

Minutes of the 8 July 2013
Regular Meeting of the Yancey County Board of Commissioners
Held at 6:00 o'clock p.m. in the Yancey County Courtroom
Yancey County Courthouse, Burnsville, North Carolina

Present at the 8 July 2013 meeting of the Yancey County Board of Commissioners were, Chairman Johnny Riddle, Commissioner Jill Austin, Commissioner Jim Edwards, Commissioner Randy Ollis, and Commissioner Jeff Whitson, County Manager Nathan Bennett, Clerk to the Board Jason Robinson, County Planner Jamie McMahan, County Attorney Donny Laws, members of the media, and members of the general public.

Call to Order and Approval of Agenda

Chairman Riddle called the meeting to order and asked Commissioner Whitson to deliver the invocation. Chairman Riddle then asked Commissioner Edwards to lead everyone in the Pledge of Allegiance. Chairman Riddle then asked for a motion to approve the agenda. Commissioner Austin made a motion to approve the agenda and it was seconded by Commissioner Ollis. The vote to approve was unanimous. (Attachment A)

Public Comment

The first person to speak before the Board was Dr. John Boyd, President of Mayland Community College. Dr. Boyd gave an update concerning Mayland being ranked #10 in the nation by bestschools.org, the only community college recognized in the state. Dr. Boyd also gave an update on the Anspach Advanced Manufacturing Facility. The next person to speak before the Board was Bill Grover who spoke about the evils of Obamacare and once again blamed progressives for all the problems in the United States.

Consent Agenda

The Board next moved to the consent agenda portion of the agenda. On the consent agenda for July was the approval of the June 10th Regular Meeting minutes. Also on the consent agenda was the CDBG performance review monthly reports for the scattered site program and the Yancey County Senior Center grant (Attachment B). In addition, the 2012 settlement of taxes by Tax Collector Fonda Thomas was included in the consent agenda (Attachment C). Finally, the June tax collection report was included on the consent agenda for informational purposes only (Attachment D). Upon hearing the items that were included on the consent agenda, Commissioner Whitson made a motion to approve the consent agenda. The motion was seconded by Commissioner Edwards and the vote to approve was unanimous.

Yancey County Transportation Authority (YCTA)

The Board next heard from Lynn Austin, Director of the Yancey County Transportation Authority. Mrs. Austin stated that she was coming before the Board to present the Locally Coordinated Plan. This plan was originally developed in 2009 and it must be redone to look at how needs might have changed since 2009. Mrs. Austin stated that the team that looked at redoing this plan came up with a number of new ideas to be added as services, including some shelters for people to wait on the vans. Mrs. Austin further stated that by doing this plan that it allows YCTA to after more grants to fund more services. Commissioner Ollis inquired as to whether the situation with Yancey House has been resolved. Mrs. Austin stated that yes YCTA is on call for Yancey House 24 hours per day but there have not been any calls. Commissioner Edwards inquired if there was going to be some money for a shelter for the vans. Mrs. Austin stated that she hoped to have some money for a new building soon and that would include a shelter. Upon hearing from Mrs. Austin, Commissioner Austin made a motion to approve the Locally Coordinated Plan. The motion was seconded by Commissioner Whitson and the vote to approve was unanimous (Attachment E).

Yancey County Committee on Aging

The Board next heard from Vivian Hollifield, Director of the Yancey County Senior Center. Mrs. Hollifield was coming before the Board to have the 2013-2014 Yancey County Committee on Aging budget approved. Mrs. Hollifield stated that about half of the funds have been cut to in home aid and that about 320 clients are expected to be served this year. Upon hearing from Mrs. Hollifield, Commissioner Ollis made a motion to approve the 2013-2014 Yancey County Committee on Aging budget. The motion was seconded by Commissioner Edwards and the vote to approve was unanimous (Attachment F).

Burnsville Little Theatre

The Board next heard from Theresa Colletta, past president of Burnsville Little Theatre. Mrs. Colletta stated that the reason she wanted to speak to the Board was because of the ongoing disagreement between the Burnsville Little Theatre and the Parkway Playhouse. Mrs. Colletta gave a brief history of the relationship between Burnsville Little Theatre and the Parkway Playhouse. She stated that in years past the Burnsville Little Theatre (BLT) has done a spring and a fall production and gave \$1000 of the proceeds to a worthy local charity. The BLT would pay Parkway Playhouse for the utilities. Mrs. Colletta further informed the Board that the Parkway Playhouse Board of Directors now has a rental agreement for people wanting to use the facility. Mrs. Colletta told the Board that the BLT would like to have consistent dates to put on their productions and urged the Board as the leasing entity that leases the Parkway Playhouse building (which she pointed out is a public building) to intervene on behalf of the BLT. No action was taken by the Board but Chairman Riddle stated that the BLT requests seemed reasonable (Attachment G).

County Manager Business

The Board next heard from County Manager Nathan Bennett. Mr. Bennett informed the Board that the Town of Burnsville is in the planning phase of installing a water lift station at Lincoln Park to increase water pressure to the residents of Lincoln Park. In order to do this the town would need an easement from the County for some property that is located adjacent to the baseball field. According to Mr. Bennett the property is very steep and does not affect any current operations at the park. County Attorney Donny Laws then mentioned that once this easement is given and the structure is built that it would be forever and would have no use of that piece of the property. Discussion followed about impeding the use of the park and baseball field by the Board. County Attorney Laws then stated that the Board could approve the easement contingent upon administration looking at the flagging of the site to see if it will impede the County's use of the property. Mr. Laws also stated that the agreement needs to include language about signing and holding the County harmless if an accident were to occur within the boundaries. Upon hearing from Mr. Bennett and Mr. Laws Commissioner Ollis made a motion to approve the easement contingent upon oversight of the location by the county manager and language being added in by the county attorney. The motion was seconded by Commissioner Edwards and the vote to approve was unanimous.

County Attorney Business

The Board next heard from County Attorney Donny Laws who stated that he had nothing to report.

Commissioner Business

The members of the Board reported having no further business this month.

Closed Session

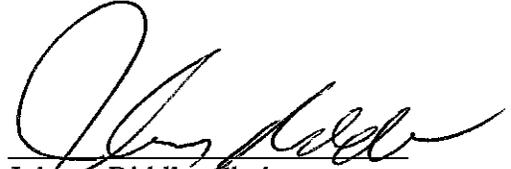
Chairman Riddle then asked for a motion to go into closed session pursuant to NCGS 143-318.11(a)(3) to consult with the county attorney. The motion was made by Commissioner Ollis and was seconded by Commissioner Edwards. The vote to go into closed session was unanimous.

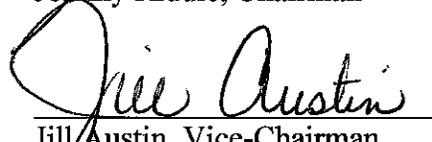
Upon coming out of closed session the Board took no action.

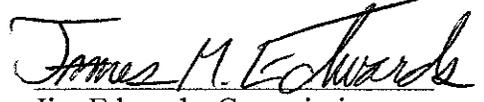
Adjournment

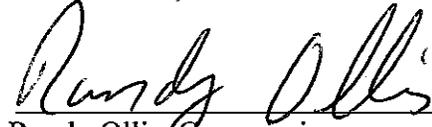
Having no further business Commissioner Austin made a motion to adjourn and it was seconded by Commissioner Whitson. The vote to adjourn was unanimous.

Approved and authenticated on this the 12th day of August 2013.


Johnny Riddle, Chairman

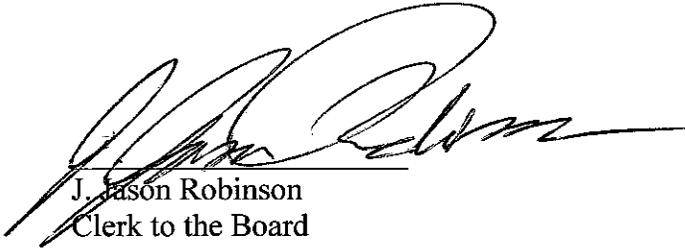

Jill Austin, Vice-Chairman


Jim Edwards, Commissioner

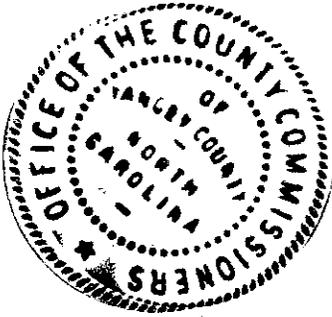

Randy Ollis, Commissioner


Jeff Whitson, Commissioner

Attest:


J. Jason Robinson
Clerk to the Board

(county seal)





AGENDA
YANCEY COUNTY BOARD OF COMMISSIONERS
REGULAR BUSINESS MEETING
July 8, 2013
6:00 P.M.

- I. Call to Order – Chairman Johnny Riddle
- II. Invocation and Pledge of Allegiance to the Flag
- III. Approval of the Agenda
- IV. Public Comment
- V. Consent Agenda
 - a. Approval of the Minutes- June 10th Regular Meeting
 - b. CDBG Performance Review Monthly Reports – Scattered Site Housing and Senior Center Projects
 - c. 2012 Settlement of Taxes
 - d. June Tax Collection Report – Informational
- VI. Yancey County Transportation Authority – Lynn Austin, Director
 - a. Local Coordinated Plan Approval
- VII. Yancey County Committee on Aging – Vivian Hollifield, Senior Center Director
 - a. 2013-14 Budget
- VIII. Burnsville Little Theatre – Theresa Colletta
- IX. County Manager Report – Nathan Bennett, County Manager
 - a. Town of Burnsville Easement Request
- X. County Attorney Report – Donny Laws, County Attorney
- XI. County Commissioners Report
- XII. Closed Session Pursuant to NCGS 143-318.11(a)(3)
- XIII. Adjourn

Memorandum

To: Yancey County Board of Commissioners
From: Fonda Thomas, Tax Collector
Date: July 03, 2013
Re: 2012 Settlement of Real Property Taxes

As required by G.S. 105-373, I present the Settlement of Real Property Taxes for Fiscal 12-13

<u>Billed</u>	<u>Net Collected</u>	<u>% Collected</u>	<u>% Uncollected</u>
\$11,899,724.59	\$11,388,036.43	95.70%	4.30%

Memorandum

To: Yancey County Board of Commissioners
From: Fonda Thomas, Tax Collector
Date: July 03, 2013
Re: Prior Years (2000-2007) Vehicle Taxes Deemed as Insolvents

As required by G.S. 105-373(a) (2), I present this listing of prior years vehicle taxes deemed insolvent.

