

From: [Chambers, Blair](#)
To: [Chambers, Blair](#)
Subject: Elections Transportation
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Attachments: [image001.png](#)

IMD,

We are starting to get questions about Transportation to Polls. I wanted to remind everyone that we do have a Business Guide Doc that is located here: [1501 - Polling Transportation](#). There is also an FTA webpage dedicated at the bottom of the page you can click on that is dedicated to this. The [Transit Programs Increase Access to Voting](#) page has information discussing this as well (generally the same information). I want to draw your attention specifically to these paragraphs:

Fare-free election days

On election day in 2020, 10 of the nation's largest transit systems—and many medium, small, and rural systems—offered [free rides](#) to the public. Such a fare-free day, where all passengers ride for free, would not be subject to FTA's requirements for fare equity analysis.

Transit operators considering holding fare-free days on federal or non-federal election days should be mindful of the requirements of the Americans with Disabilities Act. Under the ADA, a transit operator may not discriminate on the basis of disability. If an operator is holding a fare-free day on its fixed route service, it should ensure the same fare-free policy applies to ADA complementary paratransit. FTA also encourages operators to implement the same policy on any other services offered, such as general-public demand-responsive service.

Temporary service changes

*Providers may consider temporary service changes to make polling locations easier to reach. Changes might include more frequent service or extended service hours on days that polls are open, or special service to polling locations if they are not on an established route. **Generally, special election service will not violate FTA's charter rule if it is provided fare free (and not subsidized by another entity), or if existing fixed route service is made more frequent on a temporary basis. Vehicles used must be ADA accessible, and paratransit will be required for fixed routes.** This type of temporary service change would not require an equity analysis.*

Some counties are receiving requests to sign an MOU with groups to provide the service for a fee they would pay. That would likely be up to the agency to determine if they want to sign that, however, be very careful with the rules provided so that you do not violate Charter rules in the process. A MOU is probably not necessary in order to provide this type of transportation anyway.

If you have any questions, please feel free to ask. Thank you!

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