Office of the City Manager
City of Greensboro

GREENSBORO

June 3, 2011

IFYI HIGHLIGHTS

- Contact Center Feedback
- Land Development Ordinance Update
- Reclamite Pavement Preservation Seal Test
- Transportation Advisory Committee Meeting
- BetterBuilding Update

TO: Mayor and Members of Council

FROM Rashad M. Young, City Manager

SUBJECT: Items for Your Information

Contact Center Feedback
Attached is the weekly report generated by our Contact Center for the week of May 23, 2011 – May 29, 2011.

Land Development Ordinance Update
Attached is a memorandum from Interim Zoning Administrator Mike Kirkman, dated May 24, 2011, providing an explanation for the amendments to the adopted Land Development Ordinance.

Reclamite Pavement Preservation Seal Test
Attached is a memorandum from Director of Field Operations Dale Wyrick, dated June 2, 2011, providing information on the Reclamite pavement preservation test that Field Operations will be doing during the week of June 13, 2011. Any questions regarding this matter, please call Dale Wyrick at (336) 373-2796.

Transportation Advisory Committee Meeting
Attached is a memorandum from Transportation Director Adam Fischer, dated June 2, 2011, providing the results of the May 25, 2011, Transportation Advisory Committee (TAC) of the Metropolitan Planning Organization (MPO).

BetterBuilding Update
Steve Dunn, Project Officer with the BetterBuildings (energy grant) program confirmed this week that the revised plan the City submitted for the grant was approved. The requested changes were reviewed by all required program managers including the contracting officer and the Department of Energy legal staff. The message from the Department of Energy included the following, "The revised SOPO maintains and strengthens the program's ability to provide energy efficiency program delivery and services to low and moderate income households. It will also support the related goals of leveraging funds, and achieving a self-sustaining program through workforce development and access to financing for energy efficiency retrofits". If you have any questions, please call Denise Turner Roth, Assistant City Manager at (336) 373-2002.

RMY/mm

cc: City Manager's Office
Global Media Distribution

Public Affairs Department
Contact Center Weekly Report
Week of 5/23/11 - 5/29/11

Contact Center
4753 calls answered this week

Top 5 calls by area

Water Resources	Field Operations	All others
Balance Inquiry– 1025	Landfill/Transfer/HHW– 146	P&R/Smoking Ban – 299
Bill Extension – 223	Bulk Guidelines – 103	Police/Watch Operations – 225
New Sign up – 181	No Service/Garbage – 70	Overgrown Lots – 96
General Info – 137	Collection Day – 62	Courts/Sheriff – 63
Cutoff Requests – 127	Repair Can/Garbage – 58	P&R/Administration – 48

Comments

We received a total of **4** comments this week:

Field Operations – 2 comments:

- Caller wanted to thank us for picking up appliance after she called.
- Caller would like to see recycling picked up every week and trash every other week…thinks this would help increase recycling.

Water Resources – 2 comments:

- When technician went to turn on water, they left a message that water was running and did not leave water on. Customer is very thankful and appreciative that the technician paid attention and realized water was running. This could have resulted in a huge expense if we had not turned the water back off.
- Citizen wants the Water Department to print the "At You Service" bulletin in Spanish. She wants this so her Spanish neighbors will understand the information about yard waste.

Overall

Calls about the smoking ban increased significantly last week. Calls about the Solid Waste collection schedule for the Memorial Day holiday also increased. Call volume was busy through the end of the week.

Planning and Community Development
City of Greensboro

GREENSBORO

May 31, 2011

TO: Rashad Young, City Manager

FROM: Mike Kirkman, AICP, Interim Zoning Administrator

SUBJECT: Update Regarding the Land Development Ordinance (LDO)

Background

When adopting the current Land Development Ordinance (LDO) in June 2010 (effective July 1, 2010), City Council enacted a one year period of time in which both the new ordinance (LDO) and the previous Unified Development Ordinance (UDO) would be available for use. This was intended to allow time for everyone to become more familiar with the LDO and to identify any issues or concerns that might need to be addressed while both ordinances are still in effect. This one-year transition period will end on June 30, 2011, at which time the LDO will be the only ordinance in effect.

Amending the LDO

Since the LDO officially went into effect staff has processed, and City Council has approved, a series of text amendment requests addressing a variety of topics. While the LDO was designed to provide more flexibility for many processes, with a population in excess of 260,000 people and a jurisdiction encompassing almost 132 square miles (~84,500 acres) it is difficult to anticipate all potential scenarios and issues that may arise and adjustments are often needed to address unforeseen issues or unintended consequences. Except for an initial list of technical changes to address inadvertent omissions shortly after adoption of the LDO, all of the approved text amendments have been initiated by citizens and/or developers. While some text amendments were requested to address a specific concern, staff evaluated all the requests based on their potential impacts citywide and made its recommendations accordingly.

In anticipation of the pending July 1, 2011 date, at which point the LDO will be the only ordinance in effect, staff has reviewed the full LDO document to note any changes that may be needed for clarity and consistency, including observations from the public. This review focused on identifying technical changes to ensure:

- all relevant information is appropriately referenced;
- there is consistent terminology and formats;
- procedures and requirements are clear; and
- references to related documents and departments are up to date.

The changes identified are intended to aid users of the LDO and are not meant to alter the meaning, substance or application of any LDO requirement.

Process and Next Steps

Staff presented the draft technical amendments list to the Citizen Advisory Team that helped draft the LDO for review and comment. Based upon these discussions some items felt to be more substantive in nature, and needing further study, were removed from this list and other items were adjusted to ensure proposed wording still met the original intent. A public hearing on the revised technical amendments list was held before the Planning Board on May 18, 2011. There was no opposition to the technical amendments list as presented and Planning Board unanimously recommended approval of the full list. Therefore staff intends to bring this list of technical amendments to City Council at their June 7 meeting for approval following a public hearing. This allows enough time to update both the paper and web versions of the LDO in anticipation of the July 1, 2011 effective date for the updated materials.

Being mindful of both the City's limited resources and potential environmental impacts, staff intends to run a limited initial run of the updated LDO in paper form and then provide additional copies as requested. In addition to the online version of the LDO, which has been well received by the public, staff intends to also make full copies of the LDO available in electronic format at a discounted rate to full paper copies. In addition to cost savings, providing the full LDO in an electronic format will also make it easier to provide updates in the future.

