Association of Metropolitan Planning Organizations

AMPO

BUILD America 250
Reauthorization

APTA

July 30, 2026

Committed to enhancing MPOs' abilities to improve metropolitan transportation systems.

TODAY'S SESSION

Agenda

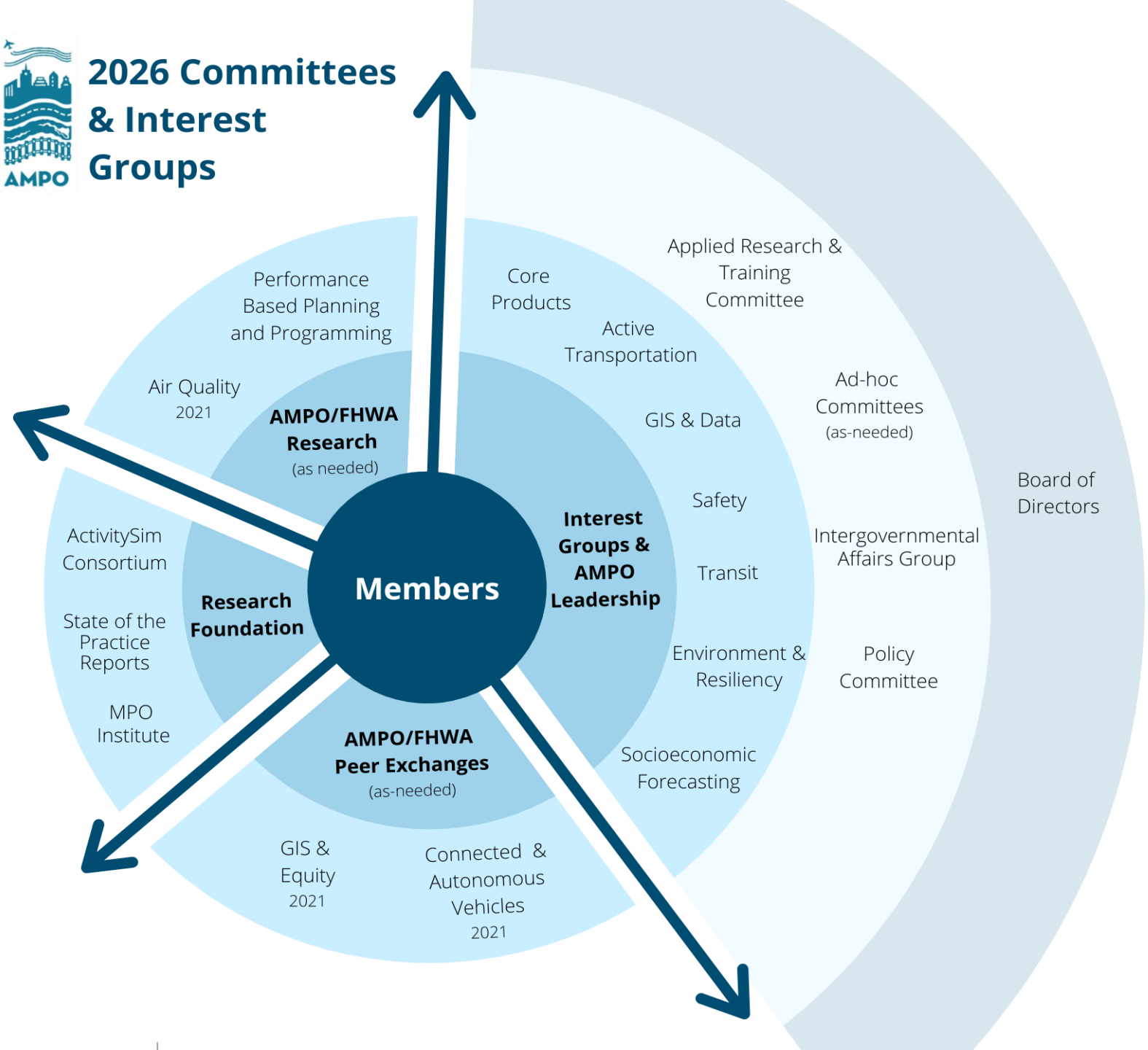
1. Welcome
2. About AMPO
3. Surface Transportation Reauthorization
4. STBG Implementation Guidance
5. OMB Regulation for Federal Financial Assistance

SECTION 02 — ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS

AMPO

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of MPOs nationwide.

2026 Committees & Interest Groups



Member Led, Member Driven

100+ Volunteers

+1,500 hours of time given in 2025

Connecting MPOs with federal partners, peer networks, and national expertise.

Advocacy • Coordination • Peer-to-Peer Exchange • Resources & Insights

AMPO & Alabama MPOs

Alabama MPOs

Large MPOs
1m+ pop

Medium MPOs
200k-1m pop

Small MPOs
50-200k pop

Urban & Suburban Communities

Ex-urban & rural areas

From AMPO to MPOs

- *Federal updates*
- *Agency guidance*
- *Peer examples*
- *Tools & training*
- *National dialogue*

From AMPO to Partners

- *Regional examples*
- *National data*
- *Coalition building*
- *Policy Direction*
- *National advocacy*

From Partners to AMPO

- *Regional examples*
- *Implementation feedback*
- *Regional needs*
- *Best practices*

From Partners to AMPO

- *State of the practice*
- *Regional examples*
- *Research & data*
- *Peer insights*
- *Policy direction*

National/Federal

Congress

USDOT

National Organizations

MPOs Nationwide

Research Groups

AMPO helps MPOs stay connected to the federal process, and MPOs help AMPO carry regional examples and needs back to Congress, USDOT, and national partners

Stronger federal policy. Better regional outcomes.

