

# BIKE WALK MONTANA HANDOUT: TRANSPORTATION INTERIM COMMITTEE

Talking Points for John Juras, Chairman of BWMT Legislative Committee

Present on “BikeWalk Montana’s perspective, particularly in relation to the bike infrastructure and funding in support of that infrastructure.”

**Recognizing the growing demand and need for safe, sustainable mobility, Bike Walk Montana advocates for enhanced infrastructure to facilitate bike and pedestrian travel. With a focus on promoting active transportation, our vision underscores the imperative for expanded networks and amenities that support safe and accessible biking and walking pathways across and between communities.**

1. Primary topics for HJ 15 Study -
  - a. How to pay for and maintain regional SUP’s such as the Montana portion of the [Great American Rail Trail](https://www.railstotrails.org/site/greatamericanrailtrail/content/montana/) ? Information here: <https://www.railstotrails.org/site/greatamericanrailtrail/content/montana/>
  - b. Build on [2020 legislative report](#) regarding Bike/PED path planning and funding. BWMT input included extensive funding ideas, [tabulated here](#):
  - c. BWMT’s long and active role in MT legislation, including [2021/2022 committee notes here](#).
  - d. RAISE Grant - MDT and Governor support letters
  - e. SUP Maintenance Funding - Current MDT policy and practice for SUP maintenance - Other states practices?
2. Current policy and practice for SUP maintenance
  - a. MDT approach has been a one size fits all (no path without local maintenance)
  - b. MT is different. We need Montana solutions for Montanans. Spur business while improving Quality of Life.
  - c. Need to be futuristic and plan long term for the development and maintenance of the paths.
  - d. This conversation and the need for this infrastructure planning transcends various groups (planners, housing). MT is growing, we need to be forward thinking to prepare for different modes of transportation.
3. MDT [SUP Development Policy](#) - Is the Gov Bullock era policy still in effect?
4. National landscape of funding – BWMT has heard from multiple stakeholders, of how MDT could do more to capitalize on non-motorized transportation funding; Critical for MDT to pursue funding for areas that are not covered in
  - a. Infrastructure Investment and Jobs Act (IIJA) – providing over \$350 billion for Federal highway programs.
  - b. Safe Streets for All (SS4A)
  - c. Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - d. Transportation Alternatives Program
  - e. Fixing America’s Surface Transportation Act
  - f. Environmental Protection Agency Grants
  - g. Department of Energy Grants
5. Summary – For BWMT, Public Engagement is key
  - a. Utilize community organizations like BWMT to maximize outreach.
  - b. BWMT Efforts - Opt In fee, Working Group, MDT outreach