

INTERLOCAL AGREEMENT GOVERNING FARE POLICY AND EMPLOYEE BENEFIT FOR TRANSIT EMPLOYEE'S OF THE PIEDMONT TRIAD'S URBAN AREA PUBLIC TRANSIT AGENCIES

This Interlocal Agreement covers the purpose and participation as contained herein to provide reduced fares for all transit employees of the Piedmont Triad's Urban Area providers on each participating agency's transit system. The ease of access at a reduced fare are established for the public transit industry employees as identified herein for all systems that have joined this agreement by signature.

The parties to this agreement are Winston-Salem Transit Authority (WSTA), City of High Point on behalf of High Point Transit (HPT), Piedmont Authority for Regional Transportation (PART), Davidson County on behalf of Davidson County Transportation System (DCTS), City of Burlington on behalf of Link Transit (LINK) and City of Greensboro on behalf of Greensboro Transit Agency (GTA). Other agencies may participate in this fare policy by notifying partners to this agreement, signing a copy of this agreement, and establishing procedures for implementing the program.

WHEREAS, the gratitude recognizing the invaluable commitments provided by the employees' of the public transit industry in the Piedmont Triad is an ongoing effort of management and policy boards; and

WHEREAS, the work force of the Piedmont Triad Urban Transit employees' help promote the use of public transit service to the citizens of the Piedmont Triad Region; and

WHEREAS, the operators, maintenance and administrative staff of each respective agency help keep our systems functioning at the highest levels on a daily basis for the citizens we serve; and

WHEREAS, the benefit for the dedication of the employees' from each system identified herein is bestowed for their ongoing commitment to the industry and the customers we serve by providing the following:

1. Partner system employees riding a partner system that is fare free or does not have a digital fare payment system can show their employee ID badge and will be provided with a free ride.
2. Partner system employees riding a partner system with a digital fare payment system shall be provided an Employee Pass providing free rides. (The Employee Pass must be applied for and issued prior to the first trip).

WHEREAS, the initial guidelines and procedures are outlined in Exhibit A and may be modified by a participating system due to a change in fare collection technology or fare policy with notice to the participating agencies. Partners adjusting a procedure or wishing to no longer participate in this agreement shall notify each participating agency with a minimum 30-day notice to each respective agency that has entered into this Memorandum of Agreement.

NOW THEREFORE BE IT RESOLVED that by signature on the following page each system identified as a participating party will make these employee benefits available to the dedicated staff of our agencies in recognition of the manner in which they perform their job and represent our agencies at the highest level of professionalism.

Signature page of Public Transit Agency Commitment

The signatures below indicate agreement and willingness to implement to above reference fare policy for transit employees.

Date: _____
City of Burlington, Link Transit
John C. Andoh, Transit Manager

Witness

Date: _____
Davidson County, Davidson County Transportation (DCTS)
Richard Jones, Transportation/Fleet Maintenance Director

Witness

Date: _____
City of Greensboro, Greensboro Transit Authority (GTA)
Reginald Mason, Transit Director

Witness

Date: _____
City of High Point, High Point Transit
Angela W. Wynes, Transit Manager

Witness

Date: _____
Piedmont Authority for Regional Transportation (PART)
Scott W. Rhine, CEO/General Manager

Witness

Date: _____
Winston-Salem Transit Authority (WSTA)
Jeffrey Fansler, Director, WSDOT

Witness

EXHIBIT A



TRANSIT EMPLOYEE PASS PROGRAM

In 2021 the Piedmont Authority for Regional Transportation invited the four Piedmont Triad Metropolitan Planning Organizations (MPOs) to form a regional Transportation Demand Management (TDM) partnership. The partnership works together to promote TDM Strategies locally and regionally. During its first year the partnership organized and developed a program called the Piedmont Triad Regional TDM Initiative. The stakeholders in the partnership include MPO and transit agency staff. Several initiatives were jointly accomplished include a regional “Ride Transit” campaign, a regional transit rider survey, re-energizing the regional vanpool program, and several social media campaigns.

To promote the use of public transportation and increase ridership, the stakeholders wish to promote riding public transportation as an employee benefit. A similar agreement was created in 2014. But there are more transit systems and fare payment processes that require updating for expansion of the benefit to employees. Should the program prove to be beneficial, consideration to expand the program to City/County employees should be considered. How the program would work is outlined below.

Regional TDM Initiative

Strategy: Support Services

Component(s): Transit Subsidies

Objective: Increase usage of public transportation

Program: Transit Employee Pass Program

Implementation: 1st Quarter FY 23

- Provide fare free transit to all transit agency employees across all Piedmont Triad systems, including contract transit employees.
- Transit employees of a system using the UMO fare payment system (GTA, HPT and PART) and wishing to ride a system using UMO would need to request an employee pass from that system.
 - Transit employees would request an employee pass from that agency’s UMO account rep. The account rep would in turn contact the partner agencies account rep to set up the pass. Employment verification would be the responsibility of each agency’s account rep.
 - Once request is received, the goal will be to have the pass activated.
- Transit employees wishing to ride a system NOT using the UMO fare payment system would need to show their employee ID badge. Images of all transit employee ID’s would be shared with all agencies.
- This employee benefit would be terminated if the transit employee was no longer employed by the agency. Transit employees using ID badges would no longer have their ID badges. Transit employees with an UMO employee pass must renew pass every six months.

- Program would be promoted internally as an employee benefit.

Procedure Matrix

Employee of	Riding					
	DCTS	GTA	HPT	LINK	PART	WSTA
DCTS	N/A	Shows ID	Shows ID	N/A	Shows ID	Shows ID
GTA	N/A	UMO Employee Pass	UMO Employee Pass	N/A	UMO Employee Pass	Shows ID
HPT	N/A	UMO Employee Pass	UMO Employee Pass	N/A	UMO Employee Pass	Shows ID
LINK	N/A	Shows ID	Shows ID	N/A	Shows ID	Shows ID
PART	N/A	UMO Employee Pass	UMO Employee Pass	N/A	UMO Employee Pass	Shows ID
WSTA	N/A	Shows ID	Shows ID	N/A	Shows ID	Shows ID

Note: DCTS and LINK are currently fare free systems.

Examples of Transit Employee ID Badges