<u>Year</u>	<u>Uncollected</u>
2000-2007	\$407,596.73

End of Month Breakout
 Posted Credits in Date Range 06/01/2013 to 06/30/2013 for Both

Description	Amount
NonVehicle Payments	
County NonVehicle Tax Payments 2013	
County NonVehicle Tax Payments 2012	\$124,881.14
County NonVehicle Tax Payments 2011	\$12,567.99
County NonVehicle Tax Payments 2010	\$2,119.44
County NonVehicle Tax Payments 2009	\$956.66
County NonVehicle Tax Payments 2008	\$815.22
County NonVehicle Tax Payments 2007	\$432.70
County NonVehicle Tax Payments 2006	
County NonVehicle Tax Payments 2005	
County NonVehicle Tax Payments 2004	
County NonVehicle Tax Payments 2003	
County NonVehicle Advertising Payments	\$1,007.33
County NonVehicle Interest Payments	\$19,071.07
County NonVehicle Late List Penalty Paym	\$24,538.06
County Foreclosure Cost Payments	\$2,098.45
County NonVehicle Refunds	
 County NonVehicle Total Payments	 \$188,488.06
 Burnsville VFD NonVehicle Tax	 \$9,789.46
South Toe VFD NonVehicle Tax	\$2,774.00
Newdale VFD NonVehicle Tax	\$3,064.47
West Yancey VFD NonVehicle Tax	\$5,033.01
Egypt/Ramseytown VFD NonVehicle Tax	\$1,261.76
Clearmont VFD NonVehicle Tax	\$822.00
Double Island VFD NonVehicle Tax	\$303.77
Pensacola VFD NonVehicle Tax	\$732.61
 VFD NonVehicle Total Payments	 \$23,781.08
 NonVehicle Total Payments	 \$212,269.14
 NonVehicle BankCard Amount	 \$7,810.22
NonVehicle BankCard Fee	
Vehicle Payments	
County Vehicle Tax Payments 2013	\$1,118.90
County Vehicle Tax Payments 2012	\$37,707.49
County Vehicle Tax Payments 2011	\$732.49
County Vehicle Tax Payments 2010	\$35.57
County Vehicle Tax Payments 2009	

County Vehicle Tax Payments 2008	\$47.25
County Vehicle Tax Payments 2007	\$51.05
County Vehicle Tax Payments 2006	
County Vehicle Tax Payments 2005	
County Vehicle Tax Payments 2004	
County Vehicle Tax Payments 2003	
County Vehicle Interest	\$1,131.85
County Vehicle Total Payments	\$40,824.60
Burnsville VFD Vehicle Tax	\$922.75
South Toe VFD Vehicle Tax	\$675.05
Newdale VFD Vehicle Tax	\$991.50
West Yancey VFD Vehicle Tax	\$785.91
Egypt/Ramseytown VFD Vehicle Tax	\$308.55
Clearmont VFD Vehicle Tax	\$490.63
Double Island VFD Vehicle Tax	\$79.16
Pensacola VFD Vehicle Tax	\$168.26
VFD Vehicle Interest	\$127.80
VFD Vehicle Total Payments	\$4,549.61
Town of Burnsville Vehicle Tax	\$3,059.96
Town of Burnsville Vehicle Interest	\$74.66
Town of Burnsville Vehicle Total Payment	\$3,134.62
State Vehicle Interest	\$683.31
Vehicle Total Payments	\$49,192.14
Vehicle BankCard Amount	\$2,820.51
Vehicle BankCard Fee	
NonVehicle + Vehicle Total Payments	\$261,461.28

06/29/2013

YANCEY COUNTY TAX ADMINISTRATION

Bank Card Register for Date Range:

06/01/2013 to 06/30/2013

Bill	Name	Credit Amount	Card Fee	Total
V201213585	A&K ENTERPRISES OF WNC INC	\$17.67		\$17.67
V201215301	A&K ENTERPRISES OF WNC INC	\$45.22		\$45.22
V201215302	A&K ENTERPRISES OF WNC INC	\$19.62		\$19.62
V201215303	A&K ENTERPRISES OF WNC INC	\$15.11		\$15.11
V201216665	A&K ENTERPRISES OF WNC INC	\$46.73		\$46.73
V201216666	A&K ENTERPRISES OF WNC INC	\$85.63		\$85.63
V201216667	A&K ENTERPRISES OF WNC INC	\$133.71		\$133.71
V201216668	A&K ENTERPRISES OF WNC INC	\$9.91		\$9.91
V201216668	A&K ENTERPRISES OF WNC INC	\$24.39		\$24.39
V201200115	BALLEW, JAMES ROGER JR	\$19.25		\$19.25
N2012001068	BARBER, PAMELA	\$116.26		\$116.26
V201204098	BEAVER, RUTHIE	\$37.61		\$37.61
V201200217	BLUE RIDGE PLUMBING INC	\$192.82		\$192.82
V201204158	BOONE, BRADLEY EWART	\$130.74		\$130.74
V201219607	BOONE, TIMOTHY DEAN	\$29.43		\$29.43
N2012001937	BRADSHAW, NANCY ESTATE	\$1,024.00		\$1,024.00
V201212205	COLEMAN, JOHN DILLON	\$16.40		\$16.40
V201213951	DEMARCE, NED EUGENE	\$2.78		\$2.78
V201215599	DOYLE, LAURA MARIE	\$29.73		\$29.73
V201212374	FADDEN, GLEN MICHAEL	\$65.13		\$65.13
V201217139	GIBBS, GEORGIANA SERIGNY	\$41.18		\$41.18
V201218473	GORDON, CHRISTINA ASHLEY	\$61.71		\$61.71
V201206577	GRINDSTAFF, LUEY GILBERT	\$9.27		\$9.27
V201219998	HAMM, BARBARA ESTES	\$57.99		\$57.99
V201218517	HANCOCK, HENRY HARVEY	\$24.24		\$24.24
V201218518	HANCOCK, HENRY HARVEY	\$76.24		\$76.24
N2012006737	HELMS, W FRANK & LIBBY Z	\$650.00		\$650.00
N2012007000	HESS, LLOYD PHILLIP	\$40.00		\$40.00
V201215879	HILEMON, LINDA MCINTOSH	\$67.05		\$67.05
V201215880	HILEMON, LINDA MCINTOSH	\$24.28		\$24.28
V201214331	HILL, ANDREW MICHAEL	\$62.00		\$62.00
V201218598	HOGAN, JOHN WALTER	\$189.03		\$189.03
N2011008942	LAWRENCE, CARROLL G & LINDA	\$382.95		\$382.95
N2012008871	LAWRENCE, CARROLL G & LINDA	\$352.98		\$352.98
N2012008881	LAWS, ANTHONY	\$387.19		\$387.19
N2012009361	MAINOUS, CHARLES & JACQUELII	\$452.25		\$452.25
V201220293	MCCART, ANNA VISELLI	\$28.00		\$28.00
N2012009639	MCCARTHY, JOAN D & JAMES ED	\$85.00		\$85.00
V201206965	MCCLURE, STEPHEN BRYAN	\$182.44		\$182.44
V201203105	MCINTOSH, RONNIE EUGENE	\$1.69		\$1.69
V201205041	MCINTOSH, RONNIE EUGENE	\$20.22		\$20.22
V201220338	MCINTOSH, SAMUEL LEE	\$29.84		\$29.84
V201205093	MILLER, CALAN CHRISTOPHER	\$190.03		\$190.03
N2012010912	MURPHY, JEFF A & SHELIA GRAC	\$120.00		\$120.00
V201220479	PALMER, BETSY SUE	\$30.70		\$30.70

YANCEY COUNTY TAX ADMINISTRATION

Bank Card Register for Date Range:

06/01/2013 to 06/30/2013

Bill	Name	Credit Amount	Card Fee	Total
V201207159	PARKER, LARRY HOWARD	\$58.49		\$58.49
V201109284	PETERSON, BRANDON CARROLL	\$70.25		\$70.25
V201113148	PETERSON, BRANDON CARROLL	\$147.44		\$147.44
V201114869	PETERSON, BRANDON CARROLL	\$36.73		\$36.73
V201203346	PITTMAN, DOUGLAS LEE	\$42.07		\$42.07
V201217618	PITTMAN, DOUGLAS LEE	\$53.83		\$53.83
N2009013041	ROBINSON, MERRITT	\$61.25		\$61.25
N2010013122	ROBINSON, MERRITT	\$536.02		\$536.02
N2011013285	ROBINSON, MERRITT	\$496.99		\$496.99
N2012013150	ROBINSON, MERRITT	\$202.74		\$202.74
V201201616	ROBINSON, RHONDA CELIA	\$44.86		\$44.86
N2012013869	SIEGEL, WILLIAM R & KAREN M &	\$125.00		\$125.00
N2012013870	SIEGEL, WILLIAM R & KAREN M &	\$125.00		\$125.00
V201220706	SMAJSTRLA, MARISSA SHULZE	\$50.44		\$50.44
V201211502	SMITH, EMILY JUSTINA	\$22.43		\$22.43
N2012014255	SMITH, ORIN C & KAREN N	\$465.00		\$465.00
V201220710	SOLAZZO, SUE ANN	\$7.25		\$7.25
N2012014635	STREETMAN, JOYCE	\$73.00		\$73.00
N2011015028	TEBOW, PATRICIA ANN ET AL	\$643.45		\$643.45
N2012014901	TEBOW, PATRICIA ANN ET AL	\$592.96		\$592.96
V201219272	TIPTON, LACOSTA GOUGE	\$26.94		\$26.94
V201219274	TIPTON, ROBBIE CHRISTOPHER	\$49.03		\$49.03
V201219275	TIPTON, ROBBIE CHRISTOPHER	\$20.96		\$20.96
V201301827	VICKERS, VENICE LYNWOOD	\$91.80		\$91.80
V201219301	WANTLAND, WILLIAM LAIRD	\$48.39		\$48.39
N2011016863	WOODY, ALVIN D & MONA	\$565.45		\$565.45
N2012016730	WOODY, ALVIN D & MONA	\$312.73		\$312.73
V201203934	WOODY, MICHAEL ADAM	\$31.81		\$31.81
	Vehicle Total:	\$2,820.51		\$2,820.51
	NonVehicle Total:	\$7,810.22		\$7,810.22
	Total:	\$10,630.73		\$10,630.73

\$26,268.25	\$24,100.23	\$13,012.75	\$9,027.38	\$8,810.10	\$6,571.51	\$8,168.16	\$8,144.41	\$7,798.72	\$7,350.17	\$25,447.38
County Advertising Cost										
\$2,024.00	\$1,012.00	\$548.00	\$352.00	\$280.00	\$203.00	\$192.50	\$154.00	\$126.00	\$105.00	\$440.00
NonVehicle										
\$34,401.73	\$10,899.32			\$1,184.85			\$994.77	\$947.58		\$48,428.25
Totals										
\$633,904.51	\$223,596.82	\$77,231.06	\$40,964.67	\$31,244.49	\$20,068.47	\$22,136.83	\$21,230.96	\$19,126.16	\$16,285.06	\$1,155,607.12

