BOZEMAN[MT]

Memorandum

REPORT TO: Gallatin Valley MPO - Transportation Policy Coordinating Committee

FROM: Jeff Butts, MPO Manager

SUBJECT: Adopt the Federal Fiscal Year 2027 Unified Planning Work Program

MEETING DATE: July 22, 2026

AGENDA ITEM TYPE: Grant

RECOMMENDATION: <u>**Consider the motion:**</u> *I move to adopt the Federal Fiscal Year 2027 Unified Planning Work Program and authorize MPO staff to make minor, non-substantive modifications necessary for regulatory compliance.*

STRATEGIC PLAN: 1.3 Public Agencies Collaboration: Foster successful collaboration with other public agencies and build on these successes.

BACKGROUND: The Unified Planning Work Program (UPWP) is the Gallatin Valley Metropolitan Planning Organization's annual scope of work and budget for federally funded transportation planning. It includes Federal Highway Administration Planning (PL) funds for MPO activities and Federal Transit Administration Section 5303 funds for transit planning activities programmed by the Gallatin Valley Urban Transportation District (GVUTD). Adoption of the Federal Fiscal Year (FFY) 2027 UPWP by October 1, 2026 is required to ensure uninterrupted federal reimbursement.

The proposed UPWP programs the MPO's core responsibilities, including administration, public involvement, completion of the Long Range Transportation Plan (LRTP), development of the Transportation Improvement Program (TIP), staff support for the Valley Trail Loop Feasibility Study, transportation data collection, and coordination with local, state, federal, and transit partners. Transit activities include program administration, Transit Development Plan implementation, service analysis, TIP coordination, and Americans with Disabilities Act planning and coordination.

Current allocations identify approximately $442,982 in PL funds. After the required $50,461 State allocation deduction, approximately $392,521 remains available for the FFY 2027 MPO work program. The proposed UPWP also includes approximately $210,114 in carry-forward funding. The transit program includes approximately $115,283 in Section 5303 funds and $28,821 in local match, for a total of approximately $144,104.

Updated five-year projections identify a structural funding concern, although no immediate current-year budget issue. The State allocation deduction and office-related operating costs reduce available planning funds by approximately $50,000 each annually, contributing to the projected deficit shown in Table 29. Without additional PL funding or reduced operating costs, the next LRTP may require partner cost-sharing. The MPO host is reviewing office-related costs and expects a decrease, however, the current estimate will remain included in the proposed UPWP for budgeting purposes. Potential cost savings will be captured in reserve and the FFY28 UPWP will be adjusted accordingly.

In response to the projections, staff is requesting to return the two continuous count stations. The return would increase reserves by approximately $61,000 and eliminate associated future operating costs.

No substantive changes have been made to the proposed FFY 2027 UPWP since the previous TPCC review. At its July 8, 2026 meeting, the Transportation Technical Advisory Committee recommended adoption. Staff recommends that the Transportation Policy Coordinating Committee adopt the FFY 2027 UPWP.

UNRESOLVED ISSUES: None.

ALTERNATIVES: As suggested by the committee.

FISCAL EFFECTS: The UPWP identifies $400,200 in MPO expenses eligible for federal reimbursement.

Attachments:
FFY2027_UPWP_Final.pdf

Report compiled on: July 15, 2026