Member Resources

Whether you need federal updates, examples, training, or materials for your partners — AMPO has tools to help.

Stay Current on Federal Actions

National Beat, AMPO Newsletter, policy resources, policy and regulation analysis, NOFO Tracker, AMPO staff support

Navigate Federal Agencies & Partners

AMPO staff support, connections to USDOT/FHWA/FTA/OST, federal guidance, agency briefings, issue elevation

Learn from Peers

Discussion forums, committees, interest groups, peer exchanges, State of the Practice Reports, conferences, symposiums

Build Staff Knowledge & Capacity

MPO Institute, webinars, conferences, AmpedUp Podcast

Brief Local, State, & Federal Partners

Policy Engagement Toolkit, one-pagers, tailorable presentations, policy roadmaps

Connect Regional Priorities Nationally

AMPO staff support, Board/committee participation, LOT Coalition, Congress/USDOT engagement

Stay Ahead with AMPO

Biweekly

AMPO Newsletter

Biweekly newsletter highlighting events, webinars, resources, and Federal Register items.

AMPO ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS

June 11, 2026 Vol. 28 No. 12

AMPO News

Annual Conference Early Bird Rates Now Available to All!

We're pleased to share that early bird registration is now open for the 2026 AMPO Annual Conference! Registration is available to both members and non-members, with discounted early bird rates available for a limited time.

Registering early not only saves you money, it also increases your chances of staying on-site and taking advantage of our discounted conference room block before it fills up.

Join us **September 14–18** in America's Farm-to-Fork Capital, Sacramento, California, for the 2026 AMPO Annual Conference, where MPOs converge to ignite innovation, foster continuous learning, and forge powerful connections.

We've also released an updated conference program featuring expanded networking opportunities, timely policy discussions, technical sessions, and peer-led learning designed to help MPO professionals navigate today's challenges and prepare for tomorrow's opportunities.

THE NATIONAL BEAT

Dear AMPO Members,

Welcome back to **The National Beat**, AMPO's newsletter with the latest in federal transportation policy. Each edition highlights actions from federal agencies, key developments on Capitol Hill, and major national news in one place.

READ THIS WEEK'S EDITION OF THE NATIONAL BEAT

DOT Partners, please click here.

In order to view the latest edition of The National Beat, you must have access to the AMPO membership platform, Glue Up. Having trouble logging in? Contact us.

What's the Feature Focus?

The Feature Focus section dives into major developments shaping transportation policy and funding. This week's Feature Focus includes:

- **USDOT Title VI Disparate-Impact Final Rule:** USDOT issued a final rule rescinding portions of its Title VI regulations related to disparate-impact liability and affirmative action. This edition explains what changed, what remains in place, and what the rule could mean for MPO Title VI programs while FTA guidance remains unresolved.
- **Build America 250 Act, OMB Proposed Rule, and BASICS Act:** This edition also includes updates on the BUILD America 250 Act, AMPO's latest BA230 resources, A coalition letter (including AMPO) on OMB's proposed Uniform Grant Regulation, and continued BASICS Act engagement as reauthorization discussions move forward

In this edition:

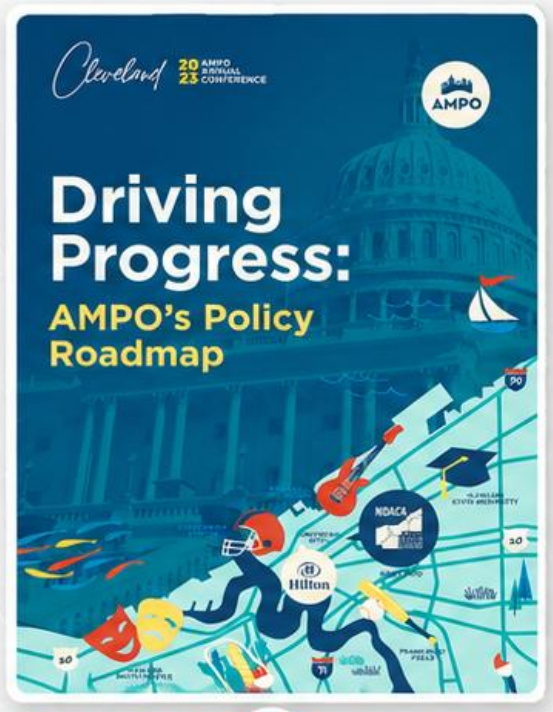
- **Congress:** A fresh reauthorization "vibe check," next steps in the House, Senate timing, extension dynamics, and recent analysis on permitting, funding formulas, RRIF/TIFIA, transit, and rail provisions. This section also includes updates on House and Senate appropriations and the revised housing package.
- **Federal Round-up:** FHWA's upcoming truck parking safety webinar, a new Department of Commerce privacy policy that could affect local data availability, and more.
- ***Plus:*** National news on transit project delivery, gasoline volatility and travel behavior, land use and traffic safety, highway versus transit development, and current NOFOs and funding opportunities from USDOT and other agencies.

