Capital District
Transportation Committee

April 28, 2020

Capital District Transportation Committee
Proposal for Between TIP Updates Adjustment to Budget Estimates
In the 2019-24 TIP

In order to improve STIP performance, in November 2019, CDTC moved the construction phase for several projects from the 2019-20 FFY to the 2020-21 FFY. A total of over $20M was deferred. Since then, several minor changes have occurred. Therefore, currently CDTC is under-programmed in the 2019-20 FFY, and correspondingly over-programmed in the 2020-21 FFY. Overall, CDTC is under-programmed by more than 2% in both the four-year STIP and five-year TIP periods. FHWA has instructed CDTC to correct the over-programming in 2020-21.

CDTC Staff and NYSDOT Region One Staff have worked together to propose budget estimate adjustments (shown below) that are expected to fix the problem. The proposal involves decreasing the budget estimates for four fund sources for FFY 2019-20 and increasing budget estimates for those fund sources for FFY 2020-21 by the same amounts. Also, the budget estimate for NHPP is proposed to decrease in FFY 2022-23 and increase by the same amount in FFY 2021-22. All of these changes are shown in the below tables and are a net zero for the four-year STIP period and the five-year TIP period. These changes to the budget estimates require Planning Committee approval, in order to be used.

The current Table 4, which uses the current budget estimates, is shown on the next page. A draft Table 4 using the proposed budget estimates is shown on the page after that.

Budget Estimates Proposal Summary (Years 1 & 2)
(All Amounts are Millions of Dollars)

Table 4 Fund Source	Current Budget Estimate 19-20	Current Budget Estimate 20-21	Amount to Move	Proposed Budget Estimate 19-20	Proposed Budget Estimate 20-21
National Hwy Performance Program	52.720	45.001	3.000	49.720	48.001
STP Flexible	12.200	8.068	2.000	10.200	10.068
STP Urban	17.973	11.553	6.000	11.973	17.553
HSIP Highway	4.743	7.418	3.000	1.743	10.418
STP NFA Bridges	1.080	0.350	0.000	1.080	0.350
Total	88.716	72.390	14.000	74.716	86.390

Budget Estimates Proposal Summary (Years 3 & 4)
(All Amounts are Millions of Dollars)

Table 4 Fund Source	Current Budget Estimate 21-22	Current Budget Estimate 22-23	Amount to Move	Proposed Budget Estimate 21-22	Proposed Budget Estimate 22-23
National Hwy Performance Program	47.588	51.650	4.500	52.088	47.150

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.

Updated 04-02-2020, 10:33 AM

	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	52.720	3.536	45.001	-12.173	47.588	2.810	51.650	18.104	196.959	12.277
STP Flexible	12.200	2.329	8.068	2.870	8.068	2.949	8.068	-7.244	36.404	0.904
STP Urban	17.973	6.476	11.553	-7.455	9.375	-0.322	11.533	-1.937	50.434	-3.238
HSIP Highway	4.743	3.451	7.418	0.174	2.976	-4.197	3.268	-1.307	18.405	-1.879
STP NFA Bridges	1.080	0	0.350	0.151	0.350	-0.826	0.350	0.350	2.130	-0.325
Total	88.716	15.792	72.390	-16.433	68.357	0.414	74.869	7.966	304.332	7.739
% Under/Over-programmed	--	18% under	--	23% over	--	0.6% under	--	11% under	--	2.5% 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.

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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.

Updated 04-28-2020, 10:18 AM

	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	49.720	0.536	48.001	-9.173	52.088	7.310	47.150	13.604	196.959	12.277
STP Flexible	10.200	0.329	10.068	4.870	8.068	2.949	8.068	-7.244	36.404	0.904
STP Urban	11.973	0.476	17.553	-1.455	9.375	-0.322	11.533	-1.937	50.434	-3.238
HSIP Highway	1.743	0.451	10.418	3.174	2.976	-4.197	3.268	-1.307	18.405	-1.879
STP NFA Bridges	1.080	0	0.350	0.151	0.350	-0.826	0.350	0.350	2.130	-0.325
Total	74.716	1.792	86.390	-2.433	72.857	4.914	70.369	3.466	304.332	7.739
% Under/Over-programmed	--	2.4% under	--	2.8% over	--	6.7% under	--	4.9% under	--	2.5% 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.

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