The approval of this technical amendments list will allow the LDO to be in the best working order it can be when it becomes the only ordinance in effect on July 1. Staff will continue to respond to and make recommendations upon any text amendment requested by the public, as well as evaluate any adjustments that may become necessary with its continued use. Additionally, prior to adoption and during initial implementation of the LDO a series of topics were identified by both the public and staff that require additional evaluation, including direct stakeholder input, to determine appropriate changes, if any, to the ordinance. As these items are more substantive in nature staff will prepare a list of these items for Council at a later date for guidance in prioritizing these areas for future discussions.

Please let me know if you have any questions or would like additional information.

MK

cc: Andy Scott, Assistant City Manager

Field Operations Department
City of Greensboro

GREENSBORO

June 2, 2011

TO: Rashad M. Young, City Manager

FROM: Dale Wyrick, P.E., Director of Field Operations

SUBJECT: Reclamite Pavement Preservation Seal Test

This memo is to update you on a Reclamite pavement preservation test project for extending the life of asphalt on City streets that will take place the week of June 13.

Background
In an effort to find more cost-effective ways to maintain Greensboro's streets, the Field Operations Department will treat selected City streets with a Reclamite pavement preservation seal during the week of June 13. This petroleum-based liquid emulsion is designed to extend the life of asphalt 4-6 years by rejuvenating the asphalt binder in the pavement, and reversing the effect of aging due to environmental damage. By extending the life of the asphalt, the City hopes to extend the time between repaving treatments, which leads to cost-savings.

Streets scheduled for the test treatment are:

- Britton Street from Florida Street to Benbow Road
- Randolph Street from Florida Street to MLK Jr Drive
- Lindsay Street from Wendover Avenue to Bessemer Avenue
- Gillespie Street from McConnell Road to 401 Gillespie Street

Door hangers will be placed on houses and businesses along these streets the day before treatment is scheduled. Motorists should use caution and obey posted traffic control when traveling in these areas.

If further is required, please advise.

DW

cc: Bob Morgan, Deputy City Manager

Department of Transportation
City of Greensboro

GREENSBORO

June 2, 2011

TO: Rashad Young, City Manager

FROM: Adam Fischer, Director of Transportation

SUBJECT: Transportation Funding Actions from May 25 TAC Meeting

On May 25, 2011, the Transportation Advisory Committee (TAC) of the Metropolitan Planning Organization (MPO) took action to direct available funding to Greensboro area transportation needs. The actions taken were: 1.) direct FY 2012-2018 STP-DA transportation funding; 2.) account for a FFY 2011 Section 5307 Transit funding increase; and 2.) direct FY 2011 and residual past year JARC and New Freedom transit funding. City Council representatives on the TAC Robbie Perkins, Mayor Knight, T. Dianne Bellamy-Small, and Zack Matheny were present and voted affirmatively on each of these actions. This memo overviews the funding actions with the attachments providing more details.

2012-2018 STP-DA Funding (Attachment A)
STP-DA (Surface Transportation Program Direct-Apportionment) is a federal-aid highway program suballocated to MPO's over 200,000 in population. STP-DA may be used for improvements to federal-aid roadways, bicycle and pedestrian facilities, and transit. By approval of the TAC, the MPO, through consultation with NCDOT directs available STP-DA funding to MPO area transportation projects.

Funding amounts directed to 2012-2018 STP-DA projects are based on NCDOT projections. Actual funding availability will depend on future federal authorizations, equity formula constraints, and the availability of funds at the NCDOT. The NCDOT Board of Transportation must amend the State Transportation Improvement Program (STIP) to reflect the 2012-2018 STP-DA projects and City Council must enter appropriate municipal agreements with NCDOT to provide required matching funds in order to receive the Federal STP-DA funds for these transportation improvement projects.

The TAC funding action for FY 2012-2018:

- Directs approximately $13.1 million to: 1.) Lowdermilk Street & Sykes Avenue Realignment at East Market Street including the Pine Street Rail Crossing Closure (NCDOT); 2.) Phase 3 Downtown Greenway; 3.) Lowdermilk Street/Holts Chapel Road Sidewalk & Road Upgrade; 4.) Fleming Road and Isaacson Boulevard realignment; 5.) Wendover Avenue & Clifton Road Intersection Improvement; 6.) Future Sidewalk Contracts; 7.) A GTA Hybrid Replacement Bus.
- Reallocates $2.8 million from the Battleground Rail Trail Phase 2 (EB-4709B) to support new projects listed above. Though EB-4709B remains a priority, TAC elected to reallocate this funding to shorter-term projects and to seek additional funding once EB-4709B implementation becomes possible.
- Retains $9.2 million for already committed projects: West Market Street Widening (R-2611), Greensboro Sidewalks (EL-5101), and City participation in sidewalk costs for the US 220 Widening (R-2309AB), and High Point Road Widening (U-2412B).

FFY 2011 Section 5307 Transit funding increase (Attachment B)
Section 5307 (Federal Transit Administration (FTA) Urbanized Area Formula Program) funds provide ongoing federal support for GTA service and operations. The final FFY 2011 Section 5307 allocation to the City of Greensboro is $5,297,000. This increase of $513,000 over currently budged projections was set in the "Full-Year Continuing Appropriations Act of 2011" (April 2011). As a result, TAC amended the Metropolitan Transportation Improvement Program (MTIP) to account for the funding increase and to direct the funds to specific transit projects. NCDOT will also amend the Statewide Transportation Improvement Program to account for these changes.

The MTIP amendment adds $456,000 to Preventive Maintenance, $52,000 to Paratransit Operating Expenses, and $5,000 to Transit Security. This increased federal funding will support currently committed expenditures and will improve GTA's financial position. The additional $513,000 in 5307 funds will be received in City FY 2012. A City budget ordinance amendment will be prepared for future Council action.

Direct Job Access Reverse Commute and New Freedom Transit Funds (Attachment C)
Job Access Reverse Commute (JARC) and New Freedom Transit Funds are small, specialized transit programs directed by the MPO to eligible projects in the Greensboro Urban Area.
JARC funds support projects that connect low income areas to suburban employment opportunities. New Freedom funds support projects that go beyond minimum ADA paratransit requirements.

The TAC directed $144,617 in JARC funds to support the existing GTA Career Express Service (connecting transit riders to airport area employment); and $83,422 in New Freedom funds to support extended hours for SCAT Paratransit service. These funding levels are already provided for in the Transportation Improvement Program and matching funds are already budgeted. A City Budget Ordinance to receive the JARC and New Freedom funds will be prepared for future Council action.