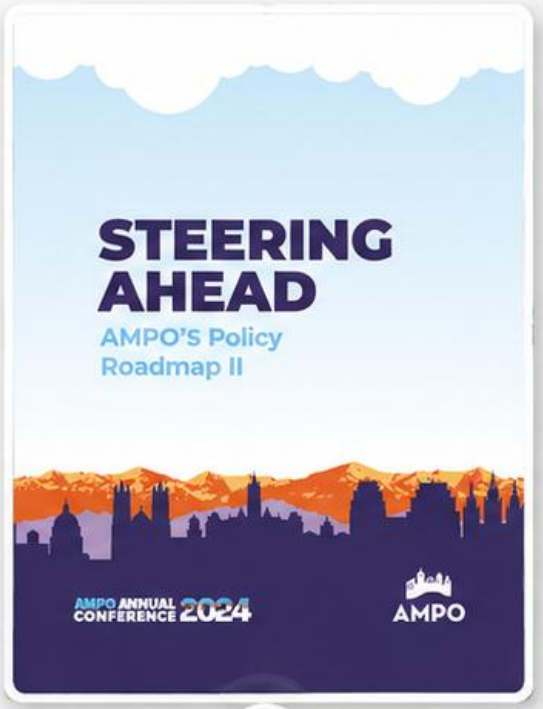
Weekly

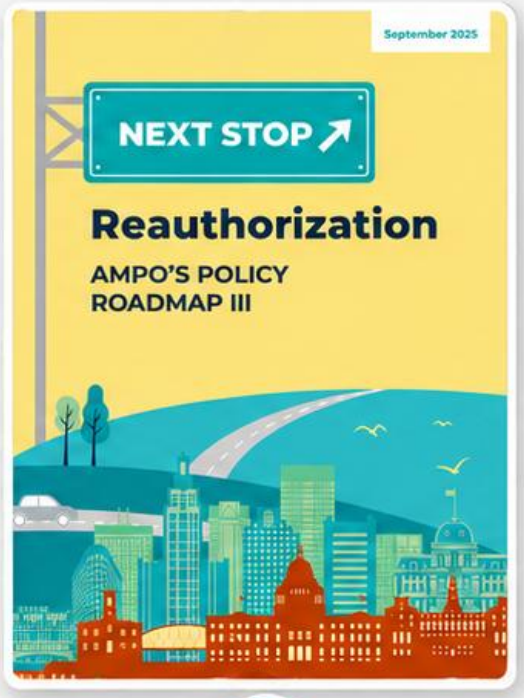
National Beat

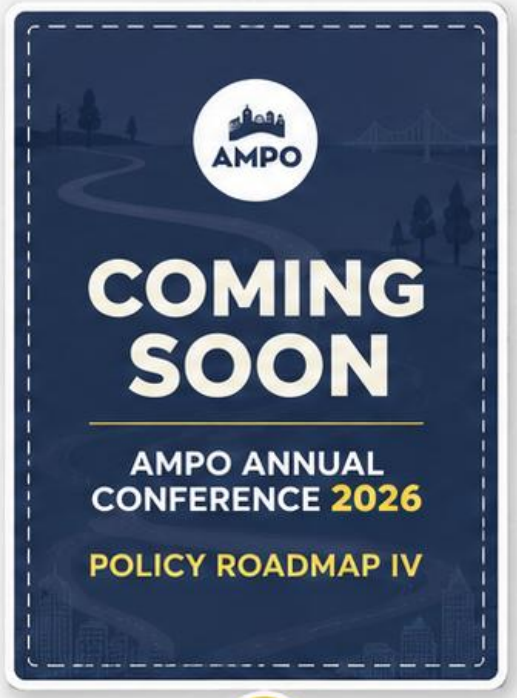
Weekly newsletter covering all things DC, from Congress to USDOT.

Roadmap to Reauthorization









2023
Policy Roadmap I
Driving Progress

2024
Policy Roadmap II
Steering Ahead

2025
Policy Roadmap III
Next Stop Reauthorization

2026
Policy Roadmap IV
Coming Soon

AMPO NOFO Tracker

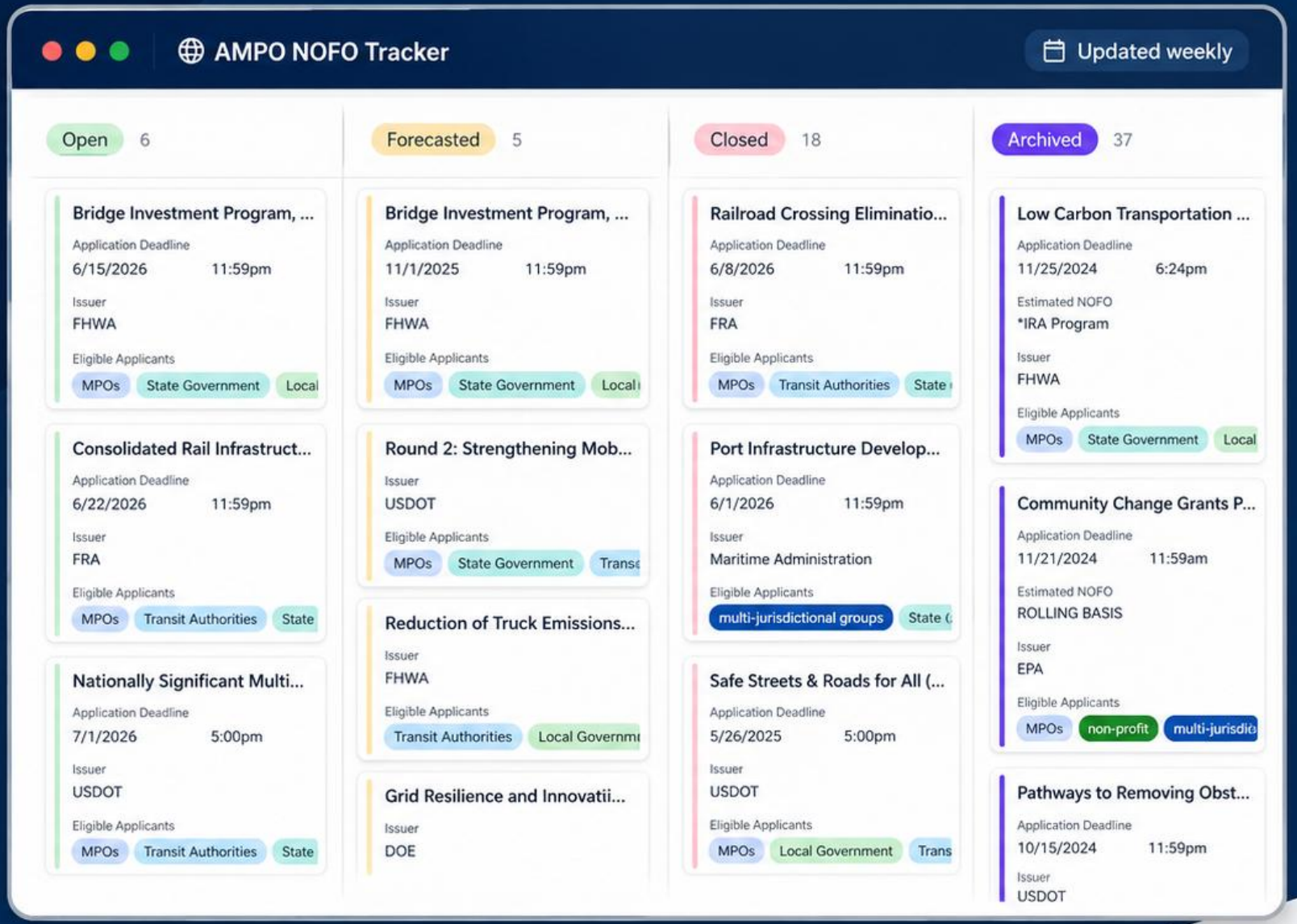
Updated weekly with new federal funding opportunities for MPOs

