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Consultant Jeff Klompus demonstrates how Metro employees will use the TAP validator during testing of the UFS system. Similar TAP equipment is being installed on Metro Buses. The equipment will help track travel patterns, recording the time, location and which bus or rail line an employee boarded.



The screen on the TAP validator signals, "Go," when an employee ID badge touches the circular target.

## Metro Employees Encouraged to Help Test TAP Equipment

- Employee ID badge is programmed for TAP use
- Test will provide 'mini sampling' for system managers
- [More on TAP](#) > [UFS Equipment Installations Move TAP into High Gear](#)

By BILL HEARD, Editor

(Oct. 18, 2005) As the Universal Fare System comes on line, project managers are encouraging Metro employees to use their ID cards to help test the ticket vending machines, TAP fareboxes and validators whenever they ride buses or trains.

"Initially, the employee use of the TAP card will provide a mini-sampling of what we'll do on a grander scale when the

public begins using UFS," says Gateway Cities General Manager Alex Clifford, who is overseeing the project.

Employee ID badges were issued with the dual technology of "Smart Card" and "Prox Card." The Smart Card function works on the UFS system. The Prox Card works on the M3 system and on elevators, stairwells and doors at the Gateway Building.

The UFS equipment will track travel patterns, recording the time, location and which bus or rail line an employee boarded, according to Project Manager Jane Matsumoto. It will show how many employees are riding and where they boarded.

The system will upload that information each day to the central data collection system at Metro Headquarters. Together with ATMS (Advanced Transportation Management System), UFS will enhance the ability to plan Metro service to meet customer travel patterns.

### **Allow system adjustments**

The test period also will allow managers and Revenue Collection personnel to evaluate and adjust the system before public use begins.

Once in full operation, UFS will deduct the correct amount of money from a customer's pre-paid TAP card, whether it is used on a bus or on Metro Rail.

Passenger travel information from the four rail divisions, the Metro Orange Line and the 11 bus divisions, along with the amount of cash collected in Metro Bus fareboxes, will be transmitted to central computers at Metro Headquarters.

Clifford and Matsumoto believe the detailed customer information provided by UFS – from the Metro system and from municipal operators – will be a key element in helping Metro better tailor service to the needs of its customers throughout the region.

"This has the potential to dovetail into Metro Connections in a wonderful way because you can determine where the major boardings are" and where passengers get off the bus, says Clifford. "It will help us better plan our bus routes and show us where our service is most needed."