Next Steps
- NCDOT Board amends the State Transportation Improvement Program (STIP) for the FTA Section 5307 increase (Summer 2011)
- City Council Budget Ordinance for FTA Section 5307 increase (Summer 2011)
- City Council Budget Ordinances for JARC and New Freedom funds (Summer 2011)
- NCDOT STIP amendment for STP-DA actions (October 2011)
- Municipal Agreements and City Budget Ordinances for STP-DA projects (Fall 2011)

AF(tm)
Attachments

Cc: Bob Morgan, Deputy City Manager
Tyler Meyer, GDOT Planning Manager

Attachment A

STP-DA Actions for FY 2012 - 2018

Background

The MPO directs available Federal Highway Program Surface Transportation Program Direct Apportionment (STP-DA) obligation authority to area transportation needs in consultation with NCDOT. STP-DA requires project management responsibilities and 20% matching funds from the project sponsor. Note that, as is the case with the rest of the federal funding in the MTIP, actual funding availability over the FY 2012-2018 depends on future federal authorizations, equity formula constraints, and the availability of funds at the NCDOT. Project schedules and funding amounts are subject to future change. It is expected that an opportunity to make adjustments, to reflect any additional funding allocations, and to account for years beyond 2018 will occur in the next TIP cycle and in TIP cycles thereafter.

Approximately $26.7 million in STP DA funding availability is currently projected for the FY 2012-2018 Transportation Improvement Program. The following list is a summary of how this $26.7 million is allocated:

- $12.9 million in new STP-DA investment was directed to new projects.
- $9.2 million in STP-DA investment is retained for short term, committed projects.
- $3.5 million is set aside to retire "advance construct" obligations.
- $1.1 million is set aside for administrative costs, potential cost revisions, and future project needs.

STP-DA Action Summary :

1. Draft recommendations were reviewed at the April 18, 2011 meeting.

2. **FY 2012-2018 STP-DA direction actions were taken at the May 25, 2011 meeting.**

3. **MTIP FY 2012-2018 amended with an effective date of October 1, 2011** *contingent upon the successful adoption of that document and the accompanying air quality conformity finding. NCDOT has stated its intent to reflect any STP DA actions at this time via STIP amendment at the October, 2011 Board of Transportation Meeting.*

Project Changes: STP DA FY 09-15 vs. FY 12-18 STP DA
(all costs in 000's; unmatched federal share)

	FY 2019 - 2015	FY 2012-2018
	MTIP STP DA	MTIP STP DA
R-2611 *(W. Market Widening)*	5,400	5,400
EL-5101 *(Greensboro Sidewalks)*	3,362	3,362
U-2412 (High Point Rd) Sidewalk Participation	283	283
R-2309 (US 220 Widening) Sidewalk Participation	152	152
EB-4709B *(Battleground Rail Trail: Markland Dr. to Lee St.)*	2830	**0**
	12,027	**9,197**

Project Change Details

R-2611 West Market Street widening from east of NC 68 to west of Bunker Hill Road: right-of-way in progress. Construction to start in summer 2011.

EL-5101 Sidewalks: EL-5101 DD, DE, DF (FY 2012) & DG (FY 2013). Construction expected in FY 2012 and FY 2013.

U-2412 High Point Road Sidewalk Participation. Funds authorization expected in FY 2012.

R-2309 US 220 Widening Sidewalk Participation. Funds authorization expected in FY 2012.

EB-4709 Battleground Rail Trail Phase 2 from Markland Drive to Lee Street: not expected to be available.*

*** Funding Reallocation from EB-4709B**

STP DA funding was established for Battleground Rail Trail Phase 2 right of way and/or construction by TAC action in December 2008. TAC acted to provide funds to provide for what at the time seemed to be the likelihood of rail abandonment of the Norfolk Southern's CF line from north of the Main Line to just south of Rollins Road. However, the timing of abandonment no longer expected in the short to mid-term. Though EB-4709B remains a priority, TAC determined to reallocate this funding to shorter-term projects and to seek additional funding once EB-4709B implementation becomes possible.

STP DA FY 2012-2018 Current Commitments & Recommended Additions
(all costs in 000's)

		Federal Funding by Year								
Project	**Total Cost**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**Non-federal Match**	**Match Source**
CURRENTLY PROGRAMMED										
R-2611 *(W. Market Widening)*	6,750	2,700	2,700						1,350	NCDOT
EL-5101 *(Greensboro Sidewalks)*	3,362	2,482	880						672	2008 Bonds
U-2412 (High Point Rd) Sidewalk Participation	354	283							71	2008 Bonds
R-2309 (US 220 Widening) Sidewalk Participation	191	153							38	2008 Bonds
Currently Programmed Federal Subtotal								**9,198**		
RECOMMENDED FUTURE PROJECTS										
Right of Way										
Lowdermilk, Pine & Sykes (NCDOT)	800	640							160	2008 Bonds
Downtown Greenway Phase III	500	400							100	TBD
Lowdermilk & Holt's Chapel Sidewalk / Roadway Upgrade	800		640						160	2008 Bonds
Construction										
Fleming Rd Relocation & Isaacson Blvd Intersection	2,275	1,820							455	2008 Bonds
Wendover-Clifton Intersection	500		400						100	2008 Bonds
Downtown Greenway Phase III	3,000		2,400						600	TBD
Lowdermilk & Holt's Chapel Sidewalk / Roadway Upgrade	2,000			1,600					400	2008 Bonds
Future Sidewalk Contracts	5,700				1,520	1,520	1,520		1,140	2008 Bonds
Transit										
One Hybrid Replacement Bus	612		489						122	GTA
Recommended Future Projects Subtotal								**12,949**		
Grand totals	26,844	8,478	7,509	1,600	1,520	1,520	1,520	0	5,369	

New Project Funding Details

Lowdermilk-Sykes Realignment & Pine Street Rail Crossing Closure (NCDOT)

- The project was identified in the East Guilford Traffic Separation Study (2004) as Lowdermilk Crossing Closure.
- In response to public input the project scope was changed to: close Pine Street at the railroad right of way, realign Lowdermilk Street and Sykes Avenue at East Market Street, install a traffic signal at the new intersection, and construct sidewalks along Lowdermilk Street from Cameron Street to East Market Street.
- The project closes a redundant rail crossing and improves the remaining railroad crossing to improve safety.
- NCDOT Rail Division funds are committed to fund construction, but are not available for right of way expenses.
- STP-DA funds for right-of-way will enable NCDOT to proceed with the project in a timely fashion.
- Proposed schedule: NCDOT Design in 2011, City of Greensboro right-of-way in 2012, and NCDOT construction in 2013.