Federal funding opportunities
Curated listings from across federal agencies

Updated weekly
New opportunities added every week

For MPOs
Opportunities relevant to MPOs and partners

Track upcoming deadlines
Stay ahead of application deadlines



Find. Track. Apply. | Your weekly source for federal funding opportunities for MPOs.

AMPO Events - 2026

2026 APRIL 20-23, 2026
LEXINGTON, KY

PLANNING TOOLS & TRAINING SYMPOSIUM

April 20-23, 2026 | Lexington, KY

2026
AMPO ANNUAL CONFERENCE
SACRAMENTO, CA | SEPTEMBER 14-18

September 14-18, 2026 | Sacramento, CA

AMPO Events 2027 – Mark Your Calendars

SAVE THE DATE

2027 AMPO Annual Conference

St. Louis, MO

September 13–17, 2027

MPO Institute

MPO 101

Intro to MPO structure and regional planning.

$395.00

Federal Funding

How federal transportation dollars flow to MPOs.

$395.00

MTP Deep Dive

Inside the Metropolitan Transportation Plan.

$395.00

AMPO Membership Tiers

MPOs

All member MPO staff are welcome to participate

State DOTs

MPO liaisons for State Departments of Transportation

Corporate & Public Entities

Companies and public agencies working in transportation, infrastructure, or related fields

Join AMPO — Scan to learn more

Scan to learn more

SECTION 03 — OVERVIEW OF BA250

Reauthorization

Context and where we are in the Process

Reauthorization 101: What Is It & Why Does It Matter?

01 What Is Reauthorization?

Congress periodically passes a multi-year law that authorizes federal surface transportation programs and sets funding levels and policy provisions for highways, transit, bridges, safety, and planning.

02 When Does It Happen?

Roughly every 5 years — though delays and extensions are common.

Past bills: SAFETEA-LU (2005), MAP-21 (2012), FAST Act (2015), IIJA/BIL (2021). Each bill shapes how federal transportation dollars flow for the following half-decade.

03 Who Writes the Bill?

Multiple House and Senate committees with jurisdiction over highways, transit, rail, safety, and finance.

The House T&I Committee leads on highway and transit policy. Revenue/tax provisions go through Ways & Means (House) and Finance (Senate).

SURFACE TRANSPORTATION BILLS — A RECENT HISTORY

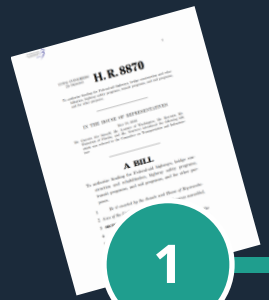
TEA-21	SAFETEA-LU	MAP-21	FAST Act	IIJA / BIL	Next Bill
1998	2005	2012	2015	2021	TBD

WHY IT MATTERS

Reauthorization determines how much federal money flows to MPOs, which programs it can access, what it can spend it on, and how much flexibility MPOs have in project selection. This bill will govern federal transportation investment for the next ~five years.

Where We Are & What Happens Next

Congress is working on the next surface transportation reauthorization. IIJA was the last surface bill — expires **Sept. 30, 2026**.



1

May 17, 2026
House Base Text Released

T&I

2

May 21, 2026
House T&I Committee Markup (H.R. 8870)

Ways & Means
In progress (revenue)

3

Future
Potential House Passage
Potentially in September

4

The Senate
No companion text released

EPW | Commerce | Banking

Senate Committees — no bill yet

5

Extension
Highly likely outcome due Congressional calendar

AMPO.ORG

Extension Dynamics & Advanced Appropriations

THE SITUATION

Extension VERY likely

A short-term extension keeps programs operating while committees negotiate, but it can narrow the policy window and shift leverage to appropriators and leadership.

