

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	43.882	-0.072	29.432	-2.425	29.432	5.219	32.445	3.485	135.191	6.207
STP Flexible	15.027	5.696	15.027	8.890	15.027	-1.449	10.295	1.623	55.376	14.760
STP Urban	10.877	-8.516	10.877	1.459	10.877	-6.624	8.580	-3.128	41.211	-16.809
HSIP Highway	2.831	0.872	2.831	1.278	2.831	-1.580	2.595	2.262	11.088	2.832
STP NFA Bridges	1.146	-1.025	1.146	-1.483	1.146	0.420	0.880	0.149	4.318	-1.939
Total	73.763	-3.045	59.313	7.719	59.313	-4.014	54.795	4.391	247.184	5.051
% Under/Over-programmed	--	4.1% over	--	13% under	--	6.8% over	--	8.0% under	--	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.

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