

Issue Description

ACEC Position

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| Issue 1: Final passage of HR 1, the American Recovery and Reinvestment Act, which includes over \$130 billion in new investments for public buildings and transportation, environmental and energy infrastructure, as well as delays implementation of the 3% withholding mandate to 2012. The bill passed by a vote of 246 - 183. | Supports the bill |
| Issue 2: Cosponsorship of HR275, which would repeal the 3% withholding mandate on federal, state, and some local government contracts set to take effect in 2011. This mandate, which goes into effect in 2012, was approved by Congress without debate and would harm honest taxpayers, especially small businesses. | Supports cosponsorship |
| Issue 3: House passage of H.R. 3357, which transferred \$7 billion to preserve the solvency of the Highway Trust Fund and prevent devastating funding cuts to state highway programs. The bill passed by a vote of 363-68. | Supports the bill |
| Issue 4: House passage of H.R. 915, which reauthorizes Federal Aviation Administration funding and programs for fiscal years 2010 through 2012, to improve aviation safety and capacity and provide stable funding for the national aviation system, including airport development. The bill also included ACEC-backed language to apply QBS to projects funded by Passenger Facility Charges. It passed by a vote of 277-136. | Supports the bill |
| Issue 5: House passage of H.R. 3617, to reauthorize the federal-aid highway, transit and other programs funded out of the Highway Trust Fund for 3 months, from October 1, 2009 through December 31, 2009, rather than an untenable 18-month delay. The bill keeps federal funds flowing to state transportation programs but keeps pressure on Congress to consider a full six-year reauthorization of SAFETEA-LU. The bill passed by a | Supports the bill |
| Issue 6: House passage of HR1262, which amended the Federal Water Pollution Control Act and the Safe Drinking Water Act to authorize appropriations for State water pollution control and drinking water revolving funds and make certain changes to increase the eligible uses, make the SRFs more flexible and require QBS. | Supports the bill |
| Issue 7: House passage of HR3962, the health care reform bill. The bill passed by a vote of 220-215. | Opposed Passage |
| Issue 8: Cosponsorship of HR537, which would provide that the state volume cap for private activity bonds shall not apply to bonds for facilities for the furnishing of water and sewage facilities. | Supports cosponsorship |

- Issue 9:** Cosponsor HR4115, which would overturn Supreme Court precedent ruling that plaintiffs should not be able to bring a lawsuit in federal court if there is no plausible basis for their claims. Eliminating this threshold would open the floodgates to baseless lawsuits, increase litigation costs for large and small businesses, and divert resources from job creation and investment. **Opposes cosponsorship**
- Issue 10:** House passage of Senate amendments to H.R. 2847, the "Hiring Incentives to Restore Employment (HIRE) Act" which included an extension of federal highway and transit programs through December 31, 2010 and a restoration of \$19.5 billion to the Highway Trust Fund, returning interest on the balance and preventing devastating cuts to state and local transportation programs. The bill also expanded the popular and successful Build America Bonds program for infrastructure development. It passed the House by a vote of 217-201, **Supports the bill**
- Issue 11:** House passage of HR 5850, appropriations for US DOT and Housing/Urban Development, which includes \$79.4 billion in total funding for transportation programs, a 4% increase. The bill includes \$45.2 billion for highways, and increase of \$4.1 billion over current year spending, and \$11.3 billion for transit programs, an increase of \$600 million, as well as additional funding for aviation and passenger rail. **Supports the bill**
- Issue 12:** HR 847 -- James Zadroga 9/11 Health and Compensation Act (final passage), includes provisions to cap the liability of engineering firms and other emergency responders following the 9/11 terrorist attack; the liability would be capped at the level of insurance held by firms on September 11, 2001. **Supports the bill**