THE RISK

Advance appropriations are the pressure point

IIJA advance appropriations do not continue past FY2026 without congressional action. Losing them would reduce predictability and weaken project pipelines.

THE ASK

The push now: protect the funding floor

Message to Senate offices: any extension or reauthorization path should preserve predictable multi-year funding, not leave locals and regions absorbing uncertainty.

SECTION 04 — BACKGROUND

What Is the BUILD America 250 Act?

"Building Unrivaled Infrastructure and Long-term Development for America's 250th Act"
The House version of the next surface transportation reauthorization

Five-Year Funding Overview — $580,972,000,000

$293.9B

Federal-Aid Highway Program

Core formula programs

$56.0B

Bridge Program (Formula + Competition)

New bridge investment

$35.0B

Discretionary Grant Programs (Highway)

INFRA, SS4A, PROTECT, etc.

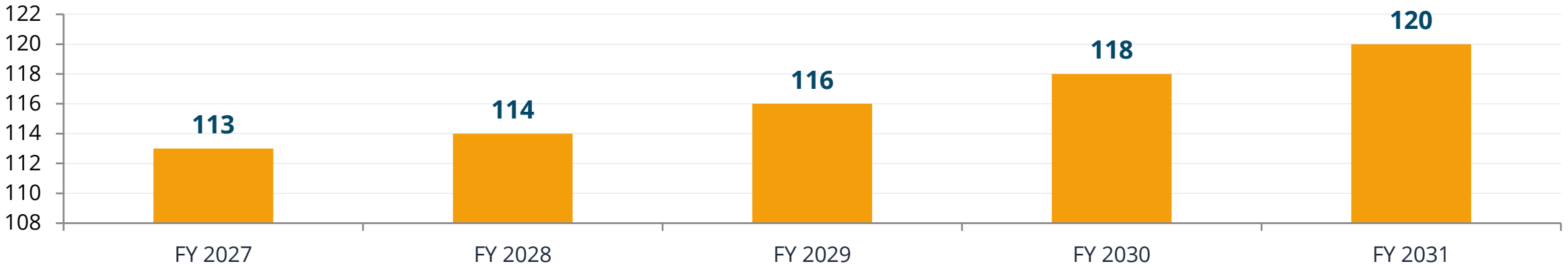
$9.3B

Federal Lands & Tribal Programs

NPS, FLTP, Tribal, etc.

5-year totals: Highway Trust Fund Authorization: ~$474B ; General Fund Authorization: ~$107B

Annual Authorization by Fiscal Year (~$B)



Big Picture – Highway Funds

Paradigm Shift

From competitive grants to formula funding

90% of authorized funding now in formula programs

- Consolidation of programs

The Local Share

Meaningful local & regional access to funding

~22% of total transportation funding made available

- PL, STBG, TAP, SS4A, STAG, BFP, CMAQ

MPO Improvements

Upgrades to the PL program

#1 largest % increase (formula programs)

- 10% local match requirement
- Direct Recipient option & FMIS access
- Streamlined TIP amendments

Monitoring

Provisions to watch in BA250

- Consolidated Funding Pilot Program (state pilot)
- CRP eliminated — eligibilities & funding move to STBG
- New CMAQ alternative-fuel requirement

Local & Regional Support Shaped the Bill

LOT LOCAL OFFICIALS IN TRANSPORTATION COALITION

Local & Regional Wins

House Base Text

T&I

AMPO, LOT Coalition, and Member Advocacy

~22%

Local & Regional Access

Local and regional entities are positioned to receive ~22% of federal transportation funding through formula and competitive grant programs within the bill. This is a big win for locals and a direct result of local and regional engagement

