

Table 4**Capital District Transportation Committee
Transportation Improvement Program****Fiscal Constraint By Fund Source By Program Year (2019-23)**

All funds are in matched millions of dollars.

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	1st Year: 2019-20		2nd Year: 2020-21		3rd Year: 2021-22		4rd Year: 2022-23		Total: 2019-23	
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	45.356	0	63.006	-5.929	57.256	10.707	31.341	5.403	196.959	10.181
STP Flexible	8.605	0	12.663	3.183	7.068	2.222	8.068	-7.176	36.404	-1.771
STP Urban	6.452	0	12.074	1.873	20.375	-4.768	11.533	-1.937	50.434	-4.832
HSIP Highway	1.584	0	10.577	-0.809	2.976	-3.905	3.268	2.543	18.405	-2.171
STP NFA Bridges	1.080	0	0.350	0.148	0.350	-0.826	0.350	0.350	2.130	-0.328
Total	63.077	0	98.670	-1.534	88.025	3.430	54.560	-0.817	304.332	1.079
% Under/Over-programmed	--	0.0% under	--	1.6% over	--	3.9% under	--	1.5% over	--	0.4% under

The 'Budget Estimate' is the amount of authorized federal funds (including match), including carryover funds from the period prior to 2019-20. Amounts available are based upon the historic Capital District shares of amounts allocated to NYSDOT Region 1.

'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.