

Appendix E: Funding Sources



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This appendix summarizes potential federal, state, regional, and local funding sources for roundabout design and implementation as of 2023. This list also includes funding sources for projects that would install bicycle and pedestrian infrastructure via roundabouts and educational programs.

Federal Surface Transportation Block Grant (STBG) Program

Managing Agency:
Federal Highway Administration

The 2015 Fixing America's Surface Transportation (FAST) Act converted the long-standing Surface Transportation Program (STP) into the STBG Program. Funding is allocated to the state and may be used for projects to preserve and improve the conditions and performance on any federal-aid highway; highway and transit safety infrastructure improvement projects; bridge and tunnel projects on qualifying public roads; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals.

Website:
[STBG - Federal-aid Programs - Federal-aid Programs and Special Funding - Federal Highway Administration \(dot.gov\)](#)

Safe Streets and Roads for All (SS4A) Grant Program

Managing Agency:
United States Department of Transportation

The 2021 Bipartisan Infrastructure Law (BIL) established the SS4A discretionary program with \$5 billion in appropriated funds over five years. The SS4A Program funds regional, local, and Tribal initiatives through grants to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. Individual roundabouts are not eligible. But because roundabouts are proven safety countermeasures, roundabout projects can be eligible if they are

submitted as part of multi-location, citywide, or corridor safety improvement project or action plan.

Website:
[Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#)

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Managing Agency:
United States Department of Transportation

Through the RAISE Grant Program, Congress has dedicated nearly \$5.6 billion for nine rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. (These grants were previously known as BUILD or TIGER discretionary grants.) RAISE also aims to award additional funding to projects in areas of persistent poverty or historically disadvantaged communities.

The RAISE Program's eligibility requirements allow state and local project sponsors to obtain funding for multimodal, multi-jurisdictional projects that are traditionally more difficult to fund through department of transportation programs.

A RAISE application requires the following components:

- 1/ SF-424 form
- 2/ Project Information Form
- 3/ Project Description
- 4/ Project Location File
- 5/ Project Budget
- 6/ Funding Commitment Documentation
- 7/ Merit Criteria
- 8/ Project Readiness
- 9/ Benefit-Cost Narrative and Calculations
- 10/ Optional Letters of Support

Website:
[RAISE Discretionary Grants | US Department of Transportation; How to Apply for RAISE Grants](#)

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Managing Agency:
United States Department of Transportation

The CMAQ Program funds state transportation projects designed to reduce traffic congestion and improve air quality—particularly in areas that do not attain national air quality standards. The program helps support investments that encourage alternatives to driving alone, improve traffic flow, and help urban areas meet air quality goals. The CMAQ Program aims to reduce regulated emissions associated with carbon monoxide, ozone and particulate matter pollution in nonattainment and maintenance areas, often through congestion mitigation techniques. Managing congestion can help reduce regulated emissions, reduce travel delays, decrease engine idle time, and prevent unproductive fuel consumption.

Website:
[Federal Programs Directory: Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program | US Department of Transportation](#)

State Active Transportation Program (ATP) Grants

Managing Agency:
California Transportation Commission (CTC)

The Active Transportation Program (ATP) consolidates existing federal and state transportation programs—including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and state Safe Routes to School (SR2S)—into a single discretionary grant program. The ATP emphasizes:

- / Increasing use of active modes by increasing the proportion of walking and bicycling trips.
- / Increasing safety of non-motorized users.
- / Reducing greenhouse gases.
- / Improving public health.
- / Having disadvantaged communities fully share in program benefits.

The program includes a state-administered and a regionally-administered component. The latter is listed and described in the next section.

Roundabout projects submitted for ATP grants must be a part of broader active transportation improvement projects focused on the items listed above.

Website:
[Active Transportation Program \(ATP\) | Caltrans](#)

Highway Safety Improvement Program (HSIP) Grants

Managing Agency:
Caltrans

The HSIP is a core federal-aid program in the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). The HSIP aims to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal land. Safety projects can include improvements like crosswalk markings, rapid flashing beacons, curb extensions, speed feedback signs, guard rails, pedestrian refuge islands, and high friction surface treatments. Local HSIP projects must be identified based on crash data.

HSIP projects must demonstrate a competitive benefit-cost ratio based on historical crash data. The lowest awarded benefit-cost ratio from Cycle 11 was 19.