County NonVehicle Tax 2012

Billed to Date % Collected

\$11,468,735.67 95.70%

06/29/2013

\$4,953.75	\$4,220.43	\$6,118.92	\$8,884.14	\$12,769.44	\$19,950.75	\$21,788.55	\$22,253.69	\$26,296.98	\$53,089.97
TOWN OF BURNSVILLE Vehicle Interest									
\$382.72	\$418.07	\$436.54	\$697.41	\$920.22	\$1,366.69	\$1,891.69	\$1,205.33	\$1,267.57	\$11,571.84
BURNSVILLE FIRE DISTRICT Vehicle Interes									
\$114.73	\$88.12	\$148.51	\$179.62	\$214.64	\$327.94	\$393.87	\$383.74	\$386.12	\$2,972.85
CANE RIVER FIRE DISTRICT Vehicle Interes									
\$45.97	\$28.53	\$38.69	\$84.69	\$108.08	\$137.28	\$103.75	\$145.62	\$174.54	\$1,242.09
EGYPT FIRE DISTRICT Vehicle Interest									
\$17.81	\$14.32	\$27.92	\$23.95	\$68.93	\$67.43	\$145.40	\$64.26	\$143.22	\$815.22
RAMSEY TOWN FIRE DISTRICT Vehicle Interes									
\$15.72	\$9.05	\$20.54	\$20.91	\$17.92	\$65.39	\$78.76	\$41.90	\$43.78	\$419.07
GREEN MOUNTAIN FIRE DISTRICT Vehicle Int									
\$17.00	\$17.10	\$23.50	\$28.42	\$31.02	\$50.20	\$64.74	\$53.39	\$103.06	\$549.32
JACKS CREEK FIRE DISTRICT Vehicle Intere									
\$62.53	\$49.47	\$72.54	\$83.64	\$121.07	\$216.75	\$189.45	\$262.52	\$307.23	\$1,852.36
BRUSH CREEK FIRE DISTRICT Vehicle Intere									
\$16.26	\$13.14	\$27.11	\$50.15	\$83.59	\$59.35	\$66.18	\$38.42	\$77.36	\$125.15
CRABTREE FIRE DISTRICT Vehicle Interest									
\$137.79	\$117.94	\$139.49	\$180.80	\$245.95	\$410.35	\$373.06	\$478.17	\$490.79	\$3,564.05
SOUTH TOE FIRE DISTRICT Vehicle Interest									
\$68.85	\$57.20	\$81.11	\$138.75	\$203.20	\$271.38	\$283.45	\$247.72	\$277.50	\$2,358.08
PENSACOLA FIRE DISTRICT Vehicle Interest									
\$18.32	\$15.49	\$22.24	\$25.78	\$46.80	\$50.30	\$81.07	\$98.38	\$101.61	\$610.13
PRICES CREEK FIRE DISTRICT Vehicle Inter									
\$37.26	\$41.21	\$55.54	\$76.60	\$104.58	\$139.96	\$142.00	\$160.21	\$170.47	\$1,216.12
DMV Vehicle Interest									
\$3,659.99	\$1,058.87	\$928.88	\$959.12	\$1,308.98	\$2,481.59	\$2,356.08	\$1,689.61	\$14,453.12	\$14,453.12
Totals									
\$73,155.63	\$155,595.55	\$41,527.55	\$39,223.33	\$43,853.14	\$52,039.90	\$70,472.68	\$64,750.01	\$69,176.97	\$811,235.60

Billed to Date % Collected

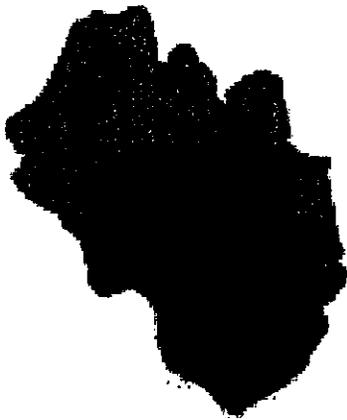
County Vehicle Tax 2013

\$63,735.28

1.88%

Attachment E

**YANCEY COUNTY HUMAN SERVICE TRANSPORTATION
COORDINATION PLAN UPDATE**



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Section 1: Purpose and Background of Coordination Plan Update

The purpose of this plan update is to ensure that Federal requirements regarding coordination are satisfied as well as to assist Yancey County in its continuing efforts to develop an efficient and effective transit service network.

1.1 Background

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) created a requirement that a locally-developed, coordinated public transit/human service planning process and an initial plan be developed by 2007 as a condition of receiving funding for certain programs directed at meeting the needs of older individuals, persons with disabilities and low-income persons. Plans must be developed through a process that includes representatives of public, private, and non-profit transportation and human service providers, as well as the general public. Complete plans, including coordination with the full range of existing human service transportation providers, are required by Federal Fiscal Year 2008.

The North Carolina Department of Transportation (NCDOT), in partnership with the High Country Rural Planning Organization (HCRPO), Yancey County Transportation Authority and interested stakeholders, has developed a coordinated plan that meets the requirements of SAFETEA-LU and the Federal Coordinating Council on Access and Mobility (CCAM). While at a minimum projects funded under the Federal Transit Administration (FTA) formula programs for Sections 5310, 5316 and 5317 must be derived from a coordinated plan, the coordinated plans will incorporate activities offered under other programs sponsored by Federal, State and local agencies. These programs would include as appropriate FTA's Section 5307 and 5311 programs, as well as Temporary Assistance for Needy Families (TANF), Workforce Investment Act (WIA), Vocational Rehabilitation, Medicaid, Community Action (CAP), Independent Living Centers, and Agency on Aging (AoA) programs among others.

Development and content of coordinated plans are intended to be specific to the needs and issues of each transit provider. The coordinated plans will be developed to address intra- and inter-regional needs and issues, and in a manner that allows the providers, concurrent with regional Long Range Transportation Plan (LRTP) updates, to directly update the coordinated plan. Further, the coordinated plan will be developed in a manner that allows the Rural Planning Organization (RPO) to adapt and expand the plan to incorporate programs and initiatives specific to the region.

The coordinated plan's development will, at a minimum:

- Assess and document transportation needs in each county for individuals with disabilities, older adults, and persons with limited incomes;

- Inventory available services in each county and identify areas of redundancy and gaps in service;
- Identify and document restrictions on eligibility for funding;
- Identify and document short- and long-range strategies in each county to address the identified gaps in service, including mobility management strategies;
- Identify and document technological resources currently available and appropriate for coordination of transportation services;
- Identify and document coordination actions in each county to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and
- Document and prioritize implementation strategies to increase coordination of transportation services in each county.

1.2 Planning Process

The coordinated plans are intended to meet the requirements of SAFETEA-LU, and the guidance detailed in the Federal Register Notice dated March 29, 2007 entitled, "Elderly Individuals and Individuals With Disabilities, Job Access and Reverse Commute, New Freedom Programs: Final Circulars' effect May 1, 2007" along with MAP 21.

The development of the Yancey County plan involved three basic steps:

1. Developing an inventory of services and a sense of transportation needs.
2. Development of strategies and actions.
3. Development of the county plan document.

1.3 Funding Barriers to Coordination

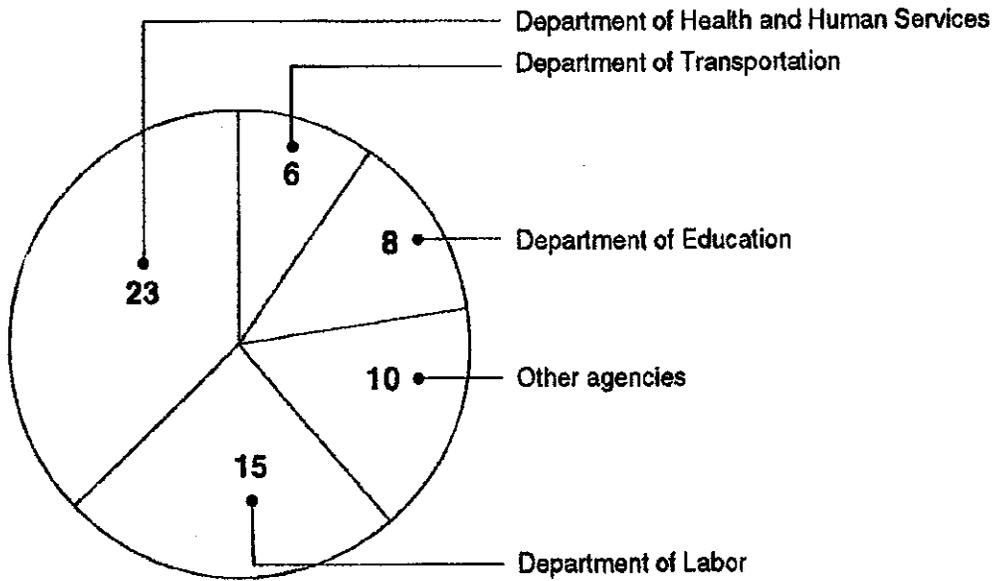
One area of common concern to all counties is the role of federal and state funding in promoting coordination. In this regard, this section analyzes to what extent federal funds inhibit coordination. Included in this discussion is a brief review of important transportation funding programs and associated regulations that could affect coordinated transit. As will be seen, these programs do not restrict coordination through regulations. However, there are practical and programmatic issues that make coordination challenging but not insurmountable.

1.3.1 Regulatory Review

In June of 2003, the US General Accounting Office (GAO) issued a study on Federal transportation funding and coordination entitled *Transportation—Disadvantaged Populations*. The study reported that there were sixty-two funding programs for

transportation. Of those, sixteen are most regularly used for public transportation with six from the USDOT through the Federal Transit Administration (FTA). See Figure 1.

Figure 1: Sources of Federal Transportation Funds



Source: Transportation-Disadvantaged Populations, Figure 1, page 9, USGAO, June 2003.

The ten non-DOT funding programs most commonly used for transportation are:

1. Transitional Assistance for Needy Families (TANF)—provides assistance to families with children. Such assistance can include help in funding transportation needs.
2. Vocational Rehabilitation—targets persons with disabilities and provides a variety of vocational services including transportation.
3. Medicaid—assists people with accessing medical services including transportation to such services.
4. Head Start—assists pre-school children with a variety of services including education readiness, health care, and transportation to/from such services.
5. Grants for Supportive Services and Senior Centers—assists in developing services for older people which include nutrition services, senior centers, and transportation.
6. Workforce Investment Act (WIA)—Adults—provides job skill training services as well as transportation to/from such services.
7. WIA— Youth—provides job skill training services to youth as well as transportation to/from such services.
8. WIA— Displaced Workers—provides job skill training services as well as transportation to/from such services.

9. Program for Native Americans (under Older Americans Act)—provides a variety of social service funding (e.g., nutrition and caregiver services) for Native Americans.
10. Senior Community Service Employment program—provides work opportunities for older Americans.