BASICS Act Provisions Reflected in BA250

Fixes bridges based on condition and ownership

↳ New bridge program with competitive set-aside for locals in BA250

Delivers local and regional priority projects faster

↳ Streamlining, categorical exclusions & project delivery reforms in BA250

Targets safety dollars to high-risk roads

↳ Local safety competitive SS4A program in BA250

Strengthens accountability and local project selection

↳ More consultation requirements for states, locals, MPOs & RTPOs in BA250

Builds planning capacity to deliver better projects faster

↳ Improvements to metropolitan planning program in BA250

Protects local and regional dollars from transfer

↳ Certain programs require state consultation before transfer in BA250

BASICS Act – Where Work Remains

RTPO funding was dropped from BA250

What the BASICS Act RTPO Proposal would do

$150M

per year, FY27–31
rural & nonmetropolitan
planning

$300K

minimum per year
for each designated RTPO

100%

federal share
— fully federally funded

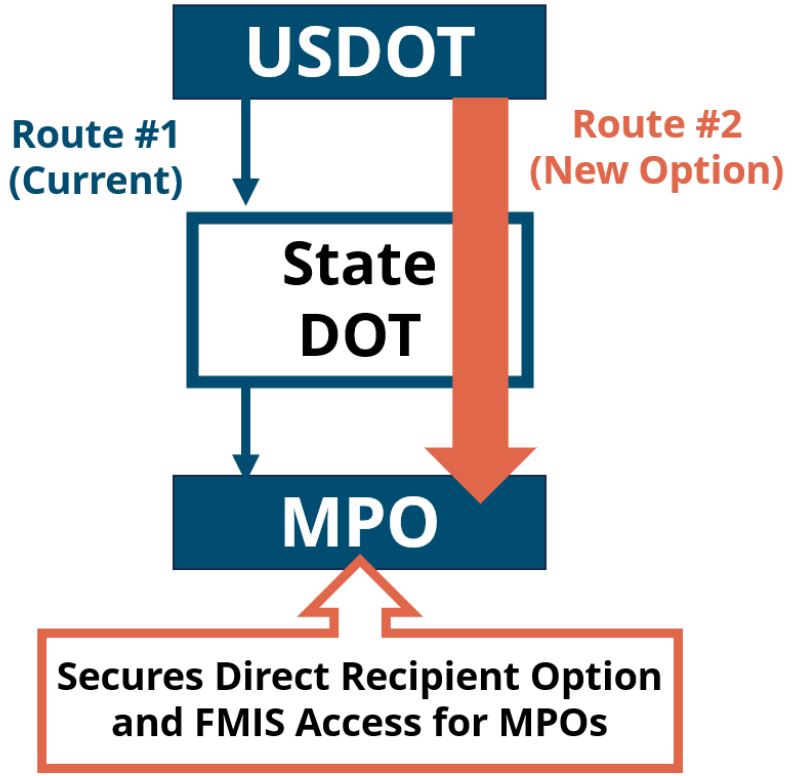
Provides financial support for existing RTPOs and creates a pathway for regions and states that do not yet have formally designated RTPOs

Metropolitan Planning Program (PL Funds)

22.8% Increase
over 5 years

PL FUNDS	
FY 2027	**$520 M**
FY 2028	**$540 M**
FY 2029	**$560 M**
FY 2030	**$580 M**
FY 2031	**$600 M**

- **Federal Share:** 90/10
- **Expanded Eligibilities**
  - Fiscal administration of local projects
  - Preliminary design
  - Local technical assistance
  - Studies linked to transportation
  - Data procurement
- **Direct Recipient Option**
  - FMIS access for direct recipients



✓Grows **9.66% FY26 to FY27** (+$45.8 million)

PL is the largest % increase of any core formula program in BA250

Funds for Regional & Local Delivery

Bridge Formula Program

~$9B / yr

20% off-system set-aside plus a **25%** competitive carve-out for locally-owned bridges — **95%** federal match for local/tribal owners.

- MPO consultation role on off-system bridges
- TMA MPOs are eligible applicants for competitive bridge program

Safe Streets and Roads for All

~$500M FY27

~**$3.75B** over five years for local safety projects. **90%** federal match; planning grants capped at **5%** of total funds. MPOs eligible.

- FY 28 — **$625 M**
- FY 29 — **$750 M**
- FY 30 — **$875 M**
- FY 31 — **$1.0 B**

Surface Transportation Accelerator Grant (STAG)

~$2.4B / yr

Large, new, flexible program with wide eligibility (similar to BUILD/RAISE):

- Local & regional grants: **50%** of funding
- Rural grants: **25%** ($600 M)
- Urban grants: **25%** ($600 M)

Other Helpful MPO Provisions

TIP/STIP Amendments

Sec. 1113

Unchanged projects from past TIP/STIP can be re-added by amendment. No new public review required.

MPO Eligibility – INFRA

Sec. 1105

MPOs serving urbanized areas of 50k+ can now apply.

MPO Eligibility – Bridge

Sec. 1108

TMA MPOs are eligible for the competitive program, plus a consultation role on the 20% off-system set-aside.

Jason's Law

Sec. 1127

MPOs are eligible for the CMV truck-parking competitive grant program.

Olympics & FIFA Assistance

Sec. 7104

Transportation assistance for major events. MPOs in covered areas eligible.

GAO Reports – Local & Regional Focus

Review of State and Local Consultation Processes

Recommends ways to **improve consultation and communication among states, MPOs, and RTPOs**.

Study on Effectiveness of Formula Programs

Assesses how **DOTs distribute formula funds to local and regional governments, select projects, and align funding with performance goals**.

Study on Effectiveness of Discretionary Grants

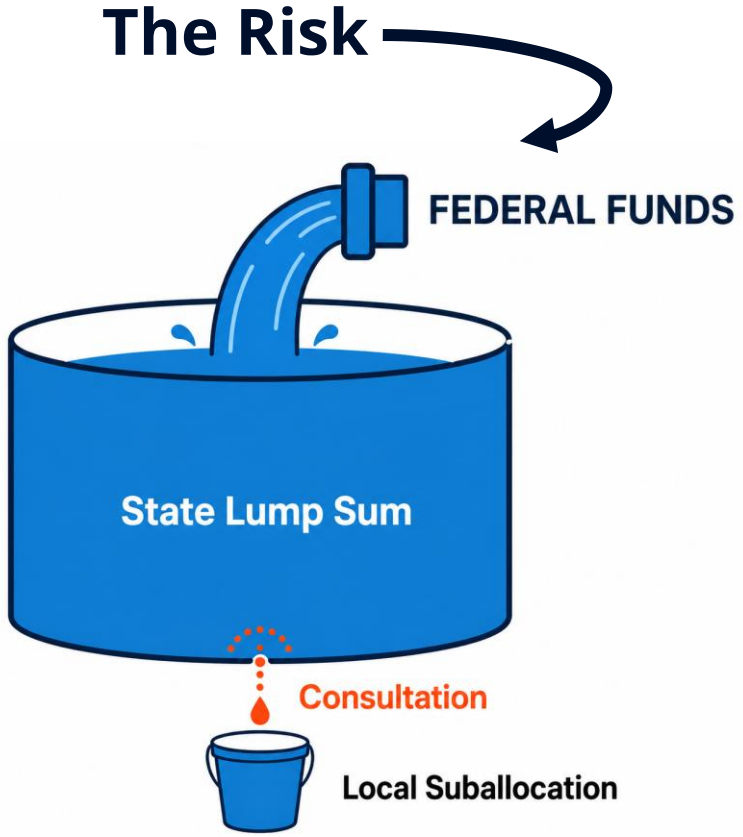
Targets ways to improve project selection, reduce cost overruns, and **strengthen the efficiency and administration of USDOT competitive grants**.

