



# The National Beat

June 12, 2026

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## Feature Focus

*FY 2027 THUD Appropriations, FHWA Administrator Testifies Before EPW Committee, BUILD America 250 Act Analysis, OMB Proposed Rule Analysis, and the BASICS Act*

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### [House Appropriations Committee Passes FY 2027 THUD Funding Bill](#)

On June 3, the House Appropriations Committee approved the FY 2027 Transportation, Housing, and Urban Development (THUD) Appropriations Act by a vote of **34-27**. The bill would provide \$92.2 billion in discretionary funding, \$10.7 billion below FY 2026 enacted levels. According to the committee, the legislation prioritizes transportation safety, infrastructure investment, national security, and eliminating wasteful spending.

***TL;DR:** The House Appropriations Committee passed a \$92.2 billion FY 2027 THUD bill that cuts transit funding by 22% and funds most FRA programs through transfers of prior-year IJA balances rather than new appropriations, while zeroing out the Federal-State Partnership for Intercity Passenger Rail.*

#### Base Text Overview

The committee adopted a bipartisan manager's amendment to the base text previously approved by the THUD Appropriations Subcommittee.

 Please see AMPO's Overview of the Base Text [here](#).

At a high level, **the bill redirects \$7.8 billion in unobligated IJA advance appropriations to support discretionary USDOT programs**. The primary source of these transfers is the Federal-State Partnership for Intercity Passenger Rail Program, which contributes roughly \$5.1 billion of the funding that is redistributed to various programs and initiatives (CRISI grants, Amtrak, the Capital Investment Grant (CIG) program, and the "Making DC Safe and Beautiful" initiative).

#### Key agency allocations include:

- \$65.5 billion for FHWA
- \$3 billion for FRA
- \$16.5 billion for FTA
- \$2.5 billion for FMCSA and NHTSA
- \$1.6 billion for OST

#### Transit Funding

The bill provides \$16.5 billion for public transportation, a decrease of \$4.6 billion (22 percent) from FY 2026 enacted levels. The Capital Investment Grant (CIG) program would receive \$737 million in FY 2027 appropriations, bringing total available program funding to \$2.6 billion, with most of the increase coming from redirected unobligated balances.



### Other notable transit provisions include:

- \$875 million for cities hosting the 2028 Olympic and Paralympic Games.
- \$10 million for bus driver safety and security barriers.
- \$86.7 million for 118 congressionally directed transit projects.

### Passenger Rail Funding

The bill provides \$3.1 billion for passenger and freight rail while transferring \$5.1 billion in unobligated Federal-State Partnership funding to other purposes. Relative to FY 2026, this represents a total reduction of \$1.9 billion and a decline of roughly \$17.8 billion in total rail funding.

### Key allocations include:

- \$2.1 billion for Amtrak, a decrease of \$4.7 billion (69 percent).
- \$522.8 million for CRISI grants, a decrease of \$614.7 million (54 percent).
- \$100 million for the RCE Program, a decrease of \$500 million (83 percent).

### Other Notable Provisions

- \$550 million for BUILD grants for surface transportation, including public transit and multimodal projects
  - Notably, the BUILD program would also shift away from a 50 percent urban and 50 percent rural split, instead focusing on projects in the top-40 MSAs by population growth.
- \$100 million for “Making DC Safe and Beautiful”: \$70 million for Union Station redevelopment and \$30 million for WMATA to support transit safety, security, and operational costs associated with major events in the National Capital Region
- \$92 million for new DOT cybersecurity infrastructure initiatives

### Amendments

The bipartisan manager's amendment made several notable changes to the base text:

- Extended unobligated FY 2023 Highway Infrastructure Program funding by one year.
- Extended unobligated or lapsed FY 2019 CIG funding by one year.

The markup lasted more than four hours and featured debate on several amendments:

- **An amendment denying federal funding to sanctuary jurisdictions that refuse to comply with DHS requests. This was adopted by voice vote after significant Democratic opposition.**
  - AMPO will continue to monitor this as appropriation packages advance in both chambers.
- Rep. Michael Cloud (R-TX) successfully offered an amendment prohibiting FY 2027 funds from supporting NHTSA research on impaired-driving prevention technology established under IIJA.
- The base bill includes a prohibition on federal funds being used to purchase, install, maintain, or operate traffic enforcement cameras, with existing exemptions for school



zones and work zones. An amendment offered by Rep. Andrew Clyde (R-GA) that would have eliminated those exemptions and imposed a blanket ban was defeated by voice vote. This provision builds upon recent USDOT interest in removing traffic enforcement cameras in Washington, DC.

