

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	Budget Estimate	Program Capacity	Budget Estimate	Program Capacity	Budget Estimate	Program Capacity	Budget Estimate	Program Capacity
National Hwy Performance Program	41,787	0	29,382	0	31,577	6,268	32,445	-9,348	135,191	-3,080
STP Flexible	6,629	0	9,904	0	28,548	18,871	10,295	-4,511	55,376	14,360
STP Urban	17,008	0	7,957	0	7,666	-9,278	8,580	-5,566	41,211	-14,844
HSIP Highway	1,909	0	1,035	0	5,549	0,860	2,595	1,159	11,088	2,019
STP NFA Bridges	2,171	0	2,874	0	-1,607	-2,353	0,880	-0,200	4,318	-2,553
Total	69,504	0	51,152	0	71,733	14,368	54,795	-18,466	247,184	-4,098
% Under/Over-programmed	--	0.0% under	--	0.0% over	--	20% under	--	34% over	--	1.7% over

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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