

Chris Polychron, CIPS, CRS, GRI  
2015 President

Dale A. Stinton  
Chief Executive Officer

**GOVERNMENT AFFAIRS  
DIVISION**

Jerry Giovaniello, Senior Vice President  
Gary Weaver, Vice President  
Joe Ventrone, Vice President  
Scott Reiter, Vice President  
Jamie Gregory, Deputy Chief Lobbyist

500 New Jersey Ave., NW  
Washington, DC 20001-2020  
Ph. 202-383-1194 Fax 202-383-7580  
www.REALTOR.org

March 23, 2015

The Honorable Deb Fischer  
Chairman  
U.S. Senate Surface Transportation and  
Merchant Marine Infrastructure, Safety and  
Security Subcommittee  
228 Russell Senate Office Building  
Washington, D.C. 20510

The Honorable Cory Booker  
Ranking Member  
U.S. Senate Surface Transportation and  
Merchant Marine Infrastructure, Safety and  
Security Subcommittee  
141 Hart Senate Office Building  
Washington, DC 20510

Dear Chairman Fischer and Ranking Member Booker:

On behalf of the over 1 million members of the National Association of REALTORS® (NAR), I thank you for continuing the discussion of Surface Transportation Reauthorization. NAR encourages all members of the Subcommittee to consider the importance of reliable long-term transportation funding and safety performance measures on all public roads. REALTORS® support improving mobility in communities so that all citizens have access to transportation means best suited to their needs.

NAR believes that a reliable stream of revenue for transportation is desperately needed. Surface transportation funding is currently structured in a way that cannot sufficiently meet our current and future infrastructure demands. Additionally, NAR encourages Congress to prioritize a long-term transportation plan that gives local authorities the ability to assess and utilize multiple modes of transportation. Today's homebuyers are placing a focus on the availability of multiple, safe transportation options. Ensuring that our cities and states can plan confidently to meet these demands will help save the government money in the long run.

NAR also believes there are two factors that need to be included for surface transportation policy. First, states and Metropolitan Planning Organizations (MPOs) should be held accountable for significant reductions in traffic fatalities and serious injuries. Second, state DOTs and MPOs need to measure non-motorized users separately from motorized users to locate true high risk areas of serious pedestrian injuries and fatalities. Transportation planning should consider the needs of all transportation users along a transportation corridor and provisions should be made to accommodate a variety of users in transportation projects, where possible.

In closing, NAR appreciates your work on Surface Transportation Reauthorization. NAR stands ready to assist members of your Subcommittee and Congress as it debates and prepares a long term transportation plan. Ultimately, consistent funding mechanisms and safety performance measures will enhance the quality of communities throughout the country, support property values, and encourage economic growth.

Sincerely,



Chris Polychron  
2015 President, National Association of REALTORS®

cc: U.S. Senate Surface Transportation and Merchant Marine Infrastructure, Safety and  
Security Subcommittee

