



AMERICAN COUNCIL OF ENGINEERING COMPANIES

Overturn the 3% Withholding Mandate

ISSUE

Section 511 of the Tax Increase Prevention and Reconciliation Act of 2005 (P.L. 109-222) is a sweeping new requirement mandating that federal, state, and local governments withhold three percent from payments for goods and services. The law, which takes effect in 2011, will cover all such payments made by the federal government and state governments, as well as local governments that have annual expenditures that exceed \$100 million.

ACEC is deeply concerned about the impact and unintended consequences of this new requirement on all companies that receive contracts or other forms of government payments. The withholding mandate will apply to the total cost of the contract, not to the net revenue generated or the size of the company. As a consequence, government agencies may see the cost for goods and services increase as firms seek to offset the impact of the three percent tax withholding mandate.

In addition, because the profit margin for engineering and construction services on public projects is often less than three percent, the new mandate creates very serious cash flow problems for companies providing vital services to government agencies and the public. The law will also impose significant administrative costs and information reporting requirements on governments and businesses. This will be a serious concern for subchapter S corporations and other pass-through entities because these withholdings will have to be reported to each partner in the partnership and will affect their tax liability. For state and local governments, the withholding requirement represents an unfunded mandate at a time when budgets are stretched to the limit.

KEY POINTS

- *The provision was designed to deter tax evasion, but it will primarily penalize honest taxpayers.*
- *Many engineering companies realize a profit margin of less than three percent on a contract, and withholding three percent up front for tax purposes will force them to divert funds needed to complete the contract, creating cash flow problems.*
- *The new mandate will have an adverse effect on smaller firms, as prime contractors may be compelled to pass the costs associated with the three percent withholding requirement to their subcontractors, or possibly shift from subcontracting work out to performing it internally.*

ACTION REQUESTED

- **Cosponsor legislation introduced in the House by Representatives Kendrick Meek (D-FL) and Wally Herger (R-CA) and its Senate counterpart – H.R. 1023 and S. 777 – to repeal Section 511.**
- **Oppose efforts to broaden the withholding requirement or speed up its implementation.**



AMERICAN COUNCIL OF ENGINEERING COMPANIES

Averting the Transportation Funding Shortfall

ISSUE

Government projections show that Highway Trust Fund revenues will not meet the spending levels specified in SAFETEA LU. Revenue projections show that the Highway Trust Fund could have a negative balance of \$3.7 billion by FY 2009, which would require a \$13.7 billion cut in the highway program due to the pay-out rate for obligations. The situation grows worse in 2010, as funding to the states for highway projects would be cut by 50% under current budget forecasts.

Enacting an immediate short-term solution to keep the Highway Trust Fund solvent in 2009 is critical. Options identified to preserve the Fund include crediting it for emergency expenditures paid out since 1998; this would recapture \$3.4 billion. In addition, current exemptions from Highway Trust Fund excise taxes – such as private intercity buses, and vehicles operated by state and local governments and nonprofits – cost the account approximately \$745 million per year. These exemptions should be restructured to be General Fund supported activities. Finally, fuel tax fraud costs the Trust Fund an estimated \$900 million per year; so greater focus should be placed on tax enforcement.

Another key priority is preserving Revenue Aligned Budget Authority (RABA), which ensures that transportation funding follows actual revenue from gas taxes and vehicle taxes. If more revenue flows into the Trust Fund than originally predicted, RABA ensures that the additional funds are provided to the states.

KEY POINTS

- *Congress needs to act now to address the 2009 deficit in the Highway Trust Fund.* Without corrective action, state transportation programs would suffer a significant cut, and the problem would become more severe in 2010.
- *Even funding levels authorized under SAFETEA LU fall short of the Nation's transportation needs.* According to the National Surface Transportation Policy and Revenue Study Commission, "we need to invest at least \$225 billion annually from all sources for the next 50 years to upgrade our existing system to a state of good repair and create a more advanced surface transportation system to sustain and ensure strong economic growth for our families. We are spending less than 40 percent of this amount today."
- *Transportation investment creates short and long term economic growth.* Federal investment in transportation creates 42,500 jobs for every \$1 billion spent and will help make immediate improvements in safety and congestion relief. Improving our highway and transit infrastructure will also ensure long term economic growth and strengthen our ability to compete in a growing international marketplace.

ACTION REQUESTED

- **Fully fund highway and transit spending levels authorized by SAFETEA LU at \$43.2 billion and \$10.3 billion respectively in FY'09.**
- **For the next surface transportation program, fully consider the recommendations of the National Surface Transportation Policy and Revenue Study Commission, including indexing the gas tax to inflation and greater utilization of new sources of private capital.**

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AMERICAN COUNCIL OF ENGINEERING COMPANIES

Addressing the Water Infrastructure Crisis

ISSUE

The nation's water and wastewater systems are urgently in need of repair, replacement and upgrade. Studies by the U.S. Environmental Protection Agency (EPA), the Government Accountability Office (GAO), and the Water Infrastructure Network (WIN) indicate a significant funding gap of between \$300 and \$500 billion over the next 20 years between current anticipated investments in water infrastructure and what is needed to repair aging systems and comply with federal mandates.

Federal appropriations for EPA's water programs have also fallen substantially in recent years. For example, the Clean Water State Revolving Fund (SRF) program, funded for several years at \$1.35 billion annually, was reduced to \$887 million in FY 2006, \$1 billion in FY 2007, and \$689 million in FY 2008. For FY 2009, the President has proposed only \$555 million for the program. This is a significant retreat from the nation's long-standing federal-state-local partnership to maintain our water infrastructure, and falls far short of what is needed to protect the quality, safety and security of our water resources.

Legislation is now moving in Congress that takes an important step in addressing the looming water infrastructure crisis. The House of Representatives last year adopted H.R. 720, the Water Quality Financing Act, which reauthorizes and expands the Clean Water SRF program to \$14 billion over four years. The measure also includes language to require the use of Qualifications-Based Selection (QBS) in the procurement of engineering services for SRF-funded projects to ensure that tax dollars are well spent for water projects. It also includes language requiring a GAO study on creating a dedicated, long-term funding source such as a clean water trust fund. A similar Senate bill is expected to be introduced shortly.

KEY POINTS

Increased investment in water infrastructure projects will...

- *Protect the environment and the water quality of the nation's rivers, lakes, and streams* through improvements to wastewater treatment and pollution control systems to meet permit requirements and address capacity issues.
- *Protect public health* through enhancements to water and wastewater systems. As the first line of defense in keeping harmful pollutants out of our water supplies, treatment plants will require increased federal investment.
- *Stimulate the economy* in the near term through job creation and economic activity, and provide the enhanced public infrastructure necessary to sustain long-term economic growth. For every billion dollars invested in water and wastewater construction, over 40,000 jobs are created.

ACTION REQUESTED

- **Seek Senate passage of companion legislation to H.R. 720, to reauthorize and expand funding for the Clean Water Act SRF program.**
- **Make it a priority *this year* to send a final bill to the White House.**