## Legislative Outlook

With House committee action now complete, attention shifts to the Senate, where additional debate over infrastructure funding and overall spending levels is expected. This will be an important stage for transportation funding, particularly given the recently introduced [BUILD America 250 Act](#), which assumed appropriators would provide greater funding for several discretionary programs. With IIJA advance appropriations expiring on Sept. 30, 2026, there will be significant focus on how appropriators fund USDOT discretionary programs under a potentially more constrained budget environment going forward. AMPO will provide a more detailed analysis of FY 2027 THUD appropriations as legislation advances in the Senate and once both House and Senate versions are complete.

Please see [NACO's Appropriations Tracker](#) to see how all appropriations bills are progressing.

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## [FHWA Administrator Sean McMaster Testifies Before EPW Committee](#)

On June 3, FHWA Administrator Sean McMaster testified before the Senate EPW Committee on the administration's [FY 2027 budget request](#). Members discussed surface transportation reauthorization, FY 2027 appropriations, and the obligation of remaining IIJA funds. Several senators raised issues directly relevant to MPOs, RTPOs, and local governments.

### Sen. Shelley Moore Capito (R-WV):

**Sen. Capito expressed concern about the ability of federal funding recipients to obligate federal funding, arguing that expanded eligibilities under IIJA have created challenges for local governments and MPOs in meeting federal requirements.** She suggested that the next surface transportation reauthorization should address the capacity of local entities to manage technical requirements and matching funds, noting that state DOTs are often better positioned to deliver federally funded projects.

*McMaster* agreed that newer applicants can struggle to navigate federal requirements and acknowledged that a lack of project readiness has contributed to delays in some cases.

### Sen. Jon Curtis (R-UT):

Sen. Curtis questioned whether highway formula factors should be updated to better reflect travel demand and future population growth and raised the issue of permitting reform. He also asked about FHWA's role in supporting transit-oriented development, citing his sponsorship of the [Build](#)



**HUBS Act**, and whether TIFIA loans can help communities maximize long-term transportation investments.

*McMaster* characterized formula reform as a complex issue that FHWA is willing to engage on, expressed interest in pursuing permitting reforms with Congress, and emphasized the importance of TIFIA financing in supporting major projects. He also pledged to work with the Build America Bureau to expand the program's use.

### Sen. Mark Kelly (D-AZ):

**Sen. Kelly notably supported transportation planning efforts, highlighting the role MPOs play in convening local leaders and delivering projects more efficiently, with greater public support and at lower cost.** He also emphasized the importance of RTPOs but that they do not currently receive dedicated federal funding. Sen. Kelly argued that this funding gap places rural communities at a disadvantage.

*McMaster* agreed that MPOs and RTPOs are important in ensuring that local and state transportation plans reflect community priorities. However, he stopped short of endorsing dedicated RTPO funding, noting instead that RTPOs currently receive technical assistance and work closely with their state partners.

**Sen. Kelly:** *“Would you agree that these MPOs are effective at bringing together local leaders and to develop and execute projects?”*

**Administrator McMaster:** *“Yeah, [MPOs] and [RTPOs] play an important role in making sure that not only local but state transportation plans are developed consistent with priorities with all the communities in the state”*

## **The BUILD America 250 Act**

On May 17, the House T&I Committee released the legislative text for the next surface transportation reauthorization bill. Titled the “Building Unrivaled Infrastructure and Long-term Development (BUILD) for America’s 250<sup>th</sup> Act,” the legislation would authorize approximately \$580 billion dollars with **90% (\$474 billion) provided through formula funding**. This is a key difference with the previous iteration of the surface transportation bill (IIJA) which offered nearly 24% of funding through competitive grant programs.

The legislation passed out of committee by a vote of 62-2, meaning it now heads to the Ways and Means Committee where extensions to the HTF and its sources of revenue will be discussed. Following a successful vote in the Ways and Means Committee, the legislation will be brought to the House Rules Committee who will piece together the three surface transportation reauthorization bills passed by the House T&I Committee, **E&C Committee**, and **Science, Space, and Technology Committee**. Once complete, the legislation will wait for House leadership to move it to the House floor for consideration.