Bottom line: All studies require GAO to **report to Congress within 2 years** — sharpening how USDOT consults, distributes formula funds, and awards discretionary grants to states, MPOs, and RTPOs.

What We're Monitoring

⚠ Consolidated Funding Pilot Program

- ✓ Beginning FY28, up to **10 states** receive their base highway apportionment as **a single lump-sum block grant** instead of separate formula silos.
  - ✓ Must obligate **25% to regional and local areas**, proportional to urbanized-area population (STBG-style).
  - ✓ States to **"consult"** with MPOs & RTPOs on distributing local funds.



What We're Monitoring

⚠ CRP Eliminated (Sec. 1125)

Beginning FY 2027, states and MPOs lose their dedicated CRP allocation. There is no one-for-one replacement, but most CRP-funded projects stay eligible under other federal programs:

- **STBG —** likely where CRP dollars shift (flexible).
  - Bill also expands STBG eligibility for resilience to natural disasters and severe weather.
- **CMAQ —** continues to fund congestion-reduction and air-quality projects.
- **Transportation Alternatives —** funding remains for active-transportation projects.

⚠ CMAQ (Sec. 1118)

Funding rises ~5.3% from $2.75B (FY26) to $2.89B (FY27), climbing gradually to a ~$15.02B five-year total. Eligibility broadened for digital infrastructure and congestion-management tech.

- **Alternative Fueling Projects:** a minimum CMAQ share must be set aside (spent anywhere in-state).
  - Could reduce funds available for regional/local priorities.
  - Likely a stand-in for the eliminated NEVI program.

Minimum CMAQ Share for Alternative Fueling (in-state)

Fiscal Year	Min. Share AFP
FY 2027	10%
FY 2028	9%
FY 2029	8%
FY 2030	7%

Potential Funding Opportunities for Alabama MPOs

22.8%
PL Funds increase FY27→FY31

$520M
Nationwide PL allocation FY27

$9B
Bridge funds per year nationally

~22%
Local share of total fed. $ available

Program	FY27 National $	MPO Role
Planning (PL) Funds	$520M	Suballocation or Direct Recipient
Surface Transportation Block Grant (STBG)	$16.1B	Suballocation
Transportation Alternatives (TAP)	$1.6B	Suballocation
Safe Streets for All (SS4A)	$500M	Applicant
Bridge Formula — Local Set-Aside	$2.25B	In-state competition
Surface Transportation Accelerator (STAG)	$2.4B	Potential Applicant

SECTION 04 — LOOKING AHEAD

Looking Ahead

Senate Progress and AMPO Action

What's Going on in the Senate?

SENATE POSITIONS

Senate Democrats

Maintain multi-year investment levels set in IIJA (advanced appropriations letter)

EPW Majority

Interested in a consolidated state pilot program — formula-driven, with state flexibility and control

WHERE THE COMMITTEES STAND

EPW · No bill yet

Commerce · No bill yet

Banking · No bill yet

The Senate will react to the House bill, but its final product may look very different on funding and policy

Bottom line: an extension seems likely

Elections & Potential Leadership/Committee Dynamics

Committee changes

After the midterms, committee ratios and **member assignments will shift**. AMPO must be ready to re-map relationships with offices quickly.

Staff turnover

New members and staff will need **MPO 101**, not just bill text — what an MPO does, how local decisions are coordinated, and why planning dollars shape delivery.

MPO opportunity

MPOs can onboard new members by educating offices on the MPO role, regional efforts, and reauthorization priorities.

Early relationship building

House T&I

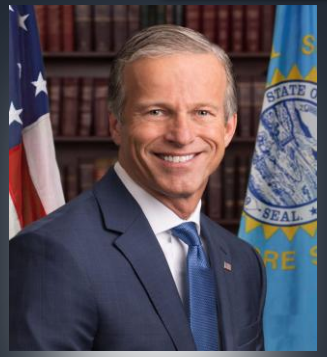
Rep. Rick Larsen (D-WA)

Ranking Member, House T&I Committee

Rep. David Rouzer (R-NC)

Chair, Highways & Transit Subcommittee ; potential future leadership

Leadership



Sen. John Thune (R-SD)

Senate Majority Leader

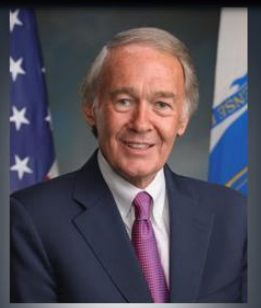
Sen. Chuck Schumer (D-NY)

Senate Minority Leader

Senate EPW

Sen. Shelley Moore Capito (R-WV)

Chair, Senate EPW Committee



Sen. Ed Markey (D-MA)

EPW Member; Potential future leadership

Sen. Jeff Merkley (D-OR)

EPW Member; Potential future leadership

Looking Ahead

AMPO Action Plan

Four moves as the bill heads to the Senate

1

Protect the wins

Mobilize to ensure the Senate keeps BA250 wins — Direct PL option, local match, and more.

2

Build on the base text

The Senate may carry a higher topline and more appetite for policy change. Keep pushing to eliminate local match, raise PL, expand the MPO role in safety and bridge programs, and secure FMIS access for all MPOs.

3

Flag concerning elements

Educate Congressional offices on provisions that create uncertainty for regions — with concrete local examples of the impact.

