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September 17, 2015

The Honorable Bill Shuster
Chairman
U.S. House of Representatives
Transportation and Infrastructure
Committee
2268 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Peter DeFazio
Ranking Member
U.S. House of Representatives
Transportation and Infrastructure
Committee
2134 Rayburn Office Building
Washington, DC 20515

Dear Chairman Shuster and Ranking Member DeFazio:

The over 1.1 million members of the National Association of REALTORS® (NAR) understand the need for a long-term reauthorization of our highway programs in order to help strengthen our country's infrastructure. However, NAR strongly believes that using GSE guarantee fees (g-fees) and taxing homeowners as a source of funding transportation places an unnecessary long-term burden on consumers. Therefore, NAR will oppose any transportation legislation that uses g-fees as a pay-for.

Secondly, NAR requests that you consider the importance of multiple modes of transportation in crafting a long-term bill. Specifically, we request that the Transportation Alternatives Program (TAP) and the Safe Streets Act move forward with any surface transportation legislation.

Since 2012, MAP-21 (Moving Ahead for Progress in the 21st Century) has been the foundation for short-term reauthorizations of surface transportation programs. MAP-21 continued the twenty year prioritization of building and improving pedestrian walkways, bike lanes, and environmental mitigation efforts for communities across the United States. Multiple transportation options provide numerous benefits to neighborhoods and property values—both commercial and residential. We ask your committee to maintain the current funding and policies for TAP.

The Safe Streets Act was introduced earlier this year with bipartisan support in both the House of Representatives and Senate. States using federal funds for transportation projects would be expected to establish a baseline of safety design to accommodate all users of transportation systems. Exemptions within the legislation are robust where non-motorized safety planning is inappropriate. NAR respectfully asks your committee to incorporate the Safe Streets Act in any long-term surface transportation plan.

Thank you for your consideration of this very important matter.

Sincerely,



Chris Polychron
2015 President, National Association of REALTORS®

cc. House Transportation and Infrastructure Committee