Downtown Greenway Phase 3

- This project will implement 'road diets' and construct the Downtown Greenway from Greene Street to Prescott Street (12' side path). The project will also realign the intersection of Battleground Avenue and Eugene Street to create a more condensed, efficient intersection. Battleground Ave. between Smith St. and Eugene St. will be closed.
- This project will improve traffic safety, reduce traffic speed, improve conditions for walking and bicycling, enhance the community and adjacent neighborhoods, and support the economic development on the edge of downtown.
- Action Greensboro has committed funding to provide for the required local match for the right of way phase.
- Proposed Schedule: design in 2011 (already federally funded), right-of-way in 2012, and construction in 2013.

Lowdermilk Street/Holts Chapel Sidewalk & Road Upgrade

- This project will install sidewalks and curb and gutter on **Holts Chapel Road** from East Market Street to Franklin Boulevard (.9 miles) and on **Lowdermilk Street** from Cameron Street and Holts Chapel Road (0.7 miles). Roadway widths will also be increased to a 40 feet on **Holts Chapel Road** and 26 feet on Lowdermilk Street.
- This project will substantially improve walkability, transit accessibility, and pedestrian safety in a high foot traffic area and will enhance neighborhood cohesion. This project is a high neighborhood and community priority requested since at least 2002. This project will connect to the **Lowdermilk-Sykes Realignment & Pine Street Rail Crossing Closure (NCDOT)** project.
- Federal support for right of way and construction of this roadway upgrade, curb, gutter and sidewalk installation project will enable the City to implement it in the FY 12-18 period leveraging 2008 transportation bond matching funds. Without federal funding it is expected that the project would have to wait until the next transportation bond to move forward.
- Proposed Schedule: design in 2011-12 (already federally funded), right-of-way in 2013-14 and construction in 2014-2015.

Fleming Road Relocation and Isaacson Boulevard Extension

- The **Fleming Road Relocation and Isaacson Boulevard Extension** will provide a new and much-needed east-west connection in the northwest area to shorten both time and distance for travel between Horse Pen Creek Road, Bryan Boulevard, and Fleming Road. It will also provide Horse Pen Creek Road travelers a quicker route to and from the Western Urban Loop. Expected benefits include reduced congestion levels at the intersection of New Garden Road, Horse Pen Creek Road and the Bryan Boulevard westbound ramp. This location is one of the most congested intersections identified in GDOT's Congestion Management Program.
- The design of this project will accommodate the future Fleming-Lewiston Connector which will someday extend northward across the Western Urban Loop for a direct connection with Lewiston Road.

- Federal funds are proposed for the construction phase of this project due to a shortfall in City funds and because review of this project indicates that meeting federal requirements will not be problematic.
- Proposed schedule: right-of-way in 2011/12 (City funded), and construction in 2012.

Wendover – Clifton Intersection

- This project will replace the eastbound slip ramp from Wendover Avenue onto Clifton Road with a right turn lane, extend the vehicle storage for left turns onto Clifton Road, and modify the traffic signal to improve traffic safety at this high traffic volume, high speed location. The project will add sidewalk to the intersection and its approaches. This sidewalk will connect to planned sidewalk construction on Wendover to from this intersection west to Edwardia Drive.
- This project is designed and ready for right of way acquisition. However it is currently scheduled for 2015-2016 due to local funding constraints.
- Proposed schedule: right-of-way in 2011 (already federally funded) and construction in 2012.

Future Sidewalk Contracts

- These projects will add 25.7 miles of sidewalks along the following roadways: Battleground Avenue (1.8), Big Tree Way (0.3), Bridford Parkway/Hornaday Road (1.3), Cornwallis Drive (0.4), Elm Street (1.1), Farmington Road (0.7), Four Seasons Boulevard (1.3), Green Valley Road (1.1), Hilltop Road (1.3), Hewitt Street (1.5), Lees Chapel Road (1.5), Lindsay Street (0.8), Merritt Drive (0.8), Muirs Chapel Road (1.1), Summit Avenue (1.8), Vandalia Road (2.9), and Yanceyville Street (6.1).
- Implementation will significantly enhance pedestrian safety and mobility, transit access, and accessibility for the disabled. The projects also represent key pedestrian priorities from the BiPed Plan.
- Construction is anticipated in the 2015 – 2017 timeframe.

Hybrid Replacement Buses

- One hybrid replacement bus for the Greensboro Transit Authority in 2013.
- Ten buses will become eligible for replacement in FY 2013, with ten more in FY 2014. Currently, two replacement buses are funded in FY 2014, and one in FY 2015
- Replacement vehicles are necessary for cost effective bus operations and ultimately to maintain GTA's current level of service.
- This STP DA funded bus replacement is a small step to narrow the gap while the City continues to focus its requests for discretionary federal transit grants (whether awarded by FTA, NCDOT, or earmark) on the nine remaining replacement fixed route buses needed starting in FY 2013.

Existing and New Projects in MTIP:

Key: **Highlighted**: Change ~~**Strikethough**~~: Deletion **L**: Local **STP-DA**: Surface Transportation Program-Direct Apportionment

TIP ID NO.	COUNTY	ROUTE/CITY	LOCATION / DESCRIPTION	TOTAL EST. COST (THOU)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
TBD	Guilford	Greensboro	Lowdermilk Street Realingment & Pine Street Rail Crossing Closure	800	Right of way	STP-DA L	640 160	FFY 12
EL-5101-XX/TBD	Guilford	Greensboro	Downtown Greenway Phase III	3,500	Right of way Construction	STP-DA L STP-DA L	400 100 2,400 600	FFY 12 FFY 13
EL-5101-XX/TBD	Guilford	Greensboro	Lowdermilk & Holts Chapel Sidewalk / Roadway Upgrade	2800	Right of way Construction	STP-DA L STP-DA L	640 160 1600 400	FFY 13 FFY 14

