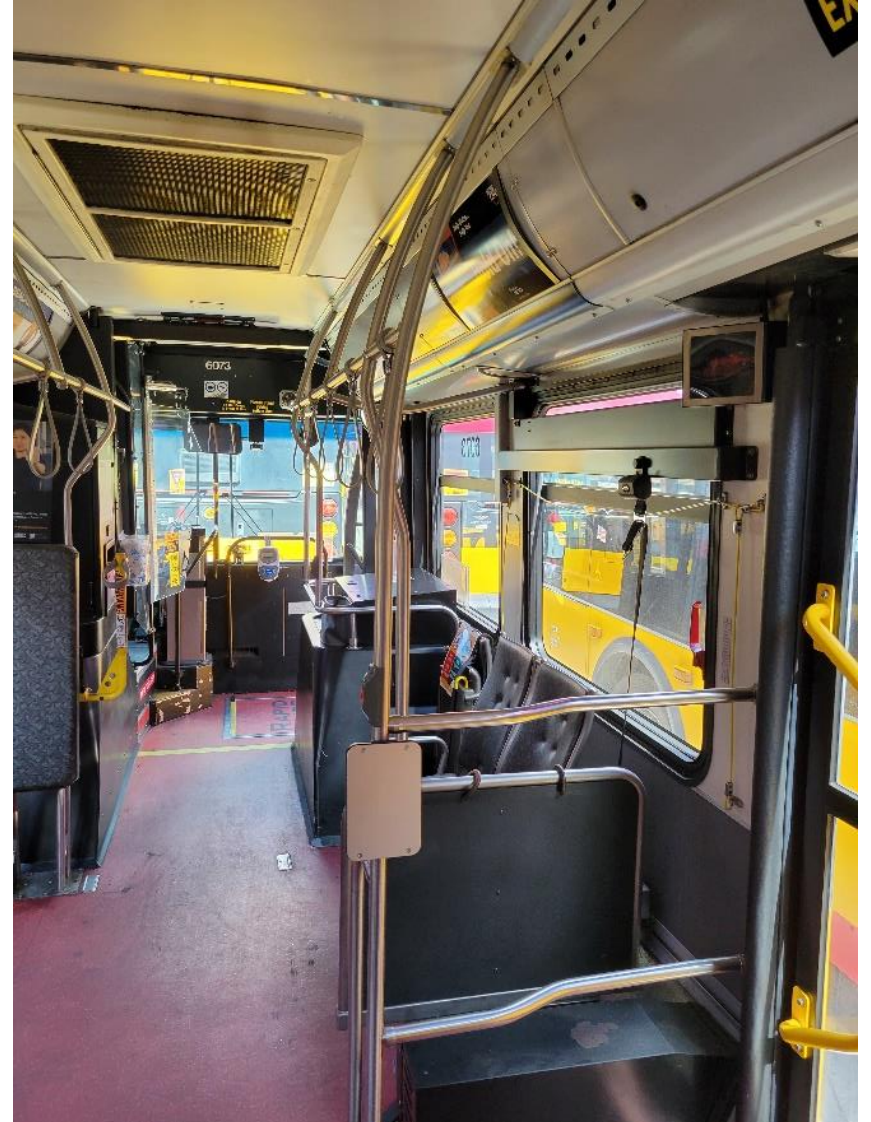
Benefits

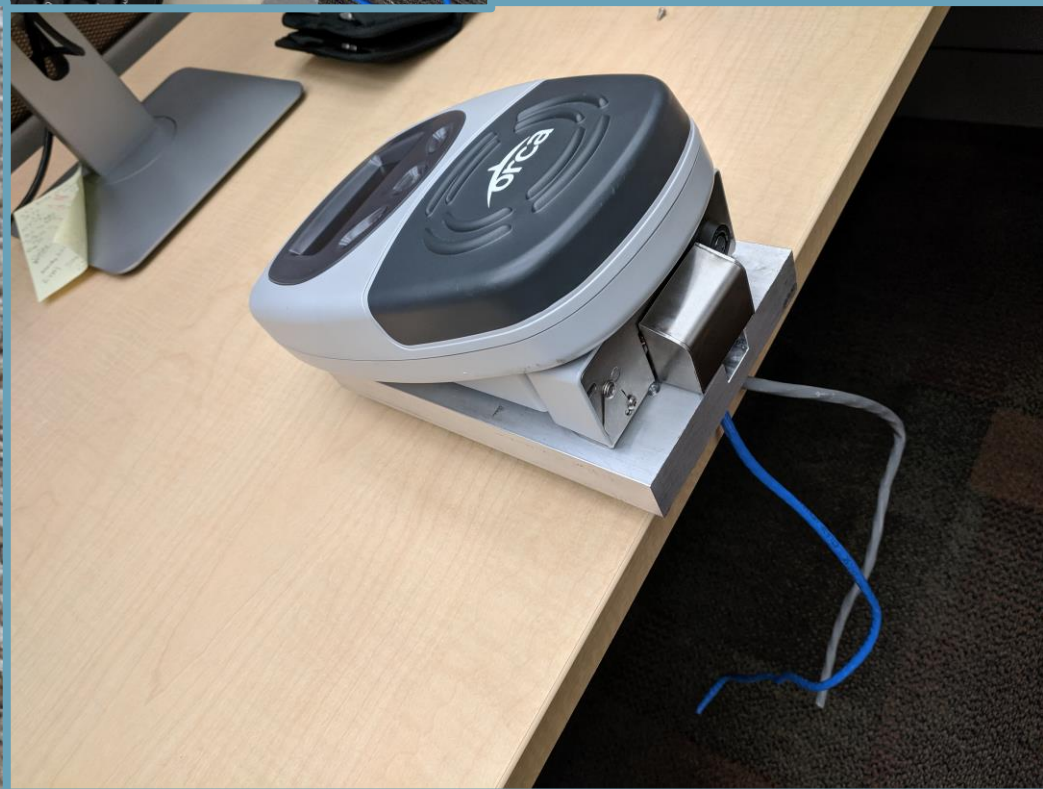
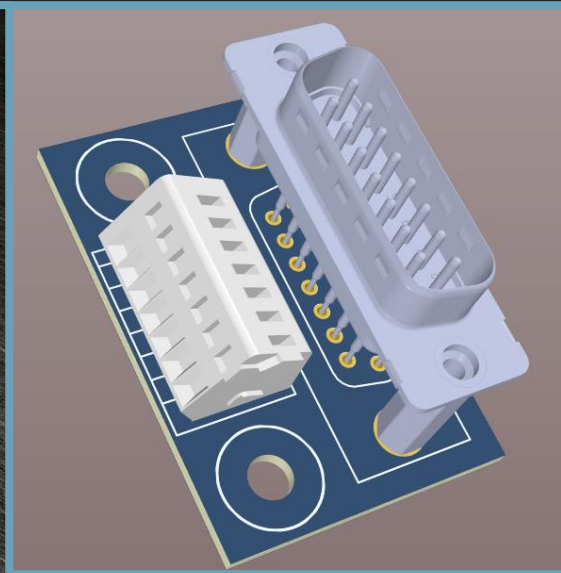
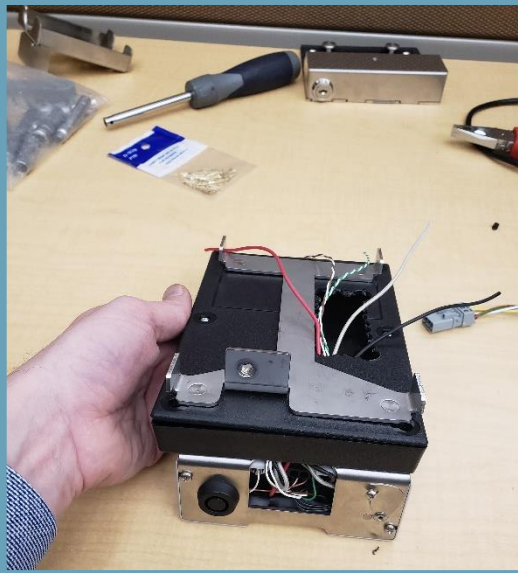
- Reduces Risk During Transition
- Reduces Customer Confusion
- Saves the Puget Sound Region roughly 8-10 months
- Reduces parallel operations of two systems



Progress

- Over 85% of coaches have been outfitted
- Installation is expected to be complete by the end of 2021
- Even rear door readers (only on some BRT coaches) have been outfitted with the next gen mounts





Thank you.



Friendly. Practical. Trustworthy.