

Capital District
Transportation Committee

April 23, 2018

**Capital District Transportation Committee
Budget Estimate Changes**

There were two outcomes from the February 2018 Planning Committee meeting that effected CDTC TIP budget estimates:

- 1) CDTC staff, working with NYSDOT Region One, would apply unspent funds from the 2016-17 FFY to the 2017-18 FFY. Normally, an adjustment of that nature is done at a TIP update. This was presented to the Planning Committee at its April 2018 meeting without objection.
- 2) The Federal Highway Administration New York Division representative (Maria Chau) informed the committee that when advancing a programmed element from one FFY to another, the same amount of funding can be moved in the budget estimates, reflecting that the element "brings its money with it". Doing this would keep the balance of each FFY as it was before the advancement of the element.

For your information and to provide additional documentation, the following is a list of budget estimate changes which resulted from project changes made since the last Planning Committee meeting:

- 1) \$1.00M STP-Urban funds moved from FFY 2016-17 to 2017-18. The April 2018 amendment to A580/R308 resulted in \$1M less of STP-Urban being programmed in each of the FFY's 2016-17 and 2017-18.
- 2) \$0.050M Safety funds moved from FFY 2016-17 to 2017-18 to reflect the rollover of the SA304 Right-of-way Incidental phase.
- 3) \$0.450M STP-Flex moved from FFY 2016-17 to 2017-18 to reflect the rollover of the R195 Design phase.
- 4) \$1.851M of STP-Urban funds moved from FFY 2018-19 to 2017-18 to reflect R318 (East Street Reconstruction in Rensselaer) being advanced one year.

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	42.557	0	0.0% under	30.757	-6.585	5.7% over	29.432	5.219	5.7% over	32.445	5.485	5.7% over	135.191	4.119	1.9% under
STP Flexible	6.629	0	0.0% under	23.425	13.833	5.7% over	15.027	-0.707	5.7% over	10.295	1.623	5.7% over	55.376	14.749	1.9% under
STP Urban	17.108	0	0.0% under	6.497	-5.074	5.7% over	9.026	-6.624	5.7% over	8.580	-3.128	5.7% over	41.211	-14.826	1.9% under
HSIP Highway	1.909	0	0.0% under	3.753	2.135	5.7% over	2.831	-1.580	5.7% over	2.595	2.262	5.7% over	11.088	2.817	1.9% under
STP NFA Bridges	2.171	0	0.0% under	0.121	-2.753	5.7% over	1.146	0.420	5.7% over	0.880	0.149	5.7% over	4.318	-2.184	1.9% under
Total	70.374	0	0.0% under	64.553	1.556	2.4% under	57.462	-3.272	5.7% over	54.795	6.391	12% under	247.184	4.675	1.9% under
% Under/Over-programmed	--	0.0% under	0.0% under	--	2.4% under	2.4% under	--	5.7% over	5.7% over	--	12% under	12% under	--	1.9% under	1.9% 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 NYS DOT 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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