

**Table 4**

**Capital District Transportation Committee  
Transportation Improvement Program**

**Fiscal Constraint By Fund Source By Program Year (2016-20)**

All funds are in matched millions of dollars.

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Fund Source	1st Year: 2016-17			2nd Year: 2017-18			3rd Year: 2018-19			4rd Year: 2019-20			Total: 2016-20		
	Budget Estimate	Program Capacity	% Under/Over-programmed	Budget Estimate	Program Capacity	% Under/Over-programmed	Budget Estimate	Program Capacity	% Under/Over-programmed	Budget Estimate	Program Capacity	% Under/Over-programmed	Budget Estimate	Program Capacity	% Under/Over-programmed
National Hwy Performance Program	43.882	1.325		29.432	-7.435		29.432	5.219		32.445	5.485		135.191	4.594	
STP Flexible	15.027	7.948		15.027	5.896		15.027	-0.707		10.295	1.623		55.376	14.760	
STP Urban	10.877	-7.396		10.877	0.343		10.877	-6.624		8.580	-3.128		41.211	-16.805	
HSIP Highway	2.831	0.872		2.831	1.263		2.831	-1.580		2.595	2.262		11.088	2.817	
STP NFA Bridges	1.146	-1.025		1.146	-1.728		1.146	0.420		0.880	0.149		4.318	-2.184	
Total	73.763	1.724	2.3% under	59.313	-1.661	2.8% over	59.313	-3.272	5.5% over	54.795	6.391	12% under	247.184	3.182	1.3% under
% Under/Over-programmed	--		2.3% under	--		2.8% over	--		5.5% over	--		12% under	--		1.3% under

The 'Budget Estimate' is the amount of authorized federal funds (including match), including carryover funds from the period prior to 2016-17.

'Program Capacity' is the difference between the amount available and the amount programmed. Negative numbers indicate overprogramming. The fiscal constraint data above is shown only for the years and federal fund sources for which it applies. Amounts available are based upon the historic Capital District shares of amounts allocated to NYSDOT Region 1.

On March 2, 2017, CDTC approved amendments resulting in the following programming by year: first year, 5% over; second year, 3.2% under; third year, 0.5% under; fourth year, 9.8% under; and four-year total, 1.6% under.

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