

# Local and Regional Project Assistance Program (BUILD)

The program provides competitive planning and implementation funding for surface transportation infrastructure projects that demonstrate a significant local or regional impact. Eligible projects include any highway or bridge project eligible under Title 23, public transportation projects, passenger and freight railroad projects, port infrastructure investments, the surface transportation components of an airport project, intermodal projects that have at least one eligible component, projects to replace or rehabilitate culverts or improve stormwater runoff for the purposes of improving habitat for aquatic species, tribal land surface transportation projects, and any eligible projects that the Secretary deems eligible to include Transit-Oriented Development, mobility-on-demand, and public road projects. Eligible planning activities include preliminary engineering, planning, and design for any project eligible for capital funding, development of masterplans, land use, housing, zero emission fleet, and other efforts, and certain project risk/vulnerability assessments.

There is a \$1 million minimum for capital grants in rural areas and a \$5 million minimum for planning grants. The cost share for Local and Regional Project Assistance Program grants is 80/20% federal/local, however higher federal cost share may be granted in rural areas or in defined Historically Disadvantaged Communities.



[mdot.maryland.gov/GrantsRoadshow](https://mdot.maryland.gov/GrantsRoadshow)

There is a \$25 million maximum award.  
There is a 50/50 urban-rural award split.

There is approximately \$1.5 billion available in annual guaranteed funding through the Infrastructure Investment and Jobs Act (IIJA).

Eligible applicants include any combination of states and territories, units of local government, a public agency or authority established by one or more states, a special purpose district with a transportation purpose, to include ports, a federally recognized tribal government, and transit agencies. Entities ineligible for direct RAISE include federal agencies, non-profits, private firms, and individuals.

**FY 2025 closed January 30, 2025.**

**FY 2026 is expected to open in winter/fall.**



**GET  
IN TOUCH**

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