Website:
[Local Highway Safety Improvement Program \(HSIP\) | Caltrans](#)

Affordable Housing and Sustainable Communities (AHSC) Program

Managing Agency:
California Strategic Growth Council

The AHSC Program aims to reduce greenhouse gas emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support related and coordinated public policy objectives. Objectives include efforts to reduce air pollution, improve conditions in disadvantaged communities, support or improve public health, improve connectivity and accessibility to jobs, increase options for mobility, and increase transit ridership.

Roundabout projects submitted for the AHSC Program must be a part of broader active transportation improvement projects that are alongside affordable housing developments.

Website:

[Affordable Housing and Sustainable Communities \(AHSC\) - Strategic Growth Council \(ca.gov\)](#)

Transformative Climate Communities (TCC) Program

Managing Agency:

California Strategic Growth Council

Established by Assembly Bill 2722, the TCC Program funds the development and implementation of neighborhood-level transformative climate community plans. To be eligible for funding, projects must reduce greenhouse gas emissions significantly over time, and they must leverage additional funding sources and provide health, environmental and economic benefits to the community. The TCC Program funds both implementation and planning grants.

Transportation-related projects can include:

- / Developing active transportation and public transit projects.
- / Supporting transit ridership programs and transit passes for low-income riders.
- / Expanding first-and-last mile connections
- / Building safe and accessible biking and walking routes.
- / Encouraging education and planning activities to promote increased use of active transportation modes.

Website:

[Transformative Climate Communities \(TCC\) - Strategic Growth Council \(ca.gov\)](#)

Local Revolving Match Program

Managing Agency:

Sacramento Area Council of Governments

The Revolving Match Program offers project sponsors additional funding to help pursue major federal or state grants and deliver maintenance and capital projects. Projects must fall within the four-county (Sacramento, Sutter, Yolo, Yuba) region and

be listed in the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) or fit within a lump-sum project category. Lump sum project categories include road maintenance and reconstruction, transit vehicle replacements, operational improvements, intelligent transportation systems, and bicycle and pedestrian investments.

Projects must be federal-aid eligible for CMAQ, Regional Surface Transportation Program or State Transportation Improvement Program funding. Federal-aid eligible projects are those that contain significant transportation infrastructure in the public right-of-way. The project sponsor must identify a specific state or federal grant program in their application, and the project must meet the eligibility requirements of that grant program. Projects must also have a funding or financial plan and be listed in an adopted planning document. A draft planning document may be acceptable, depending on the phase of the document.

Website:

[Revolving Match Program - Sacramento Area Council of Governments \(sacog.org\)](#)

SACOG Regional Funding Program

Managing Agency:

Sacramento Area Council of Governments

This regional funding program funds three subprograms:

- / **Community Design** grants local government agencies and their partners funds to implement the SACOG Blueprint smart growth principles. This program aims to use regional transportation funding to promote the construction of land use developments (or land use and related projects) to reduce congestion, decrease vehicle miles traveled and support more walking, biking, and transit use.
- / **Transformative** is for projects seeking \$5 million or more to address regional outcomes or add new transit service. Outcomes may include reducing regional vehicle miles traveled or greenhouse gas emissions per capita; reducing congestion; increasing multimodal travel options; providing long-term economic benefits; improving goods movement; and improving safety and security.
- / **Maintenance & Modernization** funds projects requesting less than \$5 million to target intelligent transportation systems or operations; road rehabilitation or reconstruction; transit

improvements; bicycle and pedestrian improvements; or complete streets. (Other project types may also be eligible.)

To receive funding from these local programs, roundabout projects will need to take a programmatic approach and be part of a broader package of safety, complete streets, or traffic calming. Eligibility may also vary for each of these programs depending on project costs.

Website:

[Regional Program Call for Projects - Sacramento Area Council of Governments \(sacog.org\)](https://www.sacog.org/Regional-Program-Call-for-Projects)

Regional Active Transportation Program (ATP)

Managing Agency:

Sacramento Area Council of Governments

SACOG competitively distributes ATP funding to projects and programs in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties to increase biking and walking. The ATP aims to increase walking and bicycling trips, increase the safety of non-motorized users, reduce greenhouse gases, enhance public health, and ensure that disadvantaged communities fully share in the benefits of the program.

Roundabout projects submitted for ATP grants must be a part of broader active transportation improvement projects that focus on pedestrian and bicycle safety.

Website:

[Active Transportation Program - Sacramento Area Council of Governments \(sacog.org\)](https://www.sacog.org/Active-Transportation-Program)