To learn more about the BUILD America 250 Act, please refer to the following resources:



- [AMPO Analysis and Legislative Guide: BA250](#)
    - [AMPO Markup and Amendment Tracker](#)
    - [AMPO Slide Deck Summary – BA250](#)
    - [AMPO BA250 Summary Handouts](#)
    - [AMPO BA250 Webinar Recording](#)
    - [AMPO BA250 Tailorable Board Briefing Slide Deck](#)
  - [AMPO Letter of Support – BA250](#)
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## [OMB Proposed Uniform Grant Regulation](#)

On May 29, the Office of Management and Budget (OMB) issued a 108-page proposed rule that would rewrite the government-wide framework for managing federal financial assistance across over thirty Federal Agencies, including USDOT. Many of the changes in the proposed rule would build on previous executive orders, agency directives, and other administrative actions from the past two years in what OMB is describing as an effort to strengthen transparency, accountability, and oversight while reducing administrative burdens.


With comments due by **July 13, 2026**, please see [AMPO’s analysis of the proposed rule](#), the proposed changes, and next steps.

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## [BASICS Act](#)

On Feb. 9, [Rep. Kristen McDonald Rivet \(D-MI\)](#) and [Rep. Rob Bresnahan \(R-PA\)](#) introduced [HR 7437](#), the bipartisan [Bridges and Safety Infrastructure for Community Success \(BASICS\) Act](#). **The legislation would invest in bridges, deliver regional priority projects, improve road safety, enhance transparency and collaboration, and build stronger rural and urban regions.**

Cumulatively, this would improve local and regional access to funding to plan, deliver, and maintain the systems that communities rely on every day.

 [Access AMPO’s Analysis of the BASICS Act here](#)

### **BASICS Act Update**

The following representatives are now [signed on as cosponsors](#) for the **BASICS Act**, representing **bipartisan support from four states across the country**:

#### **Cosponsors:**

- Rep. Gabe Vasquez (D-NM)
- Rep. Frank Mrvan (D-IN)
- Rep. Salud Carbajal (D-CA)
- Rep. Kelly Morrison (D-MN)
- Rep. Joe Neguse (D-CO)
- Rep. Adam Smith (D-WA)
- Rep. Jay Obernolte (R-CA)
- Rep. James Baird (R-IN)
- Rep. Ken Calvert (R-CA)
- Rep. Derrick Van Orden (R-WI)
- Rep. Ryan Mackenzie (R-PA)
- Rep. David Valadao (R-CA)



Interest among congressional offices and Members of Congress has elevated in recent weeks, with additional cosponsors pending. This is likely a result of increased support from locals and MPOs, as MPO Boards and MPO statewide associations from across the country have either submitted or are in the process of submitting letters of support for the BASICS Act. As reauthorization discussions move forward, building visible support now increases the likelihood that key provisions are reflected in the next surface transportation reauthorization bill. If your MPO Board is interested in signing a letter of support, please contact AMPO's Legislative Director [Katie Economou](#).

## **BASICS Act Resources**

### **➔ BASICS Act Toolkit**

For all things BASICS Act, refer to the LOT Coalition's BASICS Act Toolkit, which includes bill text, summaries, one pagers, action items, and supporting materials.

### **➔ LOT Coalition Letter to AASHTO**

On Feb. 25, the LOT Coalition, including AMPO, sent a formal letter to AASHTO leadership in response to recent public comments regarding the BASICS Act. The response includes a Q&A section directly addressing AASHTO's comments and further explaining the bill's structure and funding assumptions.

We believe it is important to clarify the intent and structure of the legislation. As drafted the BASICS Act is built on growth in the overall federal program and is intended to increase funding for both State DOTs and local and regional partners. The LOT Coalition does not seek to reduce state funding.

## **Webinars**

**On Feb. 19, the LOT Coalition hosted a webinar** to share more about the BASICS Act. Please refer to the BASICS Act Toolkit to review the slides and content.

