## **STIP Transactions SAW MPO Study Area** Federal Obligated Funds: October 1, 2022 - September 30, 2023 Funding Source/Amount District / Jurisdiction UPC / Description NHS/NHPP NHFP STP/STBG EB/MG CMAQ RSTP BR/BROS DEMO PROTECT NEVI CRP TOTAL Interstate No projects identified in the MPO Area \$0 \$0 \$0 \$0 \$0 \$0 \$0 Remaining: Primary No projects identified in the MPO Area \$0 \$0 \$0 \$0 \$0 \$0 Remaining: Urban Staunton 111048 #SMART18 - (St) STAUNTON CROSSING STREET EXTENSION - E. Int. Rte. 250; Valley Center Drive (0.8500 MI) FedID(s) 5132140, 5132172 1048 \$0 \$0 \$1,918,169 \$0 \$0 \$0 \$0 \$0 \$0 \$1,918,169 TIP: \$0 \$0 \$0 \$0 \$0 \$0 \$618,169 \$0 \$0 \$0 \$0 Obligated: \$618,169 \$1,300,000 Remaining: URBAN SUBTOTAL \$0 \$0 \$1,918,169 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,918,169 \$0 \$0 \$618,169 \$0 \$0 \$0 \$0 \$0 \$0 Obligated: \$0 \$0 \$618,169 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 Released: \$0 \$0 Remaining: \$1,300,000 Secondary No projects identified in the MPO Area \$0 \$0 \$0 Remaining: Miscellaneous No projects identified in the MPO Area

## **Public Transportation**

\$0

\$0

Remaining:

