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## Installation of TAP Fareboxes, Validators and TVMs is Moving Forward

By JIMMY STROUP

(Feb. 14, 2006) On schedule and just as projected, Transit Access Pass (TAP) fareboxes, stand-alone validators (SAV) and ticket vending machines (TVM) are popping up on buses and at Metro Rail stations throughout Los Angeles County.

With more than 200 smart card-enabled fareboxes recently installed on all the coaches at North Los Angeles Division 3—and installation well underway on West Hollywood Division 7's nearly 250 buses—the Universal Fare System (UFS) is quickly becoming less a plan and more a reality.



The 'tap' option is ready to go on TVMs, like this one at the Lincoln Heights Station of the Metro Gold Line.

Maintenance Manager Jim Pachan said installation at Division 7 was going very

smoothly, and that crews haven't encountered any significant problems since starting last Friday.

"They installed 65 on the first weekend," he said. "They're hoping to complete the whole project in three weeks."

The "they" Pachan refers to is the UFS contractor Cubic, who's installing the devices in buses and at rail stations under the supervision of the Metro UFS Project Management Team and technical oversight consultant, Booz Allen Hamilton.

## Green Line completed

On Metro Rail, installation of 38 SAVs and 60 TVMs on the Metro Green Line was recently completed. James Cohen, Director of Construction Management and a key player in the UFS equipment installation, said the hardest work on the Metro Rail system is already done.

"As far as the installation is concerned, the only thing we've got left to do is the Metro Red Line," he said, adding that even there, a lot of the work has already been completed to speed up the installation process.

Installation started, Monday, Feb. 13, on the Red Line, where 122 SAVs (terminals that deduct payment from TAP cards) and 54 TVMs

(which take cash and dispense tickets, as well) should be completed by mid-March.

A new feature on the Metro Red Line will be the “virtual gates” created by the placement of stand-alone validators. The SAVs will allow patrons with smart cards to walk past and “tap” for their rides in the barrier-free system. The Metro Orange Line will use the same style of fare validation.

Though not yet operational, UFS will enable a traveler on the system to switch seamlessly from rail to bus, or vice versa. The only thing a patron must remember will be to tap the TAP card—conveniently shaped like a credit card—on the SAV, TVM or farebox when entering a bus or train station.

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