TIP ID NO.	COUNTY	ROUTE/CITY	LOCATION / DESCRIPTION	TOTAL EST. COST (THOU)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
TBD	Guilford	Greensboro	Fleming Rd Relocation & Isaacson Blvd Intersection	2,275	Construction	STP-DA L	1,820 455	FFY 12
U-5322	Guilford	Greensboro	Wendover-Clifton Intersection	500	Construction	STP-DA L	400 100	FFY 2013
EL-5101-XX/TBD	Guilford	Greensboro	Future Sidewalk Contracts	5,700	Construction	STP-DA L STP-DA L STP-DA L	1,520 380 1,520 380 1,520 380	FFY 2015 FFY 2016 FFY 2017
TA-4771/ TBD	Guilford	Greensboro	Hybrid Replacement Buses	612	Capital	STP-DA L	489 122	FFY 2013
EB-4709B	Guilford	Greensboro	Battleground Rail Trail: Markland Drive to Lee Street	~~2830~~ 0	Construction	STP-DA L STP-DA L	~~1415~~ 0 ~~354~~ 0 ~~1415~~ 0 ~~354~~ 0	FFY 12 FFY 13

RESOLUTION TO DIRECT FFY 2012 - 2018 STP-DA FUNDS AND AMEND THE GREENSBORO URBAN AREA METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FY 2012 - FY 2018

A motion was made by TAC Member __Kirk Perkins__ and seconded by TAC Member __Dianne Bellamy-Small__ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Advisory Committee has reviewed the proposed draft FY 2012 - FY 2018 Metropolitan Transportation Improvement Program, planned for TAC adoption in August, 2011 and found that a revision is needed to accommodate FY 2012 to 2018 STP DA projects; AND

WHEREAS, the MPO is a Transportation Management Area and, as such, has the authority to direct available Federal Highway Program Surface Transportation Program-Direct Apportionment (STP-DA) obligation authority; AND

WHEREAS, the amendment shown on the attached sheets directs STP-DA funds and amends the MTIP to reflect the FY 2012-2018 STP-DA allocation; AND

WHEREAS, the proposed project recommendations and recommended actions have been developed in coordination with NCDOT; AND

WHEREAS, the Greensboro Urban Area will have to demonstrate conformity with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards before the FY 2012-2018 MTIP can be adopted; AND

WHEREAS, the Federal Highway Administration and the Federal Transit Administration jointly certified on April 8, 2009 that the MPO substantially meets the federal metropolitan transportation planning requirements for a period of four years ending in April 2013;

NOW THEREFORE be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to approve the Amendment to the Metropolitan Transportation Improvement Program for FY 2012 - FY 2018, contingent on the successful adoption of that document and the accompanying air quality conformity finding, with the effective date of October 1, 2011 on this, the 25h day of May, 2011.

****

I, Robbie Perkins, TAC Chair
(Name of Certifying Official) *(Title of Certifying Official)*

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 25th day of May, 2011.

Chair, Transportation Advisory Committee

****

Subscribed and sworn to me on this, the 25th day of May, 2011.

DEIDRE E. BROWN
NOTARY PUBLIC
GUILFORD COUNTY, NC
My Commission Expires 2-17-2013

Notary Public

My commission expires 2-17-2013

Attachment B

2009-2015 MTIP Modification
for FTA Transit Program Allocations

Background

Each year Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. Congress previously only authorized funding for 5/12 the amount of projected funding for the 2011 Federal Fiscal Year.

The Full-Year Continuing Appropriations Act, 2011, signed into the law by President Obama on April 15, 2011, authorized funds for all of the surface transportation programs of the U.S. DOT for the remainder of the 2011 Federal Fiscal Year ending September 30, 2011. The Full-Year Continuing Appropriations Act necessitates that the MPO amend the MTIP to reflect the final authorized funding amounts for the 2011 Federal Fiscal Year. The amendment reflects the increase to the Urbanized Area Formula Program (5307) from $4,784,000 in FY 2010 to $5,297,000 in FY 2011, an increase of $513,000.

The Act changed the amount of funding authorized for the 5307 Urbanized Area Formula Program. 5307 funds are programmed into the following GTA expenses which require an MTIP amendment:

- *TS-4758: Transit Security*
- *TG-4749A: Preventive Maintenance*
- *TG-4957: Paratransit Operating Expenses.*

The tables that follow amend the above FTA programs to reflect the final authorization amounts.

Proposed Action

- TAC adoption of the MTIP amendment

Next Steps

- STIP approval by the NC Board of Transportation

Key

L: Local FUZ: Section 5307, Urbanized Formula Program FFY: Federal Fiscal Year

~~**Strike-through text**~~: Deleted existing MTIP text **Highlighted text**: MTIP amendment modification for May 25, 2011

STIP #	DIV	COUNTY	MUNICIPALITY / SYSTEM	DESCRIPTION	funds	FY11 ($000)
TS-4758	7	Guilford	Greensboro	Routine Capital: Transit Security Enhancements	FUZ	~~$48~~
						$53
					L	~~$12~~
						$13
TG-4749A	7	Guilford	Greensboro	Preventive Maintenance	FUZ	~~$4,158~~
						$4,614
					L	~~$1,039~~
						$1,153
TG-4957	7	Guilford	Greensboro	Operating expenses of ADA-Complimentary Paratransit Service	FUZ	~~$478~~
						$530
					L	~~$120~~
						$132

RESOLUTION MODIFYING THE GREENSBORO URBAN AREA 2009 - 2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

A motion was made by TAC Member Kirk Perkins and seconded by TAC Member T. Dianne Bellamy-Small for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Advisory Committee has reviewed the current FY 2009 - FY 2015 Metropolitan Transportation Improvement Program, adopted by the TAC on August 27, 2008, and has found that modification is needed; AND

WHEREAS, the modification shown on the attached sheet modifies the 5307 Urbanized Area Formula FTA transit program to reflect the increase in the Federal funding allocation for 2011-2012; AND

WHEREAS, the programs' increased funding allocations require the MPO modify three transit MTIP projects to reflect the increased funding amounts; AND

WHEREAS, the Greensboro Urban Area is in conformity with the North Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; AND

WHEREAS, on April 8, 2009 the Federal Highway Administration and the Federal Transit Administration jointly certified that the MPO substantially meets the federal metropolitan transportation planning requirements, for a period of four years;

NOW THEREFORE be it resolved, by the Greensboro Urban Area Transportation Advisory Committee, to approve the Modification to the Metropolitan Transportation Improvement Program for FY 2009 - FY 2015, dated May 25, 2011, on this, the 25th day of May, 2011.

