

Local Infrastructure Hub

January 28, 2025

FY2025 BUILD Program FAQ – Amendment 1 Supporting Document

On January 24, 2025, the US Department of Transportation issued [Amendment 1](#) to the Better Utilizing Investments to Leverage Development (BUILD) program, formerly known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. This resource addresses key questions related to this amendment, and guidance for how localities that intend to apply for BUILD funding can update their funding applications.

FY2025 BUILD Links:

- [FY25 BUILD NOFO Amended](#)
- [FY25 BUILD NOFO Redline](#)
- [FY25 BUILD DOT Frequently Asked Questions](#)

Frequently Asked Questions

Note: page references below are to the FY25 BUILD NOFO Amended document

- 1. Did the maximum award amount change?**
No. BUILD grant awards are capped at \$25 million. (page 4)
- 2. Has the amended NOFO included a change to the due date?**
No. All applications must be submitted no later than 11:59 pm ET on January 30, 2025. (page 6)
- 3. When will USDOT be making award announcements?**
The department expects to make announcements no later than June 28, 2025. (page 6)
- 4. How much funding does USDOT have left to award?**
USDOT intends to make \$150 million available for this round of funding. (page 6)
- 5. Is my entity still eligible to apply?**
No changes were made to applicant eligibility. (page 8)
- 6. On page 19, last paragraph, the NOFO states that the applicant “must also include the three tables listed below in their project budget file”. However, only two table templates are included – the 2010 Census Tract table, previously requested, was removed as reflected in the redline version. Do we include two tables or three?**
It is our understanding that only a 2020 Census Tract(s) table and an Urban and Rural table are now expected.

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7. I used the Equitable Transportation Community (ETC) Explorer as a resource to describe how my project area is experiencing transportation-related disadvantages as it relates to safety, affordable transportation options, pollution, access to good paying jobs, climate change, and/or improving quality of life as part of the previous merit criteria. Should I remove these references/information?

All references to the previously available Equitable Transportation Community (ETC) Explorer tool should be removed from your BUILD application. Further, as a result of EO's [Ending Radical And Wasteful Government DEI Programs And Preferecing and Ending Illegal Discrimination And Restoring Merit-Based Opportunity](#), the Trump Administration expects that all DEI and DEIA policy references and programmatic intentions to be immediately withdrawn.

8. Should my application reference different merit criteria?

No. The amended version of the NOFO does not change the eight statutorily required merit criteria.

9. Did the budget narrative template change?

No. The budget table should look like the following (page 19):

Funding Source	Component 1	Component 2	Total Funding
BUILD Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Other Federal Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Non-Federal Funds:	[\$XXX]	[\$XXX]	[\$XXX]
Total Project Cost:	[\$XXX]	[\$XXX]	[\$XXX]

Note: If there is only a single component, remove "Component 2" column. If there are more than 2 components, add columns.

The budget table must show the **total project cost** by project component and the following funding sources:

- BUILD funding request
- Other Federal funds
- Non-Federal Funds

10. Has the Environmental Sustainability merit criteria been amended in the BUILD NOFO?

Yes. The "high" merit criteria rating for Environmental Sustainability has been amended. References to climate change, environmental justice, disproportionately negative environmental impacts of transportation on disadvantaged communities, electrification or zero-emission vehicle infrastructure, alignment with the applicant's State Electric Vehicle Infrastructure Deployment Plan, and alignment with the U.S. National Blueprint for Transportation Decarbonization have been removed (page 31).

11. What other significant merit criteria have been amended in the BUILD NOFO?

For the Economic Competitiveness and Opportunity merit criteria, the “high” merit criteria rating has removed references such as the utilization of Disadvantaged Business Enterprises or 8(a) firms, hiring policies and workplace cultures to promote the entry and retention of underrepresented populations, and locally driven density decisions that support equitable commercial and mixed income residential development. (page 34)

For the Partnership and Collaboration merit criteria, the “high” merit criteria has removed references such as equity considerations for underserved communities, alignment with the Department’s Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide, and partnerships with Disadvantaged Business Enterprises or 8(a) firms, high-quality workforce development programs, union and/or worker organizations, and historically underrepresented groups. (page 36)

12. Have the Post-Award Program Requirements changed in the BUILD NOFO?

Yes. Post-award program requirements referencing climate change and environmental justice impact consideration, racial equity and barriers to opportunity efforts, and labor and workforce standards have been removed. In addition, references to Executive Order Ending Illegal Discrimination and Restoring Merit-Based Opportunity and Federal Anti-Discrimination laws have been added. (page 48)

13. Are there new Federal Anti-Discrimination rules?

Yes. As expressed in Executive Order Ending Illegal Discrimination and Restoring Merit-Based Opportunity, as a condition of grant award, each recipient must agree that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government’s payment decisions for purposes of section 3729(b)(4) of title 31, United States Code and that it does not operate any programs promoting DEI that violate any applicable Federal anti-discrimination laws. (page 50)