On March 4, AMPO **hosted a webinar on: "Inside the BASICS Act: What it Means for MPOs and the Road to Reauthorization."** To revisit the discussion, please refer to the following resources:

- **BASICS Act [Webinar Slides](#)**
- **BASICS Act [Webinar Recording](#)**

## **Resources**

Brief your MPO Policy Board on how these priorities affect transportation outcomes in your region:

- **[MPO Policy Board Member Letter of Support Template](#)**
- **[Board Resolution Template](#)**
- **[Updated BASICS Act PowerPoint](#)**

Educate your Congressional Delegation and speak to how the provision would benefit your region:

- **[MPO Education Outreach Template](#)** to connect with your delegation. Using data-backed, local examples make a difference.

Work through your MPO Statewide Association:

Coordinate with MPOs statewide to share a letter in support of the BASICS Act:

- **[Statewide MPO Association Letter of Support](#)**

## **One/Two Pagers**

- **[BASICS Act One-Pager](#)**
- **[BASICS Act Rural Benefits One-Pager](#)**
- **[Fair Share for Local Roads One-Pager](#)**
- **[AMPO Legislative Priorities One-Pager](#)**
- **[AMPO Planning Funds One-Pager](#)**
- **[AMPO Tailorable PL Two-Pager](#)**
- **[Tailorable Project Delivery & MPOs Two-Pager](#)**

**Visiting DC? Questions about the BASICS Act? Want to meet with your Delegation?**

Please contact AMPO's Legislative Director [Katie Economou](#)



### Congress

#### Congressional “Vibe” Check

**Reauthorization.** Reauthorization activity continues to accelerate as committees refine draft language that shapes the next surface transportation bill.


##### Where things stand:

- **House T&I.** The **BUILD America 250 Act** was passed out of committee on **May 21** with a **62-2** vote following a nearly 15-hour markup that considered nearly 300 amendments. The **bill authorizes approximately \$580 billion**, with 90% available through formula funding, a significant shift from the IJJA's heavier reliance on competitive grants.
  - **With the bill now through committee, House leadership will work to bring it to the floor, though no timeline has been set.**
- **Senate.** Among Senate committees, EPW is furthest along. Chair Capito (R-WV) has indicated that major action on **the bill may not happen until the summer, and that passing legislation prior to IJJA's expiration will be a “challenge.”**
- **Administration.** On the Administration side, FHWA, FTA, and other USDOT operating administrations are transmitting their reauthorization proposals to the Office of Management and Budget, the final step before formal submission to Congress.
  - Officials at USDOT have recently indicated that an extension is highly likely.

**A general note on timing:** Given the remaining FY 2026 work, midterm elections on the horizon, and the long history of surface transportation bills missing deadlines, **a continuing resolution/extension appears to be likely.** Even so, MPOs should operate under the assumption that reauthorization could move on time. This engagement window will not open twice, and once base text is released, shaping the bill is significantly harder via amendment.

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#### The Buzz on Reauthorization

-  [Brookings Institute Overview of BUILD America 250 Act](#): The House T&I Committee passed the BUILD America 250 Act on May 22, providing greater state flexibility and expanded formula funding with cuts to transit, passenger rail, environmental programs, and safety initiatives. While the bill includes some procedural reforms, including streamlined permitting and a new consolidated competitive grant program, passage before the IJJA's September 30 expiration is considered unlikely, with an extension and next-Congress reauthorization the more probable outcome.



## Introduced Legislation Related to Reauthorization

Whether you want to see what marker bills could be included in the next surface transportation reauthorization or are curious about what Congress is working on, AMPO is tracking all relevant legislation that has been introduced since December 2025. Please refer to our legislation tracker to see what bills have been introduced, who introduced them, and what they would do.

[→ 119<sup>th</sup> Weekly Congress Legislation Tracker](#)

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**What's Making Headlines?** A number of issues on the Hill are drawing attention this week outside of reauthorization.