****

I, Robbie Perkins, TAC Chair
(Name of Certifying Official) *(Title of Certifying Official)*

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 25th day of May, 2011.

Chair, Transportation Advisory Committee

****

Subscribed and sworn to me on this, the 25th day of May, 2011.

DEIDRE E. BROWN
NOTARY PUBLIC
GUILFORD COUNTY, NC
My Commission Expires 2-17-2013

Notary Public

My commission expires 2-17-2013

Attachment C

Award Job Access Reverse Commute and New Freedom Funds

Background

The MPO's Coordinated Human Services Transportation Plan provides a framework from which to award funding to projects under the federal Job Access Reverse Commute (JARC) and New Freedom (NF) transit programs. The MPO has conducted a competitive selection process for federal fiscal year 2011 funding. The TAC is responsible for awarding funding to JARC and New Freedom applicants.

Program Background

The Job Access and Reverse Commute program supports projects to improve access to employment and employment-related activities for people with lower incomes, including reverse-commute services. It is intended to develop transportation services to transport welfare recipients and low-income persons to and from jobs (*Job Access*); and to transport residents to suburban employment opportunities (*Reverse Commute*).

The New Freedom program provides for new public transportation - or alternatives to public transportation - for people with disabilities. It focuses on services that go *beyond* the requirements of the Americans with Disabilities Act. Projects must be *new*, which is defined as not having been in operation before August 2005.

Federal Funding Availability for the Greensboro Urban Area

Fiscal Year	Job Access and Reverse Commute (5316)	New Freedom (5317)
2011	$148,088	$92,691
Administrative Expenses (10%)	*(-)$14,808*	*(-)$9,269*
Total Available Funds	*$133,280 +* *$70,375 (prior year unobligated) =* ***$203,655***	***$83,422***

Funding Recommendations

MPO staff recommendation was developed in consideration of the application review process. The applications were evaluated using criteria from the Coordinated Human Services Transportation Plan. The review team included MPO staff and third party reviewers from the Winston Salem MPO. All proposed projects were deemed eligible.

JARC

- GTA and Guilford County requested less than the total amount of funds available. **Recommendation: Fund GTA and Guilford County projects.**

New Freedom

- GTA was the only New Freedom applicant. **Recommendation: Fund GTA project.**

Applications Received for Job Access and Reverse Commute Program

1) Guilford County TAMS Operating Expenses

Project sponsor: Guilford County Transportation and Mobility Services (TAMS)

Description: TAMS provides employment transportation services on a 24/7 for persons with lower incomes and for persons with employment transportation needs. TAMS provides direct transportation, bus tickets and gas reimbursements.

Federal funding requested: $59,038 for operating expenses.

2) GTA Career Express Service

Project sponsor: City of Greensboro/ Greensboro Transit Authority (GTA)

Description: GTA requests JARC operating support of its Career Express that provides transit service to employment providers in the Airport Area.

Federal funding requested: $144,617 for Career Express operating expenses.

JARC Project	Amount
GTA Career Express	$144,617
TAMS	$59,038
Total Funding Request	$203,655
Amount Available	**$203,655**

Recommendation: Fund TAMS Operating Expenses and GTA Career Express.

Available funding can accommodate both requests.

Applications Received for New Freedom Program

1) Enhanced SCAT Service Hours

Project sponsor: Greensboro Transit Authority

Description: GTA requests operating assistance to support eligible expenses associated with expanding the current hours of operation for paratransit service that are beyond the hours provided on fixed route services.

Federal funding requested: $83,422 for operating expenses

New Freedom Project	Amount
Enhanced SCAT Service	$83,422
Amount Available	**$83,422**

Recommendation: Fund enhanced SCAT service at maximum level.

Available funding can accommodate the request.

Requested TAC Action:

- Approve funding for recommended JARC and New Freedom projects at the May 25, 2011 meeting.

RESOLUTION ASSIGNING FUNDING TO PROJECTS UNDER THE JOB ACCESS & REVERSE COMMUTE AND NEW FREEDOM PROGRAMS

A motion was made by TAC Member Kirk Perkins and seconded by TAC Member Mayor Knight for the adoption of the following resolution, which upon being put to a vote was duly adopted.

WHEREAS, the MPO recently issued a Call for Projects for two Federal Transit Administration human service transportation programs: Job Access and Reverse Commute (JARC, Section 5316), to provide transportation for low-income individuals to get to work; and New Freedom (Section 5317), to provide transportation services to address the needs of persons with disabilities; AND

WHEREAS, in order for the Greensboro Urban Area to receive federal funds for these two programs, projects must be selected on a competitive basis; AND

WHEREAS, funding is currently available from federal fiscal year 2011 and combined with JARC funds never awarded in federal fiscal year 2008; AND

WHEREAS, the MPO's Transportation Advisory Committee adopted the Coordinated Human Services Transportation Plan for the Greensboro Urban Area on May 28, 2008, which provides the framework and guidelines for the competitive selection process for JARC and New Freedom funds for the MPO; AND

WHEREAS, project proposals were received by the deadline, reviewed and evaluated by a committee, and considered in the development of this funding action;

WHEREAS, all project proposals were determined to be eligible and feasible;

NOW, THEREFORE, be it resolved, on this, the 25th day of May, 2011, that the Greensboro Urban Area Transportation Advisory Committee hereby allocates JARC and New Freedom funding for the fiscal year 2011 as shown in the attached materials. The Committee also hereby authorizes the City of Greensboro as the Designated Recipient to direct these funds to subrecipients in accordance with its Program Management Plan.

****

I, Robbie Perkins, TAC Chair,
(Name of Certifying Official) *(Title of Certifying Official)*

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 25th day of May, 2011.

Robbie Perkins
Chair, Transportation Advisory Committee

****

Subscribed and sworn to me on this, the 25th day of May, 2011.

DEIDRE E. BROWN
NOTARY PUBLIC
GUILFORD COUNTY, NC
My Commission Expires 2-17-2013

Deidre E. Brown
Notary Public

My commission expires 2-17-2013.