4

Engage the Senate

The Senate is still working through the process. Keep briefing offices on BASICS Act provisions; AMPO will provide updated resources.

MPO Engagement

Three moves for MPOs to consider as the bill heads to the Senate

STEP 1

Brief Your Policy Boards

Use AMPO's tailorable BA250 Policy Board Briefing template to brief your board on the act.

AMPO Template: BA250 Tailorable Board Briefing

STEP 2

Meet With Your Delegation

Meet your representatives (House and Senate) to educate them on the bill. Flag local/regional wins and concerning elements.

LOT Coalition One-Pager

STEP 3

Track the National Beat

AMPO's National Beat newsletter delivers weekly reauthorization updates and spotlights actions for MPO engagement.

National Beat

BA250 Resources

AMPO Analysis and Legislative Guide: BA250

- AMPO Markup and Amendment Tracker
- AMPO Slide Deck Summary – BA250
- AMPO BA250 Summary Handouts

LOT Coalition One-Pager – BA250

AMPO Template: BA250 Tailorable MPO Board Briefing Presentation [DOWNLOAD pptx]

MPO Board Letter of Support Template– BA250

National Beat – Weekly Policy Newsletter

All AMPO Policy Resources

SECTION 05 — USDOT STBG IMPLEMENTATION GUIDANCE

STBG Guidance

Potential Impact on non-TMA MPOs

STBG Implementation Guidance Memo

FHWA STBG Guidance

On Jun. 11 FHWA issued updated Surface Transportation Block Grant (STBG) guidance

- Raises questions about whether funds suballocated to urbanized areas (UZAs) with populations between 50k – 200k may be used throughout the full Metropolitan Planning Area (MPA) or only within the Census-defined UZA

$ Geographic Eligibility

For TMAs (above 200k)

- Funds may be obligated across the full MPA

For non-TMAs (below 200k)

- The state must consult with the MPOs representing those areas before obligating the funds.
- The state must describe how the funds will be allocated equitably among the applicable UZA.

Key distinction: guidance does not include the same express MPA-wide spending authority for the 50,000-to-200,000 category.

SECTION 06 — OMB Funding Rule

OMB Regulation for Federal Financial Assistance

Potential Impact on MPOs

OMB Regulation for Federal Financial Assistance

THE RULE

- On May 29, 2026, OMB, USDOT, and 30+ agencies issued a **proposed rule** to rewrite the government-wide framework for managing federal financial assistance,
  - driven by the "**Improving Oversight of Federal Grantmaking**" EO.
- The rule's consolidates prior executive orders and administrative actions into a single, government-wide regulation.
- OMB proposes replacing the **Uniform Guidance** with a more binding "**Uniform Grants Regulation**" (UGR)
- **Stated goal:** strengthen transparency, accountability, and oversight.

FOR TRANSPORTATION

- The rule would not rewrite transportation statutes or change apportionment formulas, but could affect how federal transportation **funds are awarded, administered, documented, and passed through** to subrecipients.
- Scope extends beyond competitive grants. Requirements appear to apply broadly, including to **formula funds**.
- The proposal also includes **streamlining reforms** at the front end of the **competitive grant process**.

PROPOSED RULE— Comments closed **July 13, 2026** | Target effective date: **October 1, 2026**

Summary - Areas of Concern

Concern	Potential MPO impact	AMPO recommendation / clarification
Award stability & project delivery	Discretionary termination, stop-work orders, or senior-level review could disrupt schedules, consultant agreements, match commitments, TIP/STIP actions, and reimbursement.	Require written, award-related explanations; provide notice and opportunity to respond or fix; clarify allowable pre-termination and closeout costs; avoid post-selection delays.
Professional capacity costs	Separate approvals for conferences, memberships, certifications, training, or technical subscriptions could slow staff development and affect federally required planning work.	Allow approval through existing UPWPs, budgets, indirect-cost plans, grant agreements, or similar award documents; permit category approvals.
Reputational-risk standard	A vague subrecipient standard could be interpreted inconsistently by federal agencies, state DOTs, or pass-through entities and create uncertainty for MPO decision-making.	Define the standard; tie it directly to award performance, applicable law, and written findings; protect MPO planning, analysis, and public recommendations.
New administrative requirements	E-Verify, payment-justification, and documentation requirements could create duplicative processes, especially for consultants, contractors, subcontracts, and reimbursement-based MPOs.	Clarify who is covered and how requirements flow down; allow existing invoices, progress reports, timesheets, and state DOT systems to satisfy documentation where sufficient.
COG indirect-cost treatment	COG-housed MPOs may face new timekeeping, cost-allocation, or documentation burdens if simplified indirect-cost treatment is removed.	Retain the COG provision or provide a simplified alternative, transition period, and clear guidance for regional entities.
Communications, outreach & public engagement	Broad restrictions could impact public involvement, safety outreach, Title VI compliance, demographic analysis, recruitment, and communications about transportation investments.	Clarify that required and lawful MPO outreach, public education, demographic analysis, Title VI work, and investment communications remain allowable.

Path Ahead

Finalize comments, continue member engagement, and prepare for implementation questions.

June/July

AMPO collected MPO examples to refine comments

July 8

AMPO submitted comments to OMB

After final rule

Seek USDOT guidance MPOs meet with congressional delegation

Implementation

Help MPOs update processes and documents

AMPO will continue to elevate MPO implementation concerns while supporting practical reforms that make the federal grants process easier to navigate.

MPO Comment Letter Template Here

AMPO OMB Comment Letter Here

AMPO OMB Analysis Available Here

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