



Better Utilizing Investments to Leverage Development (BUILD) Grant Program



Est. application deadline: TBD (anticipated release in November 2025)



Prior year funding: \$1.5B

Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [2025 Better Utilizing Investments to Leverage Development \(BUILD\) Program Notice of Funding](#)

DOCUMENT INTENDED TO PROVIDE INSIGHT BASED ON CURRENTLY AVAILABLE INFORMATION FOR CONSIDERATION AND NOT SPECIFIC ADVICE

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Considerations for NOFO guidance and application preparation

- As of October 27, 2025, this fact pack was based on the prior program NOFO (released in 2024)
- NOFOs may be subject to change. Recent updates to NOFOs for other grants have included:
 - Revisions to program names
 - Removal of language, merit criteria, and application requirements around climate change and sustainability; environmental justice; equity; and workforce development (e.g., BUILD, Large Bridge Projects)
 - Updates to total funding amounts available
 - Defining Historically Disadvantaged Communities using the same statutory definition for Areas of Persistent Poverty
 - New language on applicant compliance with federal laws, regulations, executive orders, policies, guidelines, and requirements, “including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal law”¹
 - Clarifying all grant agreements or contracts must include terms that are in compliance with Section 3(C)(iv) of EO *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*
- Please refer to the MIO TAC website, grants.gov, and other source materials linked in this presentation for the latest information on NOFOs

1. [2025 BIP Large Bridge Project Grants Notice of Funding Amendments](#)

Note: Estimated based on prior year’s NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [2025 BUILD Notice of Funding Amendment](#), [2025 BIP Large Bridge Project Grants Notice of Funding Amendments](#)

BUILD supports investments in surface transportation infrastructure that will have a significant local or regional impact



Goals and merit criteria for BUILD grants:

Grants will be awarded for surface transportation infrastructure projects (roads, bridges, rail, ports, transit, etc.) that will improve:

- safety;
- environmental sustainability;
- quality of life;
- mobility and community connectivity;
- economic competitiveness and opportunity including tourism;
- state of good repair;
- partnership and collaboration;
- innovation

BUILD Program Details

BUILD is a competitive grant program for infrastructure construction and planning projects, with the majority of funding going towards large capital projects

Match funding
requirement: 0-
20%¹

Direct Pay
applicability: Yes³

	Capital grants	Planning grants
Description	Construction or physical modifications for infrastructure	Planning, preparation, or design of eligible pre-construction surface transportation projects
Eligible grant uses	Highway, bridge, or other road projects	Environmental analysis
	Public transportation projects	Planning for the development of a multimodal freight corridor
	Passenger and freight rail transportation projects	Development of port and regional port planning
	Intermodal projects	Risk assessments and vulnerability planning
Award amounts:	Minimum award	\$1M for rural, \$5M for urban areas ²
	Maximum award	No minimum award
	\$25M for both types	
	Award location distributions 50% of funding will be allocated to urban and rural localities, respectively - Minimum of 1% to areas of persistent poverty/historically disadvantaged areas	
Previous awards (national)	Award type set aside	A minimum of 5% of grant funds (\$75M)
	2023 Awards (1100 applications)	113 capital grants (\$2B total)
	2022 Awards (900 applications)	49 planning grants (\$198M total)
Previous awards (MI)	2023 awards (33 applications)	45 planning grants (\$166M total)
	2022 awards (20 applications)	3 capital grants (\$6.7M, \$8.5M, \$16.3M)
		None
		2 planning grants (\$1.3M, \$6M)

1. Up to 100% federal funding for rural areas, historically disadvantaged communities (HDC), or areas of persistent poverty (APP) as defined by CEJST. Other entities may have a match requirement of 20%.

2. A project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200K in the 2020 Census. A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200K in the 2020 Census.

3. A previous awardee in Michigan, Truck Stop of Future, intended to install solar canopies and serve as prototype for transition to electric vehicles.

Source: [2025 Better Utilizing Investments to Leverage Development \(BUILD\) Program Notice of Funding](#)

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High-level requirements to apply for a BUILD grant

BUILD applications are open to government entities and transit agencies, and require a thorough application package with additional components for capital grants



Eligible Entities

- States and the District of Columbia
- Any territory or possession of the United States
- Local government
- Public agency or publicly chartered authority
- Special purpose district or public authority with a transportation function, including a port authority
- Federally recognized Indian Tribe or a consortium of such Indian Tribes
- Transit agency
- Multi-State or multijurisdictional group of entities



Key Grant Application Components¹

30-page application limit²

- Application for Federal Assistance (SF-424)
- Project Information Form
- Project description
- Project location file identifying impacted location (ShapeFile, GeoJSON or KML/KMZ)
- Project budget
- Funding commitment documentation
- Narrative of merit goals and criteria met
- Project readiness narrative
 - Project schedule and milestones
 - Technical Capacity Assessment
 - Demonstrate experience with federal funding, project planning, and project delivery
 - Financial Completeness Assessment
 - Present full accounting of funding sources for the project budget and contingencies for cost overruns

Additional requirements for capital grants

- Environmental Risk Assessment
- Benefit-Cost Analysis

1. Not the requirements to apply for TAC support. Not inclusive of all documents required to apply; please refer to NOFO for the full requirements and details
2. Excluding supporting documents

Examples of past winners of BUILD (formerly known as RAISE) in Michigan



Pike Street Clinton River Trail Connector (2023)

Applicant: City of Pontiac

Impacted locality: City of Pontiac (urban)

Funding: \$16.3M (capital grant)

Project description: This project will make pedestrian improvements along approximately four miles of road in Pontiac and will install the North Spur Trail (NST).

RAISE goals and merit criteria addressed:

- Impacts underserved community
- Improves safety
- Reduces transportation-related air pollution
- Eliminates gaps in the existing bicycle and pedestrian network through ADA and universal design improvements
- Increases accessible transportation choices
- Improves connectivity to a variety of destinations including jobs, parks, and neighborhoods.



Truck Stop of the Future Initiative (2023)

Applicant: Michigan Department of Labor and Economic Opportunity

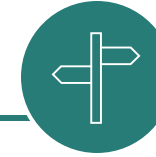
Impacted locality: Wayne County (urban)

Funding: \$8.5M (capital grant)

Project description: The project will construct electric vehicle charging infrastructure in Redford, Michigan. The project will include multiple Direct Current Fast Chargers (DCFCs), solar canopies, and battery energy storage systems.

RAISE goals and merit criteria addressed:

- Impacts underserved community
- Supports environmental sustainability efforts
- Reduces greenhouse gas emissions due to the clean energy investments
- Aligns with the state's decarbonization plan
- Incorporates innovative technologies such as a solar roof and waste reduction strategies
- Serves as a prototype for the region's transition to zero-emission electric vehicles



Downtown Kalamazoo Transportation Network (2022)

Applicant: City of Kalamazoo

Impacted locality: City of Kalamazoo (urban)

Funding: \$6M (planning grant)

Project description: This planning grant will redesign the Downtown Kalamazoo Transportation Network to be more walkable based upon a complete streets design, including converting Kalamazoo Avenue from a one-way street to a two-way street.

RAISE goals and merit criteria addressed:

- Impacts underserved community by addressing corridor of downtown that has separated neighborhoods and perpetuated old "redline district" boundaries
- Improves safety in corridor with speed-related crash rates historically higher per million vehicles than I-94
- Supports partnership and collaboration by utilizing the City's Public Participation Plan to implement a diverse community engagement process during design and construction