STP-DA Actions for FY 2012 - 2018

Background

The MPO directs available Federal Highway Program Surface Transportation Program Direct Apportionment (STP-DA) obligation authority to area transportation needs in consultation with NCDOT. STP-DA requires project management responsibilities and 20% matching funds from the project sponsor. Note that, as is the case with the rest of the federal funding in the MTIP, actual funding availability over the FY 2012-2018 depends on future federal authorizations, equity formula constraints, and the availability of funds at the NCDOT. Project schedules and funding amounts are subject to future change. It is expected that an opportunity to make adjustments, to reflect any additional funding allocations, and to account for years beyond 2018 will occur in the next TIP cycle and in TIP cycles thereafter.

Approximately $26.7 million in STP DA funding availability is currently projected for the FY 2012-2018 Transportation Improvement Program. The following list is a summary of how this $26.7 million is allocated:

- $12.9 million in new STP-DA investment was directed to new projects.
- $9.2 million in STP-DA investment is retained for short term, committed projects.
- $3.5 million is set aside to retire "advance construct" obligations.
- $1.1 million is set aside for administrative costs, potential cost revisions, and future project needs.

STP-DA Action Summary :

1. Draft recommendations were reviewed at the April 18, 2011 meeting.

2. **FY 2012-2018 STP-DA direction actions were taken at the May 25, 2011 meeting.**

3. **MTIP FY 2012-2018 amended with an effective date of October 1, 2011** *contingent upon the successful adoption of that document and the accompanying air quality conformity finding. NCDOT has stated its intent to reflect any STP DA actions at this time via STIP amendment at the October, 2011 Board of Transportation Meeting.*

Project Changes: STP DA FY 09-15 vs. FY 12-18 STP DA

(all costs in 000's; unmatched federal share)

	FY 2019 - 2015	FY 2012-2018
	MTIP STP DA	MTIP STP DA
R-2611 *(W. Market Widening)*	5,400	5,400
EL-5101 *(Greensboro Sidewalks)*	3,362	3,362
U-2412 (High Point Rd) Sidewalk Participation	283	283
R-2309 (US 220 Widening) Sidewalk Participation	152	152
EB-4709B *(Battleground Rail Trail: Markland Dr. to Lee St.)*	2830	0
	12,027	**9,197**

Project Change Details

R-2611 West Market Street widening from east of NC 68 to west of Bunker Hill Road: right-of-way in progress. Construction to start in summer 2011.

EL-5101 Sidewalks: EL-5101 DD, DE, DF (FY 2012) & DG (FY 2013). Construction expected in FY 2012 and FY 2013.

U-2412 High Point Road Sidewalk Participation. Funds authorization expected in FY 2012.

R-2309 US 220 Widening Sidewalk Participation. Funds authorization expected in FY 2012.

EB-4709 Battleground Rail Trail Phase 2 from Markland Drive to Lee Street: not expected to be available.*

*** Funding Reallocation from EB-4709B**

STP DA funding was established for Battleground Rail Trail Phase 2 right of way and/or construction by TAC action in December 2008. TAC acted to provide funds to provide for what at the time seemed to be the likelihood of rail abandonment of the Norfolk Southern's CF line from north of the Main Line to just south of Rollins Road. However, the timing of abandonment no longer expected in the short to mid-term. Though EB-4709B remains a priority, TAC determined to reallocate this funding to shorter-term projects and to seek additional funding once EB-4709B implementation becomes possible.

STP DA FY 2012-2018 Current Commitments & Recommended Additions
(all costs in 000's)

Project	Total Cost	Federal Funding by Year 2012	2013	2014	2015	2016	2017	2018	Non-federal Match	Match Source
CURRENTLY PROGRAMMED										
R-2611 *(W. Market Widening)*	6,750	2,700	2,700						1,350	NCDOT
EL-5101 *(Greensboro Sidewalks)*	3,362	2,482	880						672	2008 Bonds
U-2412 (High Point Rd) Sidewalk Participation	354	283							71	2008 Bonds
R-2309 (US 220 Widening) Sidewalk Participation	191	153							38	2008 Bonds
Currently Programmed Federal Subtotal								9,198		
RECOMMENDED FUTURE PROJECTS										
Right of Way										
Lowdermilk, Pine & Sykes (NCDOT)	800	640							160	2008 Bonds
Downtown Greenway Phase III	500	400							100	TBD
Lowdermilk & Holt's Chapel Sidewalk / Roadway Upgrade	800		640						160	2008 Bonds
Construction										
Fleming Rd Relocation & Isaacson Blvd Intersection	2,275	1,820							455	2008 Bonds
Wendover-Clifton Intersection	500		400						100	2008 Bonds
Downtown Greenway Phase III	3,000		2,400						600	TBD
Lowdermilk & Holt's Chapel Sidewalk / Roadway Upgrade	2,000			1,600					400	2008 Bonds
Future Sidewalk Contracts	5,700				1,520	1,520	1,520		1,140	2008 Bonds
Transit										
One Hybrid Replacement Bus	612		489						122	GTA
Recommended Future Projects Subtotal								12,949		
Grand totals	26,844	8,478	7,509	1,600	1,520	1,520	1,520	0	5,369	

New Project Funding Details

Lowdermilk-Sykes Realignment & Pine Street Rail Crossing Closure (NCDOT)

- The project was identified in the East Guilford Traffic Separation Study (2004) as Lowdermilk Crossing Closure.
- In response to public input the project scope was changed to: close Pine Street at the railroad right of way, realign Lowdermilk Street and Sykes Avenue at East Market Street, install a traffic signal at the new intersection, and construct sidewalks along Lowdermilk Street from Cameron Street to East Market Street.
- The project closes a redundant rail crossing and improves the remaining railroad crossing to improve safety.
- NCDOT Rail Division funds are committed to fund construction, but are not available for right of way expenses.
- STP-DA funds for right-of-way will enable NCDOT to proceed with the project in a timely fashion.
- Proposed schedule: NCDOT Design in 2011, City of Greensboro right-of-way in 2012, and NCDOT construction in 2013.

Downtown Greenway Phase 3

- This project will implement 'road diets' and construct the Downtown Greenway from Greene Street to Prescott Street (12' side path). The project will also realign the intersection of Battleground Avenue and Eugene Street to create a more condensed, efficient intersection. Battleground Ave. between Smith St. and Eugene St. will be closed.
- This project will improve traffic safety, reduce traffic speed, improve conditions for walking and bicycling, enhance the community and adjacent neighborhoods, and support the economic development on the edge of downtown.
- Action Greensboro has committed funding to provide for the required local match for the right of way phase.
- Proposed Schedule: design in 2011 (already federally funded), right-of-way in 2012, and construction in 2013.