In addition, these six US DOT programs were listed among the top human service transportation funding programs:

1. Capital Grants (Section 5309)
2. Urbanized Area Formula Program (Section 5307)
3. Non-urbanized Area Formula Program (Section 5311)
4. Job Access and Reverse Commute (Section 5316)
5. Over-the-Road Bus Program (Section 3038)
6. Transportation for Elderly and Persons with Disabilities (Section 5310)

Since the 2003 GAO study, the “New Freedom” program was enacted. The New Freedom program (Section 5317) is intended to provide operating and capital assistance to services that go beyond ADA complementary paratransit requirements.

1.4 GENERAL PROGRAM INFORMATION

Enacted in 2005 through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which stipulated that starting in Fiscal Year 2007, projects funded through three SAFETEA-LU programs — the Job Access and Reverse Commute Program (JARC, Section 5316), the New Freedom Program (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) — are required to be derived from a locally developed, coordinated public transit-human services transportation plan. SAFETEA-LU guidance issued by the Federal Transit Administration (FTA) described the plan as a **“unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”**

In 2012, Congress enacted a new two-year federal surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), which retained all of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as standalone programs, and the Section 5310 and New Freedom Programs are consolidated under Section 5310 into a single program, Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21, beginning with Fiscal Year 2013 and currently authorized through FY 2014.

MAP-21 Planning Requirements:

Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

This section describes the revised Mobility of Seniors and Individuals with Disabilities Program (Section 5310), the only funding program with coordinated planning requirements under MAP-21, beginning with Fiscal Year 2013 and currently authorized through FY 2014.

At the current time FTA has yet to update its guidance concerning administration of the new consolidated Section 5310 Program, but the legislation itself provides three requirements for recipients. These requirements would apply to NCDOT Public Transportation Division in distributing any Section 5310 funds for which it might serve as designated as recipient under MAP-21:

1. That projects selected are “included in a locally developed, coordinated public transit-human services transportation plan”;
2. That the coordinated plan “was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public”; and
3. That “to the maximum extent feasible, the services funded ... will be coordinated with transportation services assisted by other Federal departments and agencies,” including recipients of grants from the Department of Health and Human Services.

Under MAP-21, only Section 5310 funds are subject to the coordinated-planning requirement. Sixty percent of funds for this program are allocated by a population-based formula to large urbanized areas, 20% is allocated to small urban zone areas, and 20% is allocated to the Rural areas. (See 49 U.S.C. Section 5310 (e)(2) / MAP-21 Section 20009).

FTA Sections 5310, 5316, and 5317 Programs require that projects be derived from a locally developed CPT-HSTP. This chapter discusses the specific goals, who can apply, examples of eligible projects, potential funding, and the Designated Recipient (DR) for the three programs as follows:

1.4.1 Elderly Individuals & Individuals with Disabilities (Section 5310)

Goal

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities. FTA (then the Urban Mass Transportation Administration (UMTA) apportioned the funds among the States by formula for distribution to local agencies, a practice made a statutory requirement by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). In the early years of the program, many of the subrecipient non-profit agencies used the vehicles primarily for transportation of their own clients. Funding for the Section 16(b)(2) program, as it was then known, ranged between \$20–35 million annually until the passage of ISTEA, when

it increased to the \$50–60 million range. ISTEA also introduced the eligibility of public agencies under limited circumstances to facilitate and encourage the coordination of human service transportation. Increasingly, FTA guidance encouraged and required coordination of the program with other federal human service transportation programs. In lieu of purchasing vehicles, acquisition of service in order to promote use of private sector providers and coordination with other human service agencies and public transit providers was made an eligible expense under ISTEA. Other provisions of ISTEA introduced the ability to transfer flexible funds to the program from certain highway programs and the flexibility to transfer funds from the Section 5310 program to the rural and urban formula programs.

The Transportation Equity Act for the 21st Century (TEA–21) enacted in 1998, reauthorized the Section 5310 program. TEA–21 increased the funding levels for the Section 5310 program but made no significant program changes. In 2005, Congress enacted SAFETEA–LU. SAFETEA–LU introduced the requirement that projects funded with 5310 funds be derived from a locally developed, coordinate public transit-human services transportation plan; removed the flexibility that funds can be transferred to Section 5311 for Section 5311 program purposes during the fiscal year apportioned, if funds were not needed for Section 5310 program purposes; introduced a seven State pilot program that allows selected States to use up to one-third of the funds apportioned to them for operating assistance; and allowed transfers to Section 5307 or 5311, but only to fund projects selected for Section 5310 program purposes.

Title 49 U.S.C. 5310 authorizes the formula assistance program for the special needs of elderly individuals and individuals with disabilities. FTA refers to this formula program as “the Section 5310 program.” FTA, on behalf of the Secretary of Transportation, apportions the funds appropriated annually to the States based on an administrative formula that considers the number of elderly individuals and individuals with disabilities in each State. These funds are subject to annual appropriations.

Title 49 U.S.C. 5310(a)(1) authorizes funding for public transportation capital projects planned, designed and carried out to meet the special needs of elderly individuals and individuals with disabilities.

Title 49 U.S.C. 5310(a)(2) provides that a State may allocate the funds apportioned to it to:

1. a private non-profit organization, if public transportation service provided by State and local governmental authorities under Section 5310(a)(1) is unavailable, insufficient, or inappropriate; or
2. a governmental authority that:
 - a. is approved by the State to coordinate services for elderly individuals and individuals with disabilities; or
 - b. Certifies that there are not any non-profit organizations readily available in the area to provide the special services.

The code assigned to the Section 5310 program in the Catalogue of Federal Domestic Assistance is 20.513.

1.4.2 Job Access and Reverse Commute (JARC) Program (Section 5316)

Goal

The goal of the 5316 Program is to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Toward this goal, the FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals, and of reverse commuters regardless of income. The program requires coordination of federally assisted programs and services in order to make the most efficient use of federal resources.

Examples of Projects

Funds from the 5316 program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.

Eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

- Late-night and weekend service
- Guaranteed ride home service
- Shuttle service
- Expanding fixed-route public transit routes
- Demand-responsive van service
- Ridesharing and carpooling activities
- Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals who bicycle a portion of their commute or providing bicycle storage at transit stations)
- Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides
- Promotion, through marketing efforts, of the:
 - Use of transit by workers with non-traditional work schedules
 - Use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals
 - Development of employer-provided transportation such as shuttles, ridesharing, carpooling
 - Use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986
 - Supporting the administration and expenses related to voucher programs
 - Acquiring GIS tools
 - Implementing ITS, including customer trip information technology
- Integrating automated regional public transit and human service transportation information, scheduling, and dispatch functions
- Deploying vehicle position-monitoring systems

- Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and non-urbanized areas to suburban work places
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace
- Facilitating the provision of public transportation services to suburban employment opportunities
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.
- Mobility management activities may include:
 - Promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals
 - Support for short-term management activities to plan and implement coordinated services
 - Support of state and local coordination policy bodies and councils
 - Operation of transportation brokerages to coordinate providers, funding agencies and customers
 - Provision of coordination services, including employer-oriented Transportation Management Organizations and Human Service
 - Organizations customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers
 - Development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of GIS mapping, GPS, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a standalone capital expense).

Funding

FTA will apportion funds as follows:

- Sixty percent of the funds shall be distributed among designated recipients in urbanized areas with a population of 200,000 or more, in the ratio that the number of eligible low-income individuals and welfare recipients in each such urbanized area bears to the number of eligible low-income individuals and welfare recipients in all such urbanized areas
- Twenty percent of the funds shall be distributed among the states, in the ratio that the number of eligible low-income individuals and welfare recipients in urbanized areas with a population of less than 200,000 in each state bear to the number of eligible low-income individuals and welfare

1.4.3 New Freedom Program (Section 5317)

Goal

The goal of the New Freedom Formula Grant Program is to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. Only 60% of persons with disabilities (between the ages of 16 and 64) are employed, according to the 2000 Census. Section 5317 seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA. The ADA includes access to certain transportation services as a right. The New Freedom program is not intended to fund such services.

Examples of Projects

Section 5317 Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.

For the purpose of the New Freedom Program, "new" service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Plan (STIP). In other words, if not for the New Freedom Program, these projects would not have consideration for funding and proposed service enhancements would not be available for individuals with disabilities.

New Public Transportation Services Beyond the ADA

The following activities are examples of eligible projects meeting the definition of new public transportation.

- Enhancing paratransit beyond minimum requirements of the ADA. ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of "new:"
- Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA
- Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
- Incremental cost of providing same-day service
- Incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system
- Enhancement of the level of service by providing escorts or assisting riders through the door of their destination
- Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs

- Installation of additional securement locations in public buses beyond what is required by the ADA
- New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA
- Making accessibility improvements to transit and intermodal stations not designated as key stations. This may include:
 - Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features
 - Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA
 - Improving signage, or wayfinding technology
 - Implementation of other technology improvements that enhance accessibility for people with disabilities including ITS
 - Travel training

New Public Transportation Alternatives Beyond the ADA.

The following activities are examples of projects that are eligible as new public transportation alternatives beyond the ADA under the New Freedom Program:

- Purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers
- Supporting new volunteer driver and aide programs. Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management activities may include:
 - Promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals
 - Support for short-term management activities to plan and implement coordinated services
 - Support of state and local coordination policy bodies and councils
 - Operation of transportation brokerages to coordinate providers, funding agencies and customers
 - Provision of coordination services, including employer-oriented Transportation Management Organizations and Human Service Organizations, customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers
 - Development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs
 - Operational planning for the acquisition of intelligent transportation

- technologies to help plan and operate coordinated systems inclusive of GIS mapping, GPS Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems

Funding

FTA will apportion funds among the recipients by formula, based on the ratio that the number of individuals with disabilities in each such area bears to the number of individuals with disabilities in all such areas.

Who Can Apply

There are three eligible subrecipients:

- Private non-profit organizations
- State or local governmental authority
- Operators of public transportation services including private operators of public transportation services

How to Apply

Eligible applicants will have the opportunity to apply for funding through a competitive selection process held by the NCDOT. The projects selected must be derived from a CPT-HSTP.

1.5 Non-regulatory Challenges

While regulatory factors do not prevent different social programs from sharing resources, there are practical and programmatic considerations that can make coordination challenging. Some of these are service delivery issues and others relate to administrative issues.

Service delivery related issues include special requirements imposed by certain funding streams that are unique and not common to other funding streams. For example, Head Start requires on-vehicle monitors and use of safety restraints for passengers. These requirements are not typical with general public services funded by FTA. Thus, for an operator of FTA-only funded services, transporting a Head Start client would require these additional features, creating additional expense.

Administrative-related issues refer to the documentation of the use of a funding stream's dollars. For example, Medicaid only pays for medical-related transportation. A service provider who transports the general public as well as a Medicaid traveler would need to document to Medicaid the incremental cost of the trip. This would demonstrate to Medicaid that it is paying for only its share of the service. While a cost allocation formula can overcome this, this still presents an administrative hurdle in providing shared services.