\$0

\$0

					STIP	Transact	ions							
0	No projecte identii	fied in the MPO Area												
U	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
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													Kemaning.	
						Rail								
0		fied in the MPO Area												
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
												F	Remaining:	
						Enhancement								
0	No projects identif	fied in the MPO Area												
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
												F	Remaining:	
						Grouping								
						Crouping								
		dge Rehabilitation/Rep		·										
550		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Obligated:	\$0	\$0	\$1,597,623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,597,6
													Remaining:	
G506	Construction : Saf	fety/ITS/Operational Im	provements	- (T9955506)										
-		\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,
550	6 TIP:													
	6 TIP: Obligated:	\$0	\$0	\$393,874	\$0	\$0	\$0	\$0	\$0	\$1,508,361	\$0	\$0	\$235,725	\$2,137,
			\$0 \$0	\$393,874 (\$726,492)	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,508,361 \$0	\$0 \$0	\$0	\$0	
	Obligated:	\$0										\$0		
550 G501	Obligated: Released: Construction: Tra	\$0 (\$227,081)	\$0 es/Byway/No	(\$726,492)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 <b>F</b>	\$0 Remaining:	
550	Obligated: Released:  Construction : Tra	\$0 (\$227,081) ansportation Alternativ	\$0 es/Byway/No	(\$726,492) on-Traditional - (T99-	\$0 55501) \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 F	\$0  Remaining:	(\$953,5
5500 G501	Construction : Tra  1 TIP: Obligated:	\$0 (\$227,081) ansportation Alternativ \$0 \$0	es/Byway/No	(\$726,492)	\$0 55501) \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 F \$0 \$0	Remaining:	(\$953,5 \$2,183,
550 G501	Obligated: Released:  Construction : Tra	\$0 (\$227,081) ansportation Alternativ	\$0 es/Byway/No	(\$726,492) on-Traditional - (T99-	\$0 55501) \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 F \$0 \$0 \$0 \$0	\$0 Remaining:	(\$953,5 \$2,183,
550 G501	Construction : Tra  1 TIP: Obligated:	\$0 (\$227,081) ansportation Alternativ \$0 \$0	es/Byway/No	(\$726,492)	\$0 55501) \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 F \$0 \$0 \$0 \$0	Remaining:	(\$953,5 \$2,183,
550 G501 550	Obligated: Released:  Construction : Tra 1 TIP: Obligated: Released:	\$0 (\$227,081) ansportation Alternativ \$0 \$0	es/Byway/No \$0 \$0 \$0	(\$726,492) 	\$0 55501) \$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	\$0 F	\$0 Remaining:  \$0 \$0 \$0 \$0 Remaining:	\$2,183, (\$118,8
550 G501 550	Obligated: Released:  Construction : Tra 1 TIP: Obligated: Released: PING SUBTOTAL TIP:	\$0 (\$227,081) ansportation Alternativ \$0 \$0 \$0	es/Byway/No \$0 \$0 \$0 \$0 \$0	(\$726,492) on-Traditional - (T99) \$0 \$2,183,147 (\$118,803)	\$0 55501) \$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	\$0 \$0 \$0 \$0 \$0	\$0 F \$0 \$0 \$0 F	\$0  Remaining:  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$	\$2,183, (\$118,8
G501 550	Obligated: Released:  Construction : Tra 1 TIP: Obligated: Released:  PING SUBTOTAL TIP: Obligated:	\$0 (\$227,081) ansportation Alternativ \$0 \$0 \$0	es/Byway/No \$0 \$0 \$0 \$0	(\$726,492) on-Traditional - (T99) \$0 \$2,183,147 (\$118,803) \$1,200,000 \$4,174,644	\$0 55501) \$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 \$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 \$0 \$0 \$	\$0  Remaining:  \$0  \$0  \$0  \$0  Remaining:	\$2,183, (\$118,8) \$1,200, \$5,918,
550 G501 550	Obligated: Released:  Construction : Tra 1 TIP: Obligated: Released: PING SUBTOTAL TIP:	\$0 (\$227,081) ansportation Alternativ \$0 \$0 \$0	es/Byway/No \$0 \$0 \$0 \$0 \$0	(\$726,492) on-Traditional - (T99) \$0 \$2,183,147 (\$118,803)	\$0 55501) \$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	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0  Remaining:  \$0  \$0  \$0  \$0  Remaining:  \$0  \$235,725  \$0	\$2,183, (\$118,6) \$1,200, \$5,918,
G501 550 GROU	Obligated: Released:  Construction : Tra 1 TIP: Obligated: Released:  PING SUBTOTAL TIP: Obligated: Released:	\$0 (\$227,081) ansportation Alternativ \$0 \$0 \$0	es/Byway/No \$0 \$0 \$0 \$0	(\$726,492) on-Traditional - (T99) \$0 \$2,183,147 (\$118,803) \$1,200,000 \$4,174,644	\$0 55501) \$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 \$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 \$0 \$0 \$	\$0  Remaining:  \$0  \$0  \$0  \$0  Remaining:	\$2,183, (\$118,6) \$1,200, \$5,918,
G501 550 GROU	Obligated: Released:  Construction : Tra  1 TIP: Obligated: Released:  PING SUBTOTAL TIP: Obligated: Released:	\$0 (\$227,081) ansportation Alternativ \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	es/Byway/No \$0 \$0 \$0 \$0 \$0	(\$726,492)  In-Traditional - (T99: \$0 \$2,183,147 (\$118,803)  \$1,200,000 \$4,174,644 (\$845,295)	\$0 55501) \$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 \$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 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 Remaining:  \$0 \$0 \$0 \$0 \$0 \$0 Remaining:	\$2,137,5 (\$953,5) \$2,183,1 (\$118,8) \$1,200,0 \$5,918,7 (\$1,072,3)
G501 550 GROU	Obligated: Released:  Construction : Tra 1 TIP: Obligated: Released:  PING SUBTOTAL TIP: Obligated: Released:	\$0 (\$227,081) ansportation Alternativ \$0 \$0 \$0	es/Byway/No \$0 \$0 \$0 \$0	(\$726,492) on-Traditional - (T99) \$0 \$2,183,147 (\$118,803) \$1,200,000 \$4,174,644	\$0 55501) \$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 \$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 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0  Remaining:  \$0  \$0  \$0  \$0  Remaining:  \$0  \$235,725  \$0	\$2,183,1 (\$118,86 \$1,200,0 \$5,918,7

STIP Transactions															
	Released:	(\$227,081)	\$0	(\$845,295)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,072,376)	
		-	·	·			•	•	•			Remaining:			