Lowdermilk Street/Holts Chapel Sidewalk & Road Upgrade

- This project will install sidewalks and curb and gutter on **Holts Chapel Road** from East Market Street to Franklin Boulevard (.9 miles) and on **Lowdermilk Street** from Cameron Street and Holts Chapel Road (0.7 miles). Roadway widths will also be increased to a 40 feet on **Holts Chapel Road** and 26 feet on Lowdermilk Street.
- This project will substantially improve walkability, transit accessibility, and pedestrian safety in a high foot traffic area and will enhance neighborhood cohesion. This project is a high neighborhood and community priority requested since at least 2002. This project will connect to the **Lowdermilk-Sykes Realignment & Pine Street Rail Crossing Closure (NCDOT)** project.
- Federal support for right of way and construction of this roadway upgrade, curb, gutter and sidewalk installation project will enable the City to implement it in the FY 12-18 period leveraging 2008 transportation bond matching funds. Without federal funding it is expected that the project would have to wait until the next transportation bond to move forward.
- Proposed Schedule: design in 2011-12 (already federally funded), right-of-way in 2013-14 and construction in 2014-2015.

Fleming Road Relocation and Isaacson Boulevard Extension

- The **Fleming Road Relocation and Isaacson Boulevard Extension** will provide a new and much-needed east-west connection in the northwest area to shorten both time and distance for travel between Horse Pen Creek Road, Bryan Boulevard, and Fleming Road. It will also provide Horse Pen Creek Road travelers a quicker route to and from the Western Urban Loop. Expected benefits include reduced congestion levels at the intersection of New Garden Road, Horse Pen Creek Road and the Bryan Boulevard westbound ramp. This location is one of the most congested intersections identified in GDOT's Congestion Management Program.
- The design of this project will accommodate the future Fleming-Lewiston Connector which will someday extend northward across the Western Urban Loop for a direct connection with Lewiston Road.

- Federal funds are proposed for the construction phase of this project due to a shortfall in City funds and because review of this project indicates that meeting federal requirements will not be problematic.
- Proposed schedule: right-of-way in 2011/12 (City funded), and construction in 2012.

Wendover – Clifton Intersection

- This project will replace the eastbound slip ramp from Wendover Avenue onto Clifton Road with a right turn lane, extend the vehicle storage for left turns onto Clifton Road, and modify the traffic signal to improve traffic safety at this high traffic volume, high speed location. The project will add sidewalk to the intersection and its approaches. This sidewalk will connect to planned sidewalk construction on Wendover to from this intersection west to Edwardia Drive.
- This project is designed and ready for right of way acquisition. However it is currently scheduled for 2015-2016 due to local funding constraints.
- Proposed schedule: right-of-way in 2011 (already federally funded) and construction in 2012.

Future Sidewalk Contracts

- These projects will add 25.7 miles of sidewalks along the following roadways: Battleground Avenue (1.8), Big Tree Way (0.3), Bridford Parkway/Hornaday Road (1.3), Cornwallis Drive (0.4), Elm Street (1.1), Farmington Road (0.7), Four Seasons Boulevard (1.3), Green Valley Road (1.1), Hilltop Road (1.3), Hewitt Street (1.5), Lees Chapel Road (1.5), Lindsay Street (0.8), Merritt Drive (0.8), Muirs Chapel Road (1.1), Summit Avenue (1.8), Vandalia Road (2.9), and Yanceyville Street (6.1).
- Implementation will significantly enhance pedestrian safety and mobility, transit access, and accessibility for the disabled. The projects also represent key pedestrian priorities from the BiPed Plan.
- Construction is anticipated in the 2015 – 2017 timeframe.

Hybrid Replacement Buses

- One hybrid replacement bus for the Greensboro Transit Authority in 2013.
- Ten buses will become eligible for replacement in FY 2013, with ten more in FY 2014. Currently, two replacement buses are funded in FY 2014, and one in FY 2015
- Replacement vehicles are necessary for cost effective bus operations and ultimately to maintain GTA's current level of service.
- This STP DA funded bus replacement is a small step to narrow the gap while the City continues to focus its requests for discretionary federal transit grants (whether awarded by FTA, NCDOT, or earmark) on the nine remaining replacement fixed route buses needed starting in FY 2013.

Existing and New Projects in MTIP:

Key: Highlighted: Change ~~Strikethough~~: Deletion **L**: Local **STP-DA**: Surface Transportation Program-Direct Apportionment

TIP ID NO.	COUNTY	ROUTE/CITY	LOCATION / DESCRIPTION	TOTAL EST. COST (THOU)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
TBD	Guilford	Greensboro	Lowdermilk Street Realingment & Pine Street Rail Crossing Closure	800	Right of way	STP-DA L	640 160	FFY 12
EL-5101-XX/TBD	Guilford	Greensboro	Downtown Greenway Phase III	3,500	Right of way Construction	STP-DA L STP-DA L	400 100 2,400 600	FFY 12 FFY 13
EL-5101-XX/TBD	Guilford	Greensboro	Lowdermilk & Holts Chapel Sidewalk / Roadway Upgrade	2800	Right of way Construction	STP-DA L STP-DA L	640 160 1600 400	FFY 13 FFY 14

TIP ID NO.	COUNTY	ROUTE/CITY	LOCATION / DESCRIPTION	TOTAL EST. COST (THOU)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
TBD	Guilford	Greensboro	Fleming Rd Relocation & Isaacson Blvd Intersection	2,275	Construction	STP-DA L	1,820 455	FFY 12
U-5322	Guilford	Greensboro	Wendover-Clifton Intersection	500	Construction	STP-DA L	400 100	FFY 2013
EL-5101-XX/TBD	Guilford	Greensboro	Future Sidewalk Contracts	5,700	Construction	STP-DA L STP-DA L STP-DA L	1,520 380 1,520 380 1,520 380	FFY 2015 FFY 2016 FFY 2017
TA-4771/ TBD	Guilford	Greensboro	Hybrid Replacement Buses	612	Capital	STP-DA L	489 122	FFY 2013
EB-4709B	Guilford	Greensboro	Battleground Rail Trail: Markland Drive to Lee Street	~~2830~~ 0	Construction	STP-DA L STP-DA L	~~1415~~ 0 ~~354~~ 0 ~~1415~~ 0 ~~354~~ 0	FFY 12 FFY 13