

<p>Why would a transit company not charge a fare during the global pandemic and would it be beneficial?</p> <p>Normally changing a fare requires a public hearing. Are there exceptions in cases like this?</p>	<p>Transit systems everywhere are enacting fare-free policies during this event for many reasons. First, by eliminating fees transit systems are reducing the possibility of spreading the virus when money is exchanged. This also benefits riders who might have less income now, and it helps transit agencies with fewer staff able to work.</p> <p>Yes. The Federal Transit Administration makes several exceptions for changing fares. One involves instances when a local municipality or transit agency has declared that all passengers ride for free. The agency also makes exceptions when temporary fare reductions are put in place to mitigate other actions.</p> <p>For example, construction activities may close a segment of a rail system and require passengers to alter their travel patterns. A reduced fare for these impacted passengers is a mitigating measure and does not require a fare equity analysis.</p> <p>If a promotional or temporary fare reduction lasts longer than six months, the FTA considers the fare reduction permanent and the transit provider must conduct a fare equity analysis.</p> <p>To learn more, visit page 51 of this FTA website.</p>
<p>Are public transit systems limited to a gathering of 10 people or less on a bus?</p>	<p>No. Public transit systems are not limited to gatherings of less than 10 people.</p> <p>Excerpts from North Carolina Governor Roy Cooper’s March 27 stay at home order state that “people riding on public transit must comply with social distancing requirements to the greatest extent feasible.”</p> <p>The order goes on to state that a “mass gathering does not include normal operations at airports, bus and train stations.”</p> <p>Read Executive Order 121.</p>

<p>Are transit systems considered essential services during the COVID-19 crisis?</p>	<p>Yes. Governor Cooper's Executive Order 121 states that public transportation is an essential service because it is necessary to access essential businesses during the COVID-19 pandemic.</p> <p>Read Section C, No. 22 of Executive Order 121.</p>
<p>Are transit systems allowed to assist with delivering meals to home-bound seniors during the COVID-19 crisis?</p>	<p>Yes. The Federal Transit Administration allows for delivery of meals to home-bound seniors. The agency states that when a recipient has reduced service levels in response to COVID-19, the recipient may use FTA-funded assets for other emergency response activities as long as it does not interfere with its remaining limited service.</p> <p>For more information, see a list of the FTA's frequently asked questions.</p>
<p>How will OpStats be reported? Will we use the actual data, how ridership was trending for the year, or insert historical numbers? It was mentioned on a CTAA conference call last week that NTD was considering all three options.</p>	<p>No decision has been made, but we expect to follow NTD's guidance to keep consistency between the data sources.</p> <p>The next OpStats due date is July 15th, 2020.</p>
<p>Can transit agencies post signs requesting those who are sick or who have had contact with COVID-19 not to ride?</p>	<p>Yes. The FTA states on its website that: Transit agencies should make decisions about health precautions and how to best implement them in collaboration with local health officials. These are local decisions.</p>
<p>Can a transit system determine what an essential trip is when scheduling a trip during the COVID-19 crisis?</p>	<p>No. The Americans with Disabilities Act prohibits paratransit providers from imposing restrictions or priorities based on the purpose of a trip. Read more under the Civil Rights section of the FTA's frequently asked questions webpage.</p>