113th Congressional ACEC Scorecard

Senate Descriptions

1. **Sandy Supplemental, H.R. 152 --** provided $50.5 billion in immediate and long-term relief in response to Superstorm Sandy, including $17 billion in immediate aid and $33.5 billion for near- and long-term assistance. ACEC supported the bill because of significant funding for infrastructure programs, particularly mitigation and resiliency projects, including Army Corps of Engineers construction, FEMA disaster relief, Department of Transportation emergency relief, and HUD community development funding. **(Record vote #4, Passed 62-36)**

2. **Senate Substitute to H.R. 933 – Continuing Resolution/Omnibus for FY'13 --** provided funding for most government agencies for the remainder of the 2013 fiscal year. An earlier House version of the bill had kept funding flat at FY2012 levels, which failed to reflect transportation funding increases approved in MAP-21. The Senate substitute increased highway formula funding by $550 million and transit funding by $120 million to fulfill those commitments. ACEC lobbied aggressively in favor of the increase. (Record vote #44, Passed 73-26)

3. **S. 1243 – THUD appropriations for FY'14** -- the Senate Appropriations bill for Fiscal Year 2014, transportation programs would fully fund MAP-21 at $40.3 billion for highways, with an additional $500 million for U.S. DOT competitive grants to address "bridges in critical condition." It also provides $10.7 billion for transit, including $1.943 billion for capital improvement projects, and $3.35 billion for the Airport Improvement Program, consistent with current funding. In contrast to the House, the Senate bill provides $550 million for TIGER multimodal grants and increases funding for Amtrak to $1.45 billion, with an additional $100 million for intercity passenger rail development. (Record vote #199, Cloture Failed 54-43). ACEC supported passage.

4. **Keystone Pipeline, S.Amdt. 494 --** Senator John Hoeven (R-ND) offered an amendment to the Senate budget resolution that establishes a deficit-neutral reserve fund to promote investment and job growth in United States manufacturing, oil and gas production, and refining sectors through the construction of the Keystone XL Pipeline. The non-binding amendment passed 62-37. ACEC supports the amendment.

5. **S. 601, the Water Resources Development Act of 2013 --** provides for accelerated project delivery, innovative financing alternatives, and a levee safety program. The includes a Water Infrastructure Finance and Innovation Act (WIFIA) provision, which would provide low-interest loans and loan guarantees to local governments for water infrastructure projects. The bill passed by a vote of 83-14. ACEC supports passage.

6. **HR 2775, FY 2014 Continuing Appropriations and Debt Limit Suspension –** legislation to reopen federal agencies through January 15, 2014, and extend federal borrowing authority through February 7, 2014. The legislation also requires the Department of Health and Human Services to verify income eligibility for people

applying for tax subsidies under ACA, and provides retroactive pay for federal employees furloughed. Passed 81-18 (Roll Call #219). ACEC supports passage.

7. **Senate Amended Version of Highway Trust Fund Fix (H.R. 5021) –** would have transferred $8.1 billion to the Highway Trust Fund to avoid a shortfall in funding and extend MAP-21 highway and transit programs through December 2014. ACEC supported action to avert project payment delays, while keeping a shorter deadline to force action in the post-election session on a long-term funding solution. (Record vote #248 – initial Senate passage; Approved 79-18)

8. **Highway Program Devolution to States (S. Amdt. 3584) –** amendment offered by Senator Mike Lee (R-UT) to the Highway Trust Fund patch to phase down the gas tax to 3.7 cents per gallon and cut federal funding to $7.6 billion by FY 2019, an 80% reduction. ACEC strongly opposed the amendment. Record vote #246; Defeated 28-69.

9. **Partnership to Build America Act (S. 1957) –** authorizes a $50 billion national infrastructure financing entity to provide loans, loan guarantees and other financial products to states and municipalities to leverage funds for transportation, energy, communications, water, and education infrastructure projects. The fund would be capitalized by the one-time tax-free repatriation of overseas corporate earnings through the sale of 50-year bonds. ACEC endorsed the bill as an innovative way to inject more funding into domestic infrastructure and facilitate public-private partnerships. ACEC supports cosponsorship.

10. **Bipartisan letter on cash accounting** – supports retaining current rules that allow engineering firms organized as passthrough entities or qualified personal service corporations to use the cash method of accounting, and opposes a tax reform proposal that would require firms with over $10 million in revenues to switch to the accrual method of accounting. ACEC supports the letter because cash accounting better reflects the cash flow patterns of engineering firms. (46 Senators signed the letter.)

11. **The Water Resources Reform and Development Act of 2014 Conference Report --** authorizes new Corps of Engineers water projects with ACEC-backed reforms to the project delivery process. The conference report also includes a number of critical reforms to the Clean Water Act State Revolving Fund (SRF), including a requirement to use QBS or an equivalent state QBS method for engineering and other design activities, as well as construction management, when using federal funds on wastewater projects. The bill passed by a vote of 91-7. ACEC supports passage**.**

12. **Tax Extenders (H.R. 5771)** – extends for 2014 a package of tax credits and deductions, including the R&D tax credit; bonus depreciation for firms of all sizes; higher small business expensing limits; parity between employer-provided mass transit and parking benefits; the production tax credit for wind and other renewable energy sources; the energy efficient commercial buildings tax deduction; and language that makes it easier for S corporations that were previously structured as C corporations to access the firm's capital without tax penalties. Approved by a vote of 76 to 16 (Record Vote #364).