

Adventure Cycling \* Alliance for Biking and Walking \* Alliance for Childhood \* America Walks  
American Association on Health and Disability \* American Cancer Society Cancer Action Network  
American College of Sports Medicine \* American Diabetes Association \* American Heart Association \* American Hiking Society \*  
American Public Health Association \* American Society of Landscape Architects \* American Trails \* Americans for Transit  
Association of Pedestrian and Bicycle Professionals \* Association of State and Territorial Health Officials (ASTHO)  
Association for Commuter Transportation \* Association of Programs for Rural Independent Living (APRIL) \* ChangeLab Solutions  
Directors of Health Promotion and Education \* International Mountain Bicycling Association \* Lakeshore Foundation  
League of American Bicyclists \* NAACP \* National Association of County and City Health Officials (NACCHO)  
National Bicycle Dealers Association \* National Complete Streets Coalition \* National Interscholastic Cycling Association  
National PTA \* National Recreation and Park Association \* Natural Resources Defense Council  
Outdoor Industry Association \* PeopleForBikes \* PolicyLink \* Rails-to-Trails Conservancy \* Safe Kids Worldwide  
Safe Routes to School National Partnership \* Safe States Alliance \* Sierra Club \* Transportation for America  
Trust for America's Health \* The Trust for Public Land \* United Spinal Association \* YMCA of the USA

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April 7, 2015

Dear Senator,

We, the 44 undersigned national organizations, ask you to co-sponsor S. 705, the Transportation Alternatives Program Improvement Act.

Created with the MAP-21 transportation law, the Transportation Alternatives Program (TAP) provides much-needed funds for local transportation priorities, including bicycling, walking and Safe Routes to School projects. All funds in the Transportation Alternatives Program must be made available through a competitive process, ensuring that the mayors and community leaders that best know their own needs can seek funding for projects addressing their needs. Communities of all shapes and sizes—rural, urban and suburban—are clamoring for TAP dollars to give their residents lower-cost transportation options, improve safety for children and families, and boost local economies and quality of life. While Congress gave states the option of transferring up to half of TAP funds to other transportation priorities, just 10 percent of TAP funds have been transferred—clearly showing the demand for these funds across the country.

The Transportation Alternatives Program Improvement Act increases local control and state flexibility, while also making minor changes to address implementation issues that have arisen. It would:

- Ensure that a greater portion of TAP funds are allocated by population, making sure that resources are fairly distributed among rural areas, mid-sized suburban areas and large metropolitan areas.
- Gives states the flexibility to meet federal cost-sharing requirements across the entire program, which will allow lower matching requirements for lower-resourced communities to be offset by higher matches from larger communities within a state.
- Makes small technical changes to allow non-profit organizations and small metropolitan planning organizations to compete for funds.
- Removes a provision that creates extra regulatory hurdles that delay TAP projects, while ensuring that TAP projects are subject to the same regulatory requirements and safeguards as similar projects built under other highway programs.

With your support, we can strengthen and sustain the Transportation Alternatives program in the next transportation reauthorization. We hope you will agree to co-sponsor S. 705.

For additional information, please contact Margo Pedroso with the Safe Routes to School National Partnership at [margo@saferoutespartnership.org](mailto:margo@saferoutespartnership.org) or Caron Whitaker with the League of American Bicyclists at [caron@bikeleague.org](mailto:caron@bikeleague.org).

Sincerely,

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