

# COVID-19'S IMPACT ON NEBRASKA RURAL TRANSIT SERVICE

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## TIME PERIOD COMPARISON OF SERVICES PROVIDED

- 1, 1, 5, %



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Beace C + a setting conce	, i e i i e , i 👱 , i e , i i , i i ,	1.4 ,
$\mathbf{G}_{i}$ , $\mathbf{G}_{i}$ , $\mathbf{G}_{i}$ , $\mathbf{G}_{i}$	, i e i i e , i 👱 , i e , i i , i i ,	1.4 ,
C., D./A >	, i e i i e , i 👱 , i e , i i , i i ,	1.4 ,
C	, to the . t <u></u> . to , th tt ,	1.4 ,
C	, to the . t <u></u> . to , th tt ,	1.4 ,
G/	, i e i i e . i 👱 . i e , i i . i i ,	1.4 ,
, ac / C C	, to the . t <u></u> . to , th	1.4 ,
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/acs C + 1 x at/ 1 x x x x	, to the . t <u></u> to , th	1.4 ,
/, t/, .tt <b>C</b> +, .x > t , t , +t/, .t/,	, to 41 o . t <u></u> . to , (4 i . ), (4	1.4 ,
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C., , , , , (, , (, , , , , , , , , , , ,	, to the . t <u></u> . to , th th ,	, to the , t 👱 . de , th , dt ,
/, • • • • • • •	, to the . t 🛌 . to , th (t)	, to the , t <u></u> . de , th , dh ,
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$B \cdot c = c \cdot c$	, i e i i e . i 🗻 . i e , i i . i i ,	, to the . t 🗻 . de , th . dh ,
, /, C ·, . > /, , / , . , . ,	. ,44, 44 4 44 ,44 ,44	. ,11, 11 . 41 ,11 .41 ,

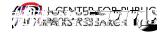


#### **ESSENTIAL SERVICES PROVIDED**

ent pares, the contrator of the state of the state of the state of the contrator of the state of

	$F_r$ m Feb $a_r$ Ma (=39)	F <sub>r</sub> m Ma
-4 , , ( / , . ( , ( , , , , , )	%	%
<b>G</b> , (((), (,), ()	11 1 7 - %	-, -, %
7 . C .C.C.	-, %	,4 %
$\mathbf{D}_{i,j}$ , $\mathbf{c}_{i,j}$ , $\mathbf{c}_{i,j}$ , $\mathbf{c}_{i,j}$	%	%
$\mathbf{D}_{\mathbf{C},\mathbf{C},\mathbf{C}_{\mathbf{C},\mathbf{C}_{\mathbf{C}}}}$	1 %	111, %
$D_{c,c}(c_{c_1},\ldots,c_{c_n},c_{c_n})$	. , %	r . r 2 %

#### **CHANGES TO SERVICES AND OPERATIONS**

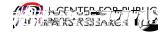


	F <sub>r</sub> m P <sub>r</sub> e-COVID-19 Ma (=39)	
	N Cha ge	Red ced <sub>r</sub> Limi ed
	- , %	1 - %
Economic	_ 17 %	, # %
Face care	1 %	%
, (t.,(t /(t/ <sub>t</sub>	1-11-%	, %
$B_{i_{1}i_{1}}$ $C_{i_{1}i_{2}}$ $\wedge$ $\wedge$ $\wedge$	, , - %	4 ,- %
$B_{\epsilon_{1},\epsilon_{1}}$ $\epsilon_{1},\epsilon_{2}$ $\epsilon_{3}$	, r. # %	, %
A/,/(,(	1 -1 %	, r. # %

	F <sub>r</sub> m Ma			
	N Cha ge	Red ced <sub>r</sub> Limi ed	Ic <sub>r</sub> eaed <sub>r</sub> E №a ded	
	,%	%	%	'
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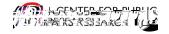


## **COMMUNICATION WITH PASSENGERS**

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	Ma ( =39)	J I ( =36)
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× , · , / ./, ( / ( ( · , , , , , , , , , , , , , , , , ,	%	1%
w/,,t, (t,t,,t,)	, 4 - %	- %
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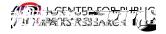
#### PERSONAL PROTECTIVE EQUIPMENT

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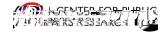
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	Ma ( =39)	J I ( =36)
$D_{i+1}, \dots, \dots$	114 %	
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$D_{\alpha}$ , $\alpha$ , $\alpha$	- %	, 4 %





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#### **METHODOLOGY**

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## **REPORT PREPARED BY**

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