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 12-28-2021, 2:00 PM

	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	41.806	0	56.588	0.750	33.594	1.642	66.341	11.859	198.329	14.251
STP Flexible	5.897	0	9.289	0	10.410	0.405	13.068	-2.176	38.664	-1.771
STP Urban	6.452	0.002	9.774	0	21.675	0.794	12.533	-5.045	50.434	-4.249
HSIP Highway	1.584	0	10.577	-0.741	2.976	0.511	3.268	-1.941	18.405	-2.171
STP NFA Bridges	1.080	0	0.202	0.084	0.498	-0.762	0.350	0.350	2.130	-0.328
Total	56.819	0.002	86.430	0.093	69.153	2.590	95.560	3.047	307.962	5.732
% Under/Over-programmed	--	0.0% under	--	0.1% under	--	3.7% under	--	3.2% under	--	1.9% 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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