

Federal Transit Administration Funding Availability Template

Project Name:

Project Sponsor Name:

FTA uses this form to document whether “the project sponsor has identified the reasonable availability of funds sufficient to complete the project,” which is a key part of the definition of “major project” at 23 U.S.C. 139(a)(7). There is additional guidance on the terminology used in the form at the end of this document.

Table 1: Sources of Capital Funds in Millions (in Year of Expenditure \$\$ or specify another year in description)

Sources of Funds	Funding Level (\$M)	Funding Share (%)	Evidence of Commitment
Federal Sources			
Choose an item.			Choose an item.
Choose an item.			Choose an item.
Choose an item.			Choose an item.
Choose an item.			Choose an item.
Choose an item.			Choose an item.
Total Federal Funds			
Non-Federal Sources			
Choose an item.			Choose an item.
Choose an item.			Choose an item.
Choose an item.			Choose an item.
Choose an item.			Choose an item.
Choose an item.			Choose an item.
Total Non-Federal Funds			
Total Project Budget			

Capital Funding Sources

The following definitions should be used to properly classify the level of commitment for each capital funding source:

Committed: Committed¹ sources are programmed capital funds that have all the necessary approvals (legislative or referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the Metropolitan Planning Organization's Transportation Improvement Program (TIP) and/or any related local, regional, or state Capital Improvement Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the transit agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to receive final legislative approval, or state capital grants that have been included in the state budget, but are still awaiting legislative approval. These funds are almost certain to be committed in the near future. Funds will be classified as budgeted where available funding cannot be committed until the Full Funding Grant Agreement (FFGA) is executed or due to local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the TIP or CIP period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, reasonable requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

Uncertain: This category is applied when it is unclear from the agency's submission whether or not a funding source is committed, budgeted, or unavailable. Instances where the plan to secure committed funds is deemed to be unreasonable may be classified as uncertain. This category applies to funding sources that the agency describes as committed or budgeted but for which no supporting documentation is provided. Also, funding proposals that have repeatedly failed (more than once), such as failed local referendums or repeated denial of state grants, will be classified as uncertain.

¹ Some financing sources may require additional steps in order to be committed to the project, even when the underlying source(s) of repayment may be committed. An example of this is a Transportation Infrastructure and Finance Innovation Act (TIFIA) loan. In this example, the proposed source of repayment may be committed by the project sponsor, such as commitment of local sales tax revenue to the project in the project sponsor's CIP. In order for the TIFIA loan to be committed, however, the loan would need to be approved by the U.S. Department of Transportation.