1.6 Conclusion

This review found that solely on a regulatory basis, federal transportation funding does not, per se, prohibit or restrict coordination. However, some programs present service delivery and administrative issues that require creative thinking and tenacity to overcome practical and programmatic challenges to sharing resources.

1.7 Organization of the Document

This plan has these three main parts:

Section 2: Introducing Yancey County profiles the county's population and service providers. It also contains information regarding transit needs in the county.

Section 3: State of Coordination examines current efforts at human service transportation coordination and explores some of the barriers and opportunities to further coordination.

Section 4: Coordination Strategies and Actions provide initial ideas for the county to continue its development of coordinated transit.

Section 2: Introducing Yancey County

Yancey County is located in the mountains of northwestern North Carolina (See Yancey County Location map in Appendix B.) This section provides a demographic and service profile of the county as well as an identification of needs.

2.1 Profile of County

Yancey County is located in the mountains of northwestern North Carolina. Textile is the main industry of Yancey County. There are also mining and processing plants. Agriculture includes tobacco, Christmas trees, ornamental shrubs and beef cattle.

Overall Population

According to U.S. Census Bureau estimates, in 2012, the population of Yancey County was 17,630 persons. The largest municipality in Yancey County is Burnsville. The Town of Burnsville had a population of 1,715 persons in 2011.

Elderly Population

According to US Census data, 13.2 percent of North Carolina's population was 65 years of age and over. In comparison, Yancey County had 21.1 percent of persons 65 years of age and over. (See Elder Population Distribution map in Appendix B.)

Disabled Population

According to the 2000 U.S. Census, 1.3 million persons age five and over were identified with a disability in North Carolina, representing approximately 16.9 percent of the total population. Yancey County had a higher proportion of persons with disabilities than found statewide, 27 percent (4,506 persons). (See map illustrating the distribution of the Yancey County's Disabled Population in Appendix B.)

Persons Below the Poverty Level

According to 2007-2011 US Census data, 16.1 percent of North Carolina's population was living in poverty. Yancey County had 17.9 percent persons living below the poverty

level. (See map illustrating the Population Below Poverty for Yancey County in Appendix B.)

Median Household Income

According to 2007-2011 US Census data, the median household income in North Carolina was \$46,291, which is higher than Yancey County. The median household income for Yancey County from 2007-2011 was \$38,950.

Change in Daytime Population

Yancey County has diverse commuting patterns. According to 2006-2010 US Census data, the primary out of county work destination is Mitchell County (1,034 persons), followed by Buncombe County (833 persons) and McDowell County (327 persons) along with 56 persons commuting to various locations in Tennessee to work. While there were a total of 2,453 persons leaving the county for work, there were also 634 commuters coming to Yancey County to work. (See map illustrating Yancey County Commuting Patterns in Appendix B.)

Zero Vehicle Households

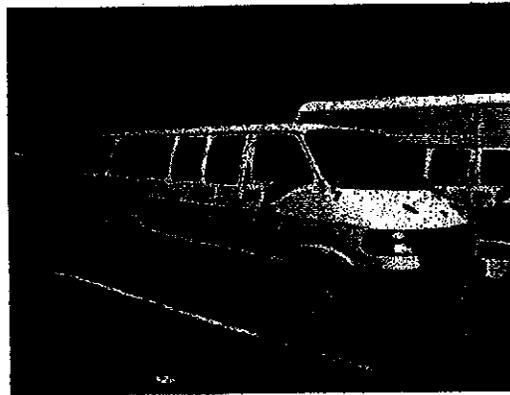
According to 2011 US Census data, 6.6 percent of occupied households in Yancey County had zero vehicles. (See map illustrating the distribution of zero vehicle households in Yancey County in Appendix B.)

2.2 Services

Yancey County Transportation Authority is the primary transportation provider in Yancey County. Yancey County Transportation Authority, located in Burnsville, is a nonprofit organization rendering transportation services to the citizens of Yancey County. YCTA is operated under the direction of the Yancey County Board of Commissioners, the County Manager, and the YCTA Advisory Board.

Along with serving the General Public, the YCTA provides transportation to several Human Service Agencies throughout the county. The following includes a list of agencies currently being served by the YCTA:

- Department of Social Services
- The Senior Center
- Mountain Opportunity Center
- Burnsville Day Care
- Blue Ridge Mental Health
- Special Care Center, Inc
- Cooperative Extension Services
- Reconciliation House
- Yancey County Public Library
- Work First Program



- Yancey County Department of Recreation
- Yancey County Criminal Justice Partnership Program
- Mountain Heritage Employment Services
- Yancey Nursing Homes
- Smart Start- Partnership for Children

YCTA operates Monday through Friday from 7:30 AM until 4:30 PM. YCTA vans transport passengers on deviated fixed routes throughout the county.

2.3 Identified Transportation Gaps and Needs

Two key sources of information were utilized to describe Yancey County's human transportation service providers as well as their needs. The first was through a workshop with the human services agencies and other stakeholders conducted on June 6, 2013. The second was a survey distributed to agencies that were unable to attend the workshop to allow them the opportunity to contribute to the development of the coordinated human services transportation plan.

2.3.1 Survey

In addition to the statistical information provided in Section 2.2, a number of human transportation services and other service providers were surveyed to determine the nature of their services as well as factors that could help or hinder coordination. This section summarizes that survey.

Surveys were distributed to various human service agencies in Yancey County that provide transportation or use YCTA to allow for additional input. The survey was distributed to human service agencies, given to and made available at the workshop. The survey consisted of 12 questions that covered the following:

- Descriptive information about provider types of transportation services provided
- Types of clients and destinations served
- Times of day and days of week of service
- Vehicle restrictions
- Areas of interest with respect to coordination
- Areas of public transportation that need improvement
- Need for new services

Key observations from the survey are:

- Transportation to and from adult day care
- Improved coordination for Medicaid transportation
- Transportation to mental health and medical appointments and human service agencies
- Expanded hours and routes for elderly, disabled, and to assist employees getting to and from work
- Out of county transportation to Wake forest Medical Center, Duke University Medical, and Asheville Children's Hospital
- Need for nights and weekend service

2.3.2 Sponsored Meetings

During the course of the project, the High Country Rural Planning Organization along with the NCDOT Public Transportation Division sponsored one workshop. This workshop was attended by representatives of human service agencies and YCTA. The workshop was held to facilitate discussion about transportation issues and potential strategies to address these issues. The workshop advanced the development of the coordination plan through the identification of transportation gaps, discussion regarding the barriers to and opportunities for coordination. A short summary from the workshop is included in Appendix A, and the discussions at this workshop served as the basis for Sections 3 and 4 of this plan.

Section 3: State of Coordination in the County

This section reviews issues associated with coordination in Yancey County and describes the efforts already under taken to coordinate as well as stated barriers to and opportunities for coordination.

3.1 Transportation Gaps/Barriers to Coordination

As a result of facilitated meetings, some gaps in human service transportation within Yancey County have been identified. The list of gaps is not intended to be inclusive of all gaps, but the gaps identified are considered by workshop participants as the most significant and should be the focus of projects and strategies funded under the three FTA programs.

Many of the gaps in transportation for Yancey County involve providing affordable transportation services that aren't covered by Medicaid or some other subsidy to the poor, elderly, and disabled. Clients cited the long wait times as an issue with current service.

As in most of the High Country region, several populations were considered to be underserved; the most notable of which were low and fixed income individuals just above the Medicaid threshold that need transportation to basic services. Many of these individuals are either elderly or live in the remote areas of the county. The group also felt that all of the elderly, disabled, and poor have difficulty in getting to destinations for employment and education.

The group identified many issues that either represents gaps or barriers to coordination. They include:

- Weekend services
- Four wheel drive van
- Door to door services for elderly and disabled
- Bus shelters
- Park and ride lot
- Expanded routes
- Additional drivers
- Transportation for non-Medicaid population

- Funds for transportation to human service agencies for non-insured or underinsured
- Out of county transportation
- Funding for elderly and disabled transportation
- Funding for transportation to jobs and to job training
- Funding for a van monitor to assist driver with disabled and elderly passengers
- Transportation services and coordination with the Headstart program
- Transportation services for children's summer programs
- Meal delivery for elderly, disabled and low income population
- Coordination for day treatments
- Transportation services during lunch time (staggered hours)
- Evening transportation services (after school programs, second shifts)
- Transportation for Hispanic population
- Software for dispatching and operating
- Coordination with Medicaid to improve services
- Fixed routes
- Expanded service hours for elderly and disabled
- Service to the walk in medical clinic
- Additional personnel
- Service to Mayland Community College
- Reduce wait times
- Bus stops
- Ne LTV bus for fixed routes

Section 4: Coordination Strategies and Actions

Based on the coordination and other issues identified in Section 3, several strategies and actions were developed to advance the county's efforts to promote coordination to a higher level. "Strategy" is defined here as a general direction for a course of action, while "actions" are more specific steps in fulfillment of the given strategy. Actions will lead to "projects" which implement the actions and strategies. This coordination planning effort will only go to the "action" level, with projects to be developed later.

4.1 Coordination Strategies

The coordination strategies and actions were developed to address the transportation needs and issues confronting the county identified in Section 3. The primary issues and needs include:

1. Expanded service hours for evening and weekend trip demands
2. Bus stops, shelters and benches for protection from inclement weather
2. Transportation to human service agencies for elderly, disabled and low income
3. Fixed routes in town to better serve basic needs trips for the elderly, disabled, and low income
3. Transportation monitor or assistant and associated training to aid driver with assistance to special groups (elderly and disabled) while in transit
4. Four wheel drive vehicle to navigate rough terrain in remote areas

5. Fixed routes in county to serve basic needs trips for the elderly, disabled, and low income
6. Software for transit system dispatching and operating to better coordinate trips
7. Funds to transport people to jobs and job training programs
8. New vehicle with handicapped lift for elderly and disabled
8. Transportation to summer educational programs for children and parents in rural areas with limited transportation options

4.2 Actions

- Need:** Expanded service hours for evening and weekend trip demands
Action Strategy: Apply for funds to help pay for additional vehicles and operating assistance.
- Need:** Bus stops, shelters and benches for protection from inclement weather
Action Strategy: Apply for funds to help pay for bus shelters and benches.
Action Strategy: Identify major transportation destinations (employment sites, education facilities, shopping and entertainment venues) for bus stop locations.
Action Strategy: Locate bus stops in visible locations
- Need:** Transportation to human service agencies for elderly, disabled and low income groups
Action Strategy: Seek funding assistance for additional vehicles and operating expenses.
Action Strategy: Coordinate with local human service agencies to identify and address the changing transportation needs of special groups (disabled, low income, and elderly) within the county.
- Need:** Transportation monitor or assistant and associated training to aid driver with assistance to special groups (elderly and disabled) while in transit
Action Strategy: Apply for funds to help pay for a transportation monitor/ driver assistant position and associated training.
- Need:** Four wheel drive vehicle to navigate rough terrain in remote areas
Action Strategy: Apply for funds to help pay for additional vehicles and operating assistance.
- Need:** Software for transit system dispatching and operating to better coordinate trips
Action Strategy: Apply for funding to purchase transit dispatching and operations software to assist in coordinating trips.
- Need:** Fixed routes to better serve basic needs trips for the elderly, disabled, and low income (in town and in county)
Action Strategy: Apply for funds to help pay for additional vehicles and operating assistance.
Action Strategy: Identify most common transportation routes and destinations.
Action Strategy: Identify potential sites for bus stops and/or park and ride lots
- Need:** Funding to transport people to jobs and job training programs
Action Strategy: Work with employers and educational facilities to identify and pursue funding sources and to coordinate transportation.