- [🔗 Permitting Reform Opportunities for Congress:](#) The Bipartisan Policy Center convened a May 2026 roundtable to evaluate Section 106 reform options, finding consensus around investments in SHPO/THPO capacity, data digitization grants, expanded programmatic agreements, agency consultation deadlines, and tribal compensation. The roundtable's clearest takeaway is that the most viable path to bipartisan reform runs through regulatory and capacity-building measures rather than large, sudden statutory changes.
- [🔗 FY 2027 THUD Bill Includes Language to Review Proposed Rail Merger:](#) The House Appropriations Committee added language to the FY2027 THUD bill urging the Surface Transportation Board (STB) to conduct a review of the proposed \$72 billion Union Pacific-Norfolk Southern merger. The STB conditionally accepted the revised merger application on May 28 but paused the review process pending additional information from the railroads due by July 27.
- [🔗 Housing Bill Passes House and Returns to Senate:](#) **The House passed a bipartisan housing affordability bill 396-0** after Financial Services Chair Rep. French Hill (R-AR) negotiated differences between the Senate version of the bill and White House priorities surrounding large investor restrictions. The bill now returns to the Senate, where Banking Chair Tim Scott (R-SC) and other Senators say final agreement has not yet been reached despite overall popularity with the legislation.
- [🔗 Senate Passes Immigration Enforcement Funding Package:](#) The Senate passed the \$70 billion Secure America Act on a party-line 52-47 vote, allocating roughly \$38.5 billion for immigration enforcement and \$26 billion for CBP after weeks of delays tied to White House demands for ballroom funding and an anti-weaponization fund, both of which were ultimately dropped. The bill now heads to the House, where the Rules Committee is scheduled to take it up June 8.
- [🔗 House Appropriations Packages Alter President's Budget Request to Cut Non-Defense Spending:](#) Despite a White House request for a 10 percent cut in non-defense discretionary spending, House appropriators have only cut that non-defense funding by 2.4 percent across the 11 bills released so far, with the apparent THUD reduction largely supported by redirecting unobligated IJA funding. What remains are questions around immigration enforcement funding



and whether additional funding is passed through an additional immigration funding specific reconciliation package.

- [!\[\]\(ef9d0f80c5c0f7b4bed9fcc98d310922\_img.jpg\) \*\*House E&C Committee Holds Hearing on Vehicle Emission Standards:\*\*](#) The House E&C Committee held a June 4 hearing on 10 vehicle emissions bills, most of which would roll back Clean Air Act authorities, including California's waiver to set stricter standards, state idling laws, and vehicle inspection programs, with some Members of Congress emphasizing regulatory flexibility and industry compliance costs while others pointed to the public health and affordability benefits of fuel economy standards, particularly due to current high gas prices. The only bipartisan bill considered was a straightforward reauthorization of the Diesel Emissions Reduction Act.
  - [!\[\]\(999a5e3fc9b7a6ab64b477dbcd2c0571\_img.jpg\) \*\*Senate Commerce Subcommittee Considers Safety Technology Legislation:\*\*](#) Senators and industry leaders discussed how Congress can promote emerging transportation safety technologies, including autonomous vehicles, rail inspection systems, and V2X communications, while maintaining strong safety standards and regulatory certainty. The hearing highlighted ongoing debates over surface transportation reauthorization, rail safety requirements, and efforts to establish a national framework for autonomous vehicles and other new technologies.
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## Administration & Agencies

### USDOT

- [!\[\]\(67498f4429b07796de483219b69f0741\_img.jpg\) \*\*May Transportation CPI Released and Shows Price Increase:\*\*](#) The Bureau of Transportation Statistics (BTS) released its May 2026 Consumer Price Index, which tracks changes in the cost of transportation goods and services. From May 2025 to May 2026, the CPI for transportation-related goods and services rose 9.3% and contributed to 37% to the overall 4.2% increase in all goods and services. Gasoline was the largest factor, contributing to roughly 31% to overall inflation.
  - [!\[\]\(866da5c4ddff265c03bedbd993418151\_img.jpg\) \*\*FTA Releases Final Rule to Rescind Title VI Disparate Impact Liability:\*\*](#) On June 11, USDOT released a final rule to rescind Title VI regulations regarding disparate impact. The rule states that the changes are being made to “align the Department's regulations with Title VI's original public meaning, avoid constitutional concerns, reduce compliance costs, and serve the public interest.” **AMPO is currently analyzing this rule and will release an analysis in an upcoming National Beat.**
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## National News

- [!\[\]\(620a8ab10575230f12c82ab7b682809e\_img.jpg\) \*\*Urban Institute's New TOD Identification Tool and Where TOD is Effective:\*\*](#) TOD has expanded significantly across urban areas over the past four decades, but outcomes vary

widely. Cities such as New York, San Francisco, and Washington, DC, lead in both transit service frequency and housing concentrated near rail, while metros like Atlanta, Dallas, and Houston lag behind. Effective TOD requires pairing frequent, reliable transit service with zoning reforms, affordability investments, and coordinated housing and transportation planning.

