



To: City of Long Beach Parking Commission

From: Long Beach Transit – Revenue Department

Subject: BSBA – Parking Commission Questions

Dear Parking Commission Directors,

In preparation for your upcoming meeting in which a Long Beach Transit representative will be in attendance, please see our responses to your previously provided questions in **bold**:

1. How much is a regular pass?
 - **Regular 30-day pass is \$65**
 - **Regular 5-day pass is \$18**
 - **Regular Day pass is \$4**
 - **Regular One-Way fare is \$1.25**
2. How does one know if holder is using pass for trips other than work?
 - **Ridership is collected on an aggregate basis and cannot be separated by purpose of use.**
3. Are these passes turned in if worker leaves job?
 - **BSBA as the administrator notifies LBT in cases of loss or termination of transit privilege. LBT deactivates the pass upon being notified.**
4. In business districts similar in size to Belmont shore, how much do they pay per ride?
 - **LBT currently does not have agreements with other business districts.**
5. Given the vast vacancies on 2nd street, does that affect our contracted pricing?
 - **At the \$.75 per ride, a 40% discount (based on a \$1.25 one way fare) is already in place.**
6. Can the pass program be designed so that it is restricted to rides that have a final destination and/or origination from 2nd Street?
 - **The technology does not currently exist for this type of restriction via TAP.**
7. Can the pass include a picture?
 - **Transit Access Pass (TAP) stickers are currently used for the program. BSBA adheres the stickers to a BSBA provided card. LBT recommends adhering the TAP sticker to a BSBA-issued photo ID.**
8. Are there any safety measures that can be implemented so that the pass is not abused?
 - **A BSBA-issued picture ID is a recommended method for fraud prevention as well as pass inventory.**

Memorandum

August 16, 2019

9. Can the pass be limited to 50 rides per month, which would account for a ride to and from work for 25 days?
 - **Within the TAP program, rides are unable to be capped at the moment.**
 - **Additionally, if an employee within the District uses multiple routes to get to work, this would require employees to pay for their trips when their allotted rides are used up. Currently, only two routes (121 and 131) service 2nd street which means that an employee who does not live along these existing routes would need to use additional routes to connect to Routes 121 and 131 respectively.**
10. How are transfers factored in when using a pass, as in do you obtain a ticket to a destination and the transfers are automatically included, etc.?
 - **There are no transfers associated with this pass program. The agreement stipulates a \$.75 charge per ride. LBT does not have an intra-agency transfer program for passes or programs that are not period based.**
11. Can a survey be provided to users asking questions such as whether using the bus program is removing a car from parking in Belmont Shore?
 - **LBT can work together with the BSBA to develop a survey.**
12. What is the process for deactivating a pass once someone no longer works on 2nd Street?
 - **BSBA emails LBT with the serial number of the sticker belonging to the terminated employee. LBT sends a request to TAP to deactivate the card. Deactivation occurs in about 24 hours after the request has been processed.**
13. Does LB Transit have any recommendations for bus programs that can remove cars from 2nd Street other than this bus pass program?
 - **Potential partnerships with shops and restaurants where bundled deals can be made available (i.e., discounted transit ride with an eligible purchase from a business on 2nd Street).**
 - **LBT will continue to consult with our Transit Service Planning Department to explore all possible options.**