Need: New lift equipped van for elderly and disabled

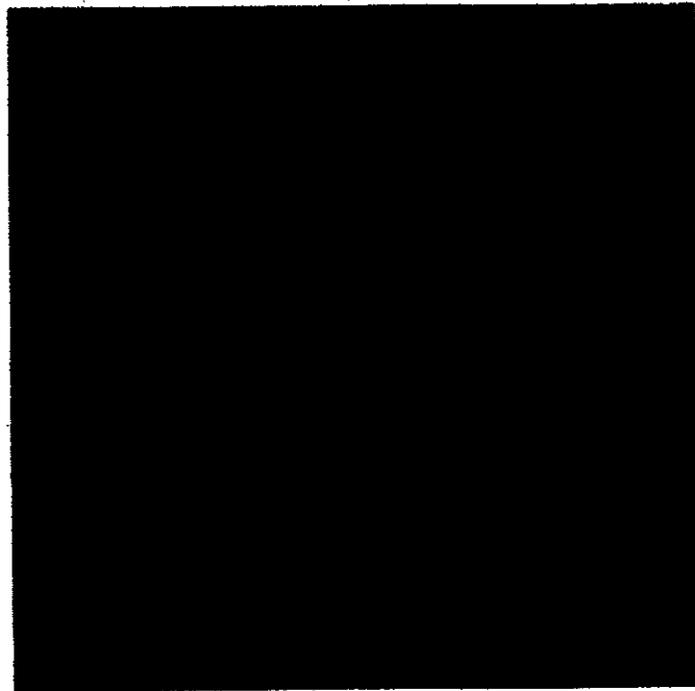
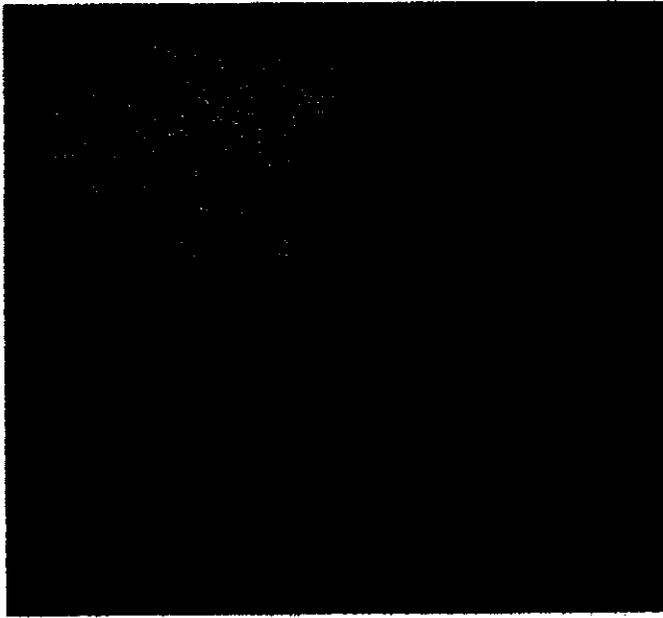
Action Strategy: Seek funding assistance for a lift equipped van and operating expenses.

Need: Transportation for summer programs children and parents in rural areas with limited transportation options

Action Strategy: Apply for funds to help pay for operating assistance.

Action Strategy: Coordinate with local educational facilities and the Parks and Recreation Department to improve transportation service.

Appendix A:
Group Facilitation Results

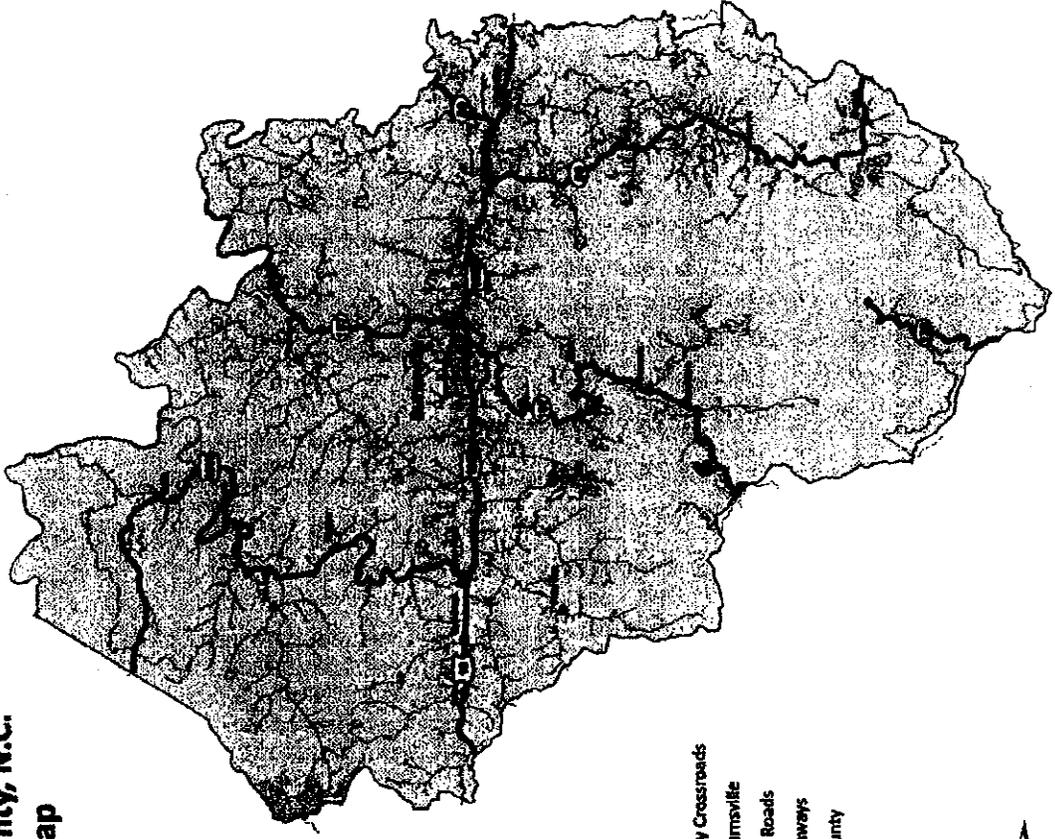


**Yancey County Workshop:
June 6, 2013
Yancey County Cultural
Resource Building**

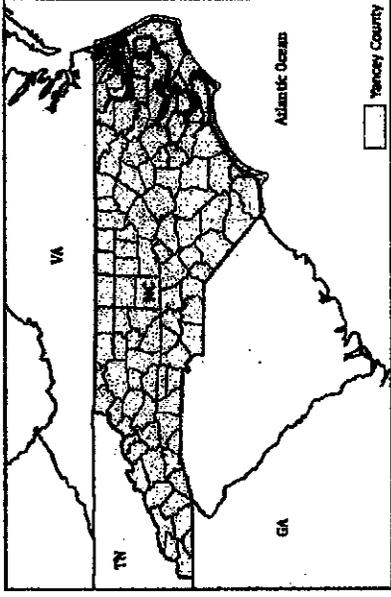
- Expanded service hours
- Bus stops, shelters and benches
- Transportation to human service agencies for the elderly, disabled and low income
- Fixed routes in town and in county

Appendix B: Maps

Yancey County, N.C. Location Map



- Community Crossroads
- Town of Burnsville
- Secondary Roads
- Major Highways
- ▨ Yancey County



Elder Population Distribution Ages 60 Up



Percent of Population Ages 60+ (by Block)
Total Pop. 60+ / Total Pop.

- 0% - 11%
- 12% - 28%
- 29% - 46%
- 47% - 75%
- 76% - 100%

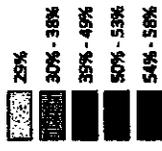
Source: U.S. Census Bureau, 2010 Decennial Census

- Community Crossroads
- ▭ Town of Burnsville
- Major Highways



Disabled Population

Percent of Civilian, Noninstitutionalized
Population 5 Years & Over With a Disability
(by Block Group)



Source: U.S. Census Bureau, 2000 Decennial Census

This data on disability status were derived from answers to the 2000 Census Long Form Survey. People counted as disabled may have a disability originated by a permanent or long-term condition. Disability includes mental, physical, sensory, intellectual, emotional, and psychiatric disability for the population 5 years and over.

- Community Crossroads
- Town of Burnsville
- ▬ Major Highways



Population Below Poverty



Percent of Population Below Poverty in the Past 12 Months (by County Subdivision)