- [!\[\]\(f9c8920940b4337cbbeec527f8ac9321\_img.jpg\) \*\*Study Reveals Robotaxis Spend Significant Time Moving Without Passengers:\*\*](#) A new study in Transport Findings found that **robotaxis spend roughly 45 percent of their mileage without passengers**, nearly identical to traditional taxis, undermining industry claims that autonomous fleet management would dramatically reduce deadheading. While empty time between trips has improved with fleets expanding, robotaxis still cruise without passengers while awaiting assignments, adding to congestion in the dense urban markets where they operate.
- [!\[\]\(845e9749bae62df6369d34b1189931bf\_img.jpg\) \*\*Build America 250 Act Could Help Support Private Intercity Rail Operations:\*\*](#) Brightline's financial struggles, with \$5.6 billion in debt despite carrying 3.1 million passengers in 2025, illustrate that private intercity rail operators cannot sustain major capital projects through debt financing alone. The BUILD America 250 Act's new National Intercity Passenger Railroad Partnership Program would, for the first time, make non-Amtrak carriers eligible for federal capital and operating grants, offering a more viable public-private model, though its impact on Brightline's existing debt is limited and future funding remains subject to annual appropriations.
- [!\[\]\(938d0015fba187a43362a21bd1933ad2\_img.jpg\) \*\*Surface Transportation Board Moves Union Pacific \(UP\) and Norfolk Southern \(NS\) Rail Merger Application Forward:\*\*](#) The **STB unanimously accepted the revised UP-NS merger application on May 28** but paused proceedings pending supplemental information due July 27, expressing particular skepticism about the applicants' proposed Committed Gateway Pricing mechanism as a competition-enhancing tool. With the schedule on hold, a final decision is unlikely before late 2027, and the merger faces broad opposition from other Class I railroads, shippers, and labor groups concerned about the combined entity controlling nearly 40 percent of the U.S. freight rail market.
- [!\[\]\(05617ec18e9328b0f1a36e60ffcf2bcf\_img.jpg\) \*\*Smart Growth America Releases 2026 Dangerous by Design Report:\*\*](#) The *Dangerous by Design 2026* report finds that pedestrian deaths remain at historically high levels despite slight recent declines, with 7,080 pedestrians killed in 2024 and fatalities up 72 percent since 2009. The report concludes that decades of roadway design and investment decisions have disproportionately exposed low-income communities and communities of color to dangerous conditions, and that most states and metro areas have shown little meaningful improvement in pedestrian safety.

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## Notice of Funding Opportunities

- [!\[\]\(73937a8f461f9a87bc32687d38d0d956\_img.jpg\) \*\*Bridge Investment Program \(BIP\):\*\*](#) BIP is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.



- **Planning Grant Deadline:** June 15, 2026
- **Bridge Project Deadline:** June 29, 2026
- **Consolidated Rail Infrastructure and Safety Improvements Program (CRISI):** This program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
  - **Deadline:** June 22, 2026
- **Rail Vehicle Replacement Program:** Provides funding to help fund capital projects to replace rail rolling stock.
  - **Deadline:** July 6, 2026
- **Pilot Program for Transit-Oriented Development Planning:** The Pilot Program for TOD Planning helps support FTA’s mission of improving America’s communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.
  - **Deadline:** July 10, 2026
- **Building Resilient Infrastructure and Communities (BRIC):** Provides federal funds to states, US territories, federally recognized tribal governments, and local governments for hazard mitigation activities by supporting the modernization of infrastructure and promoting community resilience against natural hazards.
  - **Deadline:** July 23, 2026
- **Public Transportation on Indian Reservations (Tribal Transit) Competitive Program:** Provides funds for planning, public transportation capital projects, operating costs, job access reverse commute projects, and the acquisition of public transportation service to tribes located in rural areas (those with a population under 50,000).
  - **Deadline:** August 25, 2026

[→ Access AMPO’s NOFO Tracker here.](#)

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