

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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	1st Year: 2016-17		2nd Year: 2017-18		3rd Year: 2018-19		4rd Year: 2019-20		Total: 2016-20	
Fund Source	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	29.552	0	31.407	4.542	32.445	-0.648	135.191	3.894
STP Flexible	6.629	0	10.869	0	27.583	18.887	10.295	-4.138	55.376	14.749
STP Urban	17.108	0	8.007	0	7.516	-10.382	8.580	-4.067	41.211	-14.449
HSIP Highway	1.909	0	1.068	0	5.516	1.658	2.595	1.159	11.088	2.817
STP NFA Bridges	2.171	0	2.874	0	-1.607	-2.333	0.880	0.149	4.318	-2.184
Total	69.604	0	52.370	0	70.415	12.372	54.795	-7.545	247.184	4.827
% Under/Over-programmed	--	0.0% under	--	0.0% over	--	18% under	--	14% over	--	2.0% 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.