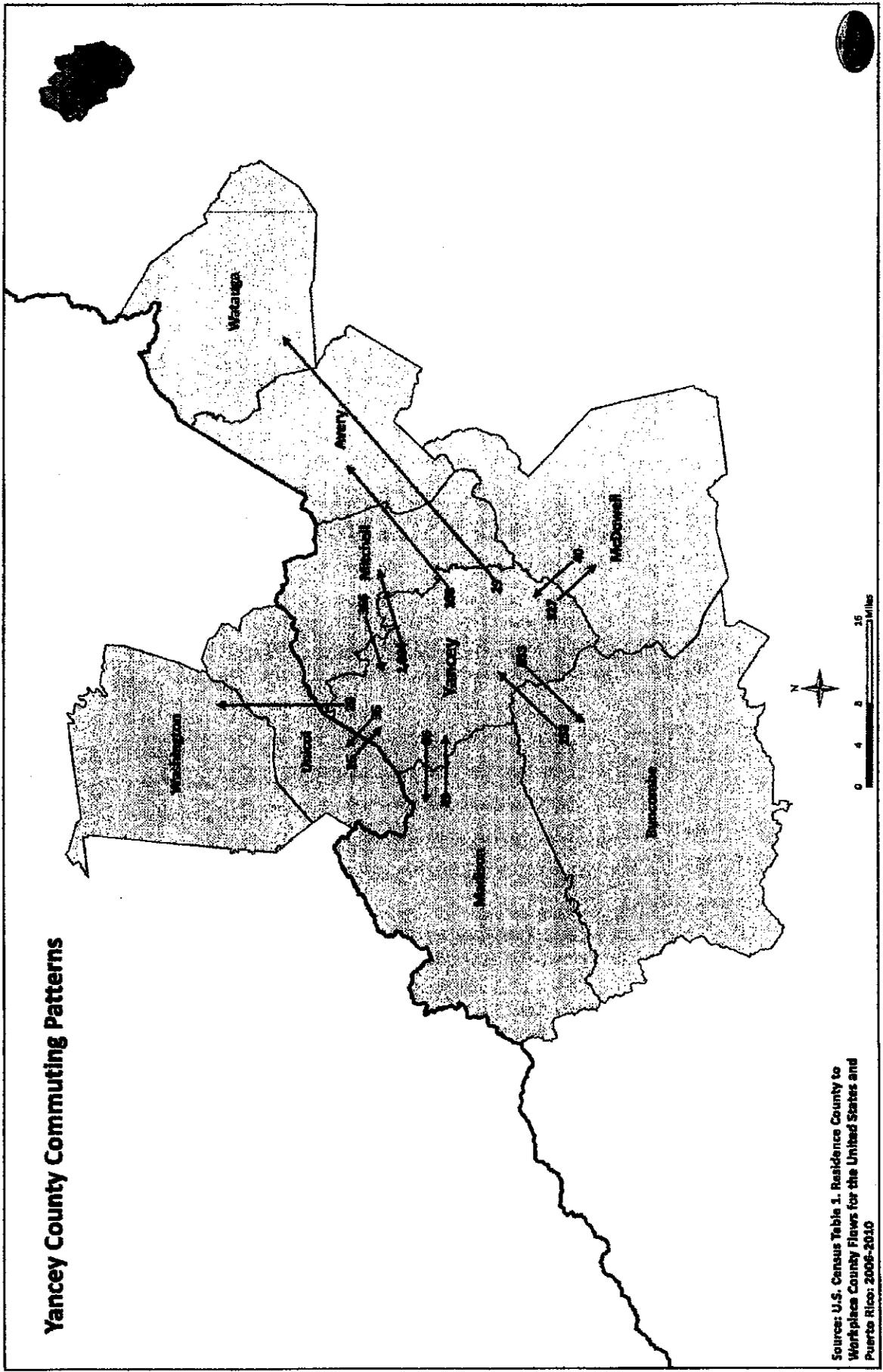


Source: American Community Survey, 2007-2011 5-Year Estimate

- Community Crossroads
- ▭ Town of Burnsville
- Major Highways

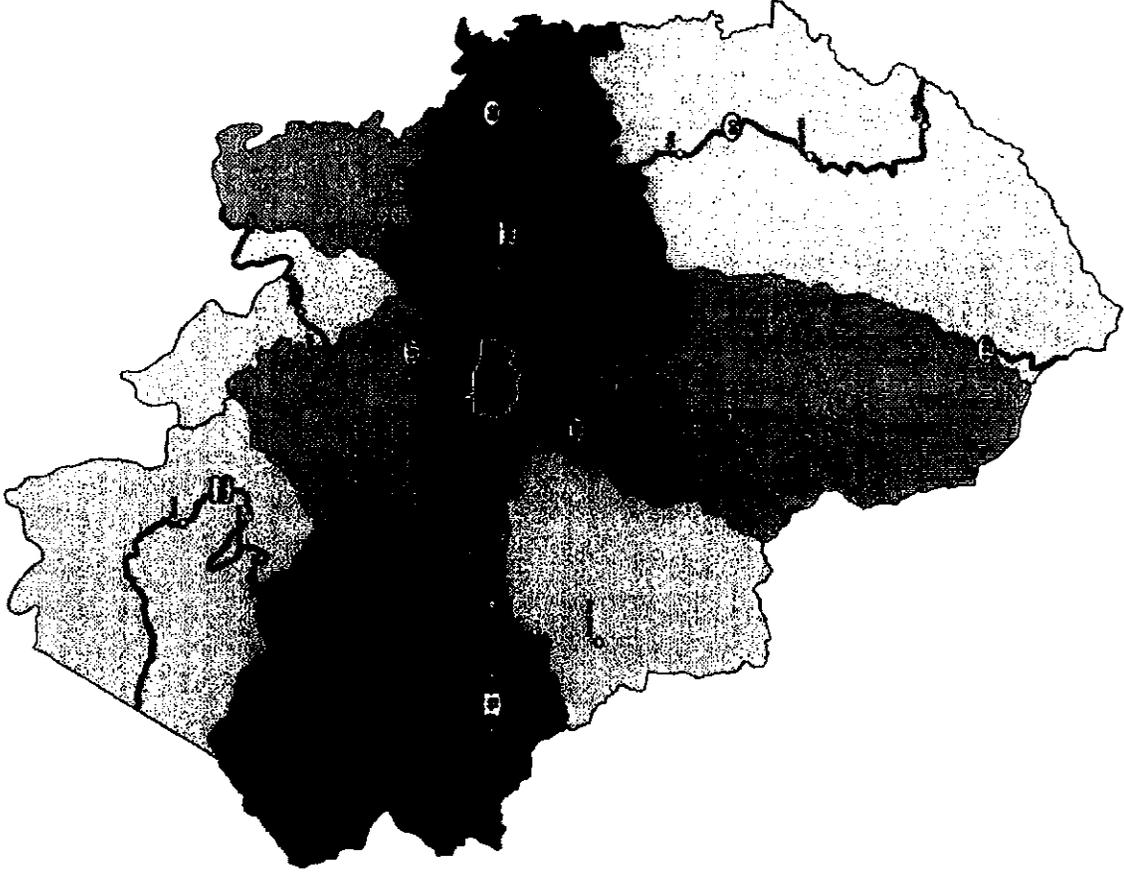


Yancey County Commuting Patterns



Source: U.S. Census Table 1. Residence County to Workplace County Flows for the United States and Puerto Rico: 2006-2010

Zero Vehicle Occupied Households



Percent of Occupied Housing Units
With No Vehicles Available
(by County Subdivision)



Source: American Community Survey,
2007-2011 5-Year Estimates

- Community Crossroads
- ▭ Town of Burnsville
- Major Highways



Appendix C: Supplemental Materials



115 Mitchell Branch Road
 Burnsville, NC 28714
 Phone: (828) 682-6144/9304
 Fax: (828) 682-4625
 Email: laustin@yanceycountync.gov

Sign-up Sheet

June 6, 2013

Lynn Austin
 Todd Wilcox
 Shana P. McCurry - CDSA
 Teresa Emery, LSW & FSN-HC
 Mellen Rouds HADR
 KAMM/KK Kinney DSS
 Wade Poffet EDC
 Nathan Bennett Yancey County Manager
 Joe Boon NC High Peaks Trail Association
 Chris Potts County Engineer
 Cess McDaid RHA-Director Mitchell, Wingo, Madison Co. - Mental Health
 Elisabeth Turner Centro de Enlace ED
 David Nathan HCCOG

"Serving the Community"

Yancey County LCP Update Workshop Agenda

9:00 - 9:20 Welcome and Introductions (Lynn)

- **Introductions (Lynn)**
- **Description of services provided by Mitchell County Transportation (Lynn)**
- **RPO – Provide a brief overview of the purpose and duties of the RPO (David)**
- **Purpose of Workshop: Purpose, Coordinated Transportation, SAFETEA-LU, MAP-21, Adoption, and Update (David/Lynn)**

9:20 - 10:30 Transportation Needs (David/Lynn)

- **Brief Census Data Discussion (David)**
- **Identify needs**
- **Present the needs to the group**

10:30 - 10:45 Break (Identify underserved areas on County map)

10:45 - 11:35 Development of Strategies/Projects (David)

- **Identify Strategies/Projects**

11:35 - 11:55 Prioritization Exercise (David)

- **Places dots next to priorities**
- **Tabulate Prioritization**

11:55 Wrap-Up

Yancey County Coordinated Transportation Plan Service Survey

We encourage you to provide feedback about current and needed public transportation Services in Yancey County. The information you provide will be used to help identify future transportation services as well as improve existing services.

Section I - EXISTING SERVICES of Human Service Agencies (If you are not employed by a human service agency, skip to Section II)

- What type of transportation services does your agency provide directly or indirectly to clients?

- If you don't provide the service directly, who provides these services for your agency?

- If your agency provides transportation in agency-owned vehicles, how many vehicles does the agency own and what type of vehicles are they?

- Where are your clients going? What times of day does your agency provide transportation services to your clients?

- Could any of your transportation funding or other funds be used as matching funds? Describe.

- Do you have any specific areas of interest in regard to trip coordination?

- What improvements would you like to see made to existing public transportation services in your county? (Example: frequency of service, hours of service, new destinations)

Section II - NEW SERVICES

- What kind of transportation service, not currently provided, is needed in your county?

- What group(s) of people would use this service? (Example: commuters, elderly, disabled, shoppers, etc.)

- What origins and destinations would be connected by this service? (Example: hospitals, schools, office parks, etc.)

- Do you have any additional comments?

NAME AND ADDRESS
 COMMUNITY SERVICE PROVIDER
 Yancey County COA, Inc.
 10 Swiss Avenue, POB 546
 Burnsville, NC 28714

Home and Community Care Block Grant for Older Adults

County Funding Plan

Provider Services Summary

DOA-732 (Rev. 2/13)
 County Yancey
 July 1, 2013 through June 30, 2014
 REVISION # , DATE :

Services	Ser. Delivery		A				B	C	D	E	F	G	H	I
	(Check One)		Block Grant Funding				Required	Net*	NSIP	Total	Projected	Projected	Projected	Projected
	Direct	Purch.	Access	In-Home	Other	Total	Local Match	Serv Cost	Subsidy	Funding	HCCBG Units	Reimburse. Rate	HCCBG Clients	Total Units
Transportation		x	10164			//////////	1129	11293		11293	2356	4.7933	20	2366
IHA - Level I	x			27450		//////////	3050	30500		30500	1606	18.9913	30	2808
Congregate Nutrition	x				27639	//////////	3071	30710	5772	36482	4809	6.3859	120	6790
Home Delivered Nut.	x				86865	//////////	9652	96517	12868	109385	14237	6.7793	150	15139
Senior Ctr. Operations	x				45302	//////////	5034	50336		50336				
						//////////	0	0		0				
						//////////	0	0		0				
						//////////	0	0		0				
						//////////	0	0		0				
						//////////	0	0		0				
						//////////	0	0		0				
						//////////	0	0		0				
						//////////	0	0		0				
						//////////	0	0		0				
Total	//////////	//////////	10164	27450	159806	197420	21936	219356	18640	237996	23008	//////////	320	27103

*Adult Day Care & Adult Day Health Care Net Service Cost

	ADC	ADHC
Daily Care	_____	_____
Transportation	_____	_____
Administrative	_____	_____
Net Ser. Cost Total	_____	_____

Certification of required minimum local match availability.
 Required local match will be expended simultaneously
 with Block Grant Funding.

Brandi Burkson 7/8/13
 Signature, County Finance Officer Date

Virginia Hollifield
 Authorized Signature, Title Date
 Community Service Provider

John Adels 7-8-13
 Signature, Chairman, Board of Commissioners Date

Attachment F

North Carolina Division of Aging and Adult Services
 Service Cost Computation Worksheet C:732A.xls
 Provider: Yancey Co. COA, Inc.
 County: Yancey
 Budget Period: 7/1/2013 through 6/30/2014
 Revision ___yes, _x_no, revision date _____

DoA-732A
 3/99

	Grand Total	Service IHA	Service Transport	Service Congregate	Service HDM	Service SENIOR CENTER	Service	Service	Service	Service
I. Projected Revenues										
A. Fed/State Funding From the Division of Aging	197,420	27,450	10,164	27,639	86,865	45,302				
Required Minimum Match - Cash										
1) Yancey County	21,936	3,050	1,129	3,071	9,652	5,034				
2)	0									
3)	0									
Total Required Minimum Match - Cash	21,936	3,050	1,129	3,071	9,652	5,034	0	0	0	0
Required Minimum Match - In-Kind										
1)	0									
2)	0									
3)	0									
Total Required Minimum Match - In-Kind	0	0	0	0	0	0	0	0	0	0
B. Total Required Minimum Match (cash + in-kind)	21,936	3,050	1,129	3,071	9,652	5,034	0	0	0	0
C. Subtotal, Fed/State/Required Match Revenues	219,356	30,500	11,293	30,710	96,517	50,336	0	0	0	0
D. NSIP Cash Subsidy/Commodity Valuation	18,640			5,772	12,868					
E. OAA Title V Worker Wages, Fringe Benefits and Costs	0									
Local Cash, Non-Match										
1) Yancey County	49,868	21,580		11,515	4,432	12,341				
2) Loan Reserve	13,000					13,000				
3) Loan Payment	45,000					45,000				
4)	0									
F. Subtotal, Local Cash, Non-Match	107,868	21,580	0	11,515	4,432	70,341	0	0	0	0
Other Revenues, Non-Match										
1) SHIP Grant	5,000					5,000				
2) Mtn. Air Grant	2,700					2,700				
3) YCCOA Trip Fund Raisers	2,500					2,500				
G. Subtotal, Other Revenues, Non-Match	10,200	0	0	0	0	10,200	0	0	0	0
Local In-Kind Resources (Includes Volunteer Resources)										
1)	0									
2)	0									
3)	0									
H. Subtotal, Local In-kind Resources, Non-Match	0	0	0	0	0	0	0	0	0	0
I. Client Cost Sharing	25,435	1,260	50	1,140	1,680	(21,305)				
J. Total Projected Revenues (Sum I C,D,E,F,G,H, & I)	381,499	53,340	11,343	49,137	115,497	152,182	0	0	0	0

Division of Aging
Service Cost Computation Worksheet

II. Line Item Expense	Grand Total	Admin. Cost	Service	Service	Service	Service	Service	Service	Service	Service
			IHA	Transport	Congregate	HDM	SENIOR CENTER			
Staff Salary From Labor Distribution Schedule										
1) Full-time Staff	57,720	27,045	500	1,512	4,528	12,071	12,064			
2) Part-time staff (do not include Title V workers)	114,654	21,623	45,380	1,210	7,530	20,172	18,739			
A. Subtotal, Staff Salary	172,374	48,668	45,880	2,722	12,058	32,243	30,803	0	0	0
Fringe Benefits										
1) FICA @ 7.65 %	13,187	3,586	3,648	208	922	2,467	2,356			
2) Health Ins. @	25,864	25,864								
3) Retirement @	0									
4) Unemployment Insurance	1,034	282	286	16	72	193	185			
5) Worker's Compensation	0									
6) Other	0									
B. Subtotal, Fringe Benefits	40,085	29,732	3,934	224	994	2,660	2,541	0	0	0
Local In-Kind Resources, Non-Match										
1)	0									
2)	0									
3)	0									
C. Subtotal, Local In-Kind Resources Non-Match	0	0	0	0	0	0	0	0	0	0
D. OAA Title V Worker Wages, Fringe Benefits and Costs	0									
Travel										
1) Per Diem	0									
2) Mileage Reimbursement	19,460	750	3,470			13,740	1,500			
3) Other Travel Cost:	0									
E. Subtotal, Travel	19,460	750	3,470	0	0	13,740	1,500	0	0	0
General Operating Expenses										
1) office supplies	1,500	1,500								
2) advertising	40	40								
3) raw food	50,000					12,500	37,500			
4) site supplies	6,500					1,625	4,875			
5) telephone	2,100	2,100								
6) utilities	19,000	19,000								
7) training	650	650								
8) MIS	400		56	24	132	188				
9) contracts (Trans)	5,100			5,100						
10) insurance	1,490	1,490								
11) professional services (auditors)	2,700	2,700								
12) equipment (rental, repairs)	2,000	2,000								
13) misc (inspections, license, etc.)	100	100								
14) bldg. payment	45,000	10,000	0	1,885	2,405	10,678	20,032			
15) loan reserve	13,000						13,000			

F. Subtotal, General Operating Expenses	149,580	39,580	56	7,009	16,662	53,241	33,032	0	0	0
G. Subtotal, Other Administrative Cost Not Allocated in Lines II.A through F	////	////	////	////	////	////	////	////	////	////
H. Total Proj. Expenses Prior to Admin. Distribution	381,499	118,730	53,340	9,955	29,714	101,884	67,876	0	0	0
I. Distribution of Administrative Cost	////	-118,730	0	1,388	19,423	13,613	84,306	0	0	0
J. Total Proj. Expenses After Admin. Distribution	381,499	////	53,340	11,343	49,137	115,497	152,182	0	0	0

Division of Aging and Adult Services
Service Cost Computation Worksheet

III. Computation of Rates	Grand Total	Service IHA	Service TRANS	Service Congregate	Service HDM	Service SENIOR CENTER	Service	Service	Service	Service
A. Computation of Unit Cost Rate:	////	////	////	////	////	////	////	////	////	////
1. Total Expenses (equals line II.J)	381,499	53,340	11,343	49,137	115,497	152,182	0	0	0	0
2. Total Projected Units	////	2,808	2,366	6,790	15,139					
3. Total Unit Cost Rate	////	18.9957	4.7942	7.2367	7.6291	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
B. Computation of Reimbursement Rate:	////	////	////	////	////	////	////	////	////	////
1. Total Revenues (equals line I.J)	381,499	53,340	11,343	49,137	115,497	152,182	0	0	0	0
2. Less: NSIP (equals line I.D)	18,640	0	0	5,772	12,868	0	0	0	0	0
Title V (equals line I.E and II.D)	0	0	0	0	0	0	0	0	0	0
Non Match In-Kind (equals line I.H and II.C)	0	0	0	0	0	0	0	0	0	0
3. Revenues Subject to Unit Reimbursement	362,859	53,340	11,343	43,365	102,629	152,182	0	0	0	0
4. Total Projected Units (equals line III.A.2)	////	2,808	2,366	6,790	15,139					
5. Total Reimbursement Rate	////	18.9913	4.7933	6.3859	6.7791	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
C. Units Reimbursed Through HCCBG	////	1,606	2,356	4,809	14,237	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D. Units Reimbursed Through Program Income*	////	66	10	178	247	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
E. Units Reimbursed Through Remaining Revenues	////	1,136	0	1,803	653	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
F. Total Units Reimbursed/Total Projected Units	////	2,808	2,366	6,790	15,137	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

* The Division of Aging ARMS deducts reported program income from reimbursement paid to providers. Line III.D indicates the number of units that will have to be produced in addition to those stated on line III.C in order to earn the net revenues stated on line I.C.

Information on this form (DOA-732A) corresponds with information stated on the Provider Services Summary (DOA-732) as follows:

	DOA-732A	DOA-732
Block Grant Funding	Line I.A	Col. A
Required Local Match-Cash & In-Kind	Line I.B	Col. B
Net Service Cost	Line I.C	Col. C
USDA Subsidy	Line I.D	Col. D
Total Funding	L. I.C+I.D	Col. E
Projected HCCBG Reimbursed Units	Line III.C	Col. F
Total Reimbursement Rate	Line III.B.5	Col. G
Projected Total Service Units	Line III.F	Col. I



Parkway Playhouse Rental Policy

The 245 seat Parkway Playhouse Auditorium is available for rent by organizations and individuals for the presentation of performances, lectures, presentations and meetings. Priority in scheduling is given to (1) the theatre's own Mainstage and Parkway Playhouse Jr. Productions and events, (2) local arts groups who use the theatre on an annual basis, and (3) new/casual users.

Parkway Playhouse is available for rental on select dates between April and Mid-October.

All renters will be subject to the Rental and Building Use Guidelines. Parkway Playhouse reserves the right to change or amend these guidelines for the benefit and protection of Parkway Playhouse.

There are three basic costs incurred in using the Parkway Playhouse theatre; Rent, Labor Charges and Box Office Fees (for ticketed events).

RENT:

Performances:

Weekend (Thursday-Sunday)

\$250 for the first performance in one day

\$175 for the second/each additional performance in same day

\$600 for three consecutive weekend rehearsals (Thurs- Sat or Fri-Sun)

Week (Monday-Wednesday)

\$150 for the first performance in one day

\$100 for the second/each additional performance in same day

\$375 for three consecutive performances in a week (Mon-Wed only)

Rehearsals/Workshops/Non-Public Events:

\$60 first 4 hours

\$10 hour for each additional hour

\$150 Daily rental (12 hours between 9am and 11pm)

A security deposit of 20% of the total rent is required at the time of the agreement to hold the dates. 50% of the security deposit will be refunded for cancellations taking place 30-days before the scheduled event. The security deposit will be forfeited in the event of a cancellation taking place with less than 30-days notice to Parkway Playhouse.

Building Use Policy

November 2009; revised May 2013

BURNSVILLE LITTLE THEATRE REQUEST
to
PARKWAY PLAYHOUSE BOARD

June 5, 2013

The **Burnsville Little Theatre (BLT)** wants to make five points for the consideration of the Board of Directors of the Parkway Playhouse:

- (1) We have shared the theatre facilities and supported the Playhouse for decades.
- (2) During that time we have donated our money, time, and talent to the Playhouse
- (3) We desire to return to the mutual support and cooperation that has marked relations between the two groups.
- (4) To that end we suggest that firm dates be set for BLT Productions.
- (5) We will stage our Spring Production during the last week in April and first week in May*
(* **OR** last 2 weeks in May)

AND

our Fall Production during the last week in September and the first week in October++
(++ **OR** first 2 weeks in October)

Thank you for helping us meet our goals to provide the community with good theatre and to donate thousands of dollars to the many worthwhile charitable organization serving Yancey County.

Finally, we give special thanks to Becky Gillespie and Theresa Coletta for their kindness and continuing support of both the Parkway Playhouse and the Burnsville Little Theatre.

* and ++ --- These are additional dates added (since June 5, 2013) for Spring & Fall productions in order to give additional date choices for consideration by Parkway Playhouse Board.