November 4, 2019

HOUSE T&I COMMITTEE BILL ADVANCES 5 YEAR / $16.8 BILLION CLEAN WATER SRF FUNDING PLAN

The CWCC worked with partners to help push a markup of H.R. 1497, the "Water Quality Protection and Job Creation Act of 2019" through the House Transportation & Infrastructure Committee last week. H.R. 1497, as amended, increases the Federal commitment to addressing our Nation’s substantial needs for wastewater infrastructure by authorizing a total $16.68 billion over five years in wastewater infrastructure through the Clean Water State Revolving Fund (SRF) and other programs to improve water quality relevant to issues faced in our state and region.

Using the baseline of FY 19 funding ($1.7B/year) this bill commits the federal government to a significant increase in funding, essentially doubling the annual funding over the next five (5) years. Through Committee staff, the Chairs of the Full House Transportation & Infrastructure Committee and its Subcommittee on Water Resources and the Environment asked for and received CWCC support moving this bill. Bob Briant, Jr’s letter of support for H.R. 1497 on behalf of the CWCC is attached to this report.

This bill, if fully enacted, meets a major CWCC priority--doubling funding for water infrastructure projects through the Clean Water SRF. This comes at the heels of a similar win when Congress and the President worked together to double funding for the Drinking Water SRF by FY 21. These increases will have a meaningful impact on the backlog of funding needs in water infrastructure projects and begin to correct a situation where states and local governments are forced to pay on average 95 percent of the cost of water infrastructure projects.

Thanks to CWCC members who took the time to communicate with members on the House T&I Committee to secure their support. Now the work begins to see the same action in the Senate and then on the floor of Congress within the foreseeable future.

WINDOW CONTINUES TO NARROW FOR TRANSFORMATIVE INFRASTRUCTURE PACKAGE

As highlighted in the attached report from Key Advocates and as stated in previous reports, the climate in DC is not positive for a major infrastructure package. Key Advocates, on behalf of the CWCC, is focusing on the following additional water bills that would address several Coalition priorities:

- H.R. 2741, “Leading Infrastructure for Tomorrow’s America Act” (the “Lift America Act”)
In addition, the Coalition is tracking and anticipating action in the Senate on the FY20 appropriation bills for the SRF / WIFIA programs. As previously reported, over the summer the House passed a “minibus” that includes the FY20 Interior Appropriations Bill providing $1.81B (an increase from the $1.7B appropriated in 2019) for the Clean Water SRF, $1.3B (the amount authorized by the America’s Water Infrastructure Act of 2018, an increase from the $1.16 appropriated in FY19) for the Drinking Water SRF, and $50M for WIFIA. The hope is that this is the baseline and will be increased if HR 1497 is enacted.

Similarly, in June the House passed its version of the FY20 Energy and Water Appropriations bill as part of another “minibus” which provides $63.617M for Title XVI (of which $10M is for the Title XVI WIIN grant program) and $60M for WaterSMART and lists the names of the FY18 USBR Title XVI grant awardees, as required by law. In addition, we can report that there has been action in the Senate on the transportation appropriations bills we have been tracking. See the attached report for more details.

CWCC BUSINESS MEETING DURING THE ROUNTABEL EVENT HOSTED BY PLANET UNDERGROUND

At the DC Fly In last spring, we discussed getting together before 2020 to continue our engagement on lobbying priorities and to share associations issues (e.g. membership, continuing education, emerging leaders programs, safety, risk management, underground damage prevention, events). There is also a need to discuss ways to get more participation at the DC Fly-In and to, in general, increase membership and participation. There is also the potential to expand the scope of the CWCC to subject areas like wind energy and coastal / flood protection projects. Focusing on these matters face to face was judged to be a high priority.

We have identified an opportunity for a CWCC business meeting to take place concurrent with the Roundtable Event organized by Planet Underground December 4-5th in Manteno, IL. We are grateful to the Underground Contractors Association of Illinois for offering to host us in their offices (Itasca, IL – right outside of Chicago) in the afternoon of Tuesday, December 3rd. A call-in number / WebEx presentation will be set up for those that wish to attend but cannot make the trip. The UCA of Illinois offices are within a short driving distance of Chicago O’Hare International Airport. Transportation between the UCA of Illinois offices and the Roundtable Event will be coordinated for CWCC members on Wednesday, December 4th.

Please RSVP with Dan Kennedy ASAP via email at kennedy@utcanj.org and indicate whether you will attend in person or via call-in / WebEx

The following is our tentative schedule:

[Schedule details]
Tuesday, December 3rd:  Arrive at UCA of IL Offices by 1 PM (Lunch Provided)
CWCC Business Meeting from 2-5 PM
Group Dinner 7 PM (Location TBD)

Wednesday, December 4th:  Depart UCA of IL Offices (AM TBD) for Roundtable Event
Return to UCA of IL Offices (PM TBD) from Roundtable Event

Travel details are up to each CWCC member. If you are flying in, we highly recommend Chicago O’Hare International, as it is very close to the UCA of IL offices. The most convenient hotel (attached to the UCA of IL offices) is the Westin Chicago Northwest https://www.marriott.com/hotels/travel/chiwn-the-westin-chicago-northwest/?scid=bb1a189a-fec3-4d19-a255-54ba596febe2

Toll-Free Reservation Center:
+1 888-236-2427

Rooms are currently available on these dates. Rates are very reasonable for the area.

Attendance at the Roundtable is at the sole discretion of CWCC members but highly recommended. For more information on the Roundtable Event, please see: https://www.planetunderground.tv/roundtable/ and the attached brochure. An informational video can be found at: https://youtu.be/N-rQV0V6OF0

CWCC members have been offered a greatly reduced sponsorship / registration (Bronze Level), which includes up to 2 registrations and company logo in official event video and program, for only $250. Please contact Michael Parilac mike@planetunderground.tv (219) 696-4015 directly to access this special deal and reference that you are a CWCC member.

KEY ADVOCATES REPORT

Included with this notice is Key Advocates recent report which is current to the end of October.
Dear Chairman DeFazio and Subcommittee Chairwoman Napolitano,

On behalf of the Clean Water Construction Coalition—a national coalition of utility construction associations representing 27 states and committed to securing much-needed funding to meet the Nation’s clean water needs—we extend our appreciation and support for H.R.1497, the "Water Quality Protection and Job Creation Act of 2019."

Our Nation’s water infrastructure is in dire need of renewed Federal investment. According to the American Society of Civil Engineers (ASCE) 2017 Infrastructure Report Card, America’s wastewater treatment infrastructure received a grade of D+, which is only the slightest improvement from its previous grade of D in the 2013 ASCE Report Card. Currently, municipalities face a backlog of more than $40 billion in clean water infrastructure projects and, according to the Environmental Protection Agency, these communities need close to $300B of investment over the next 20 years to bring their systems to a state of good repair. Given the current lack of Federal investment to address these needs, communities are forced to cover more than 95 percent of the cost of clean water projects. Coupled with this is the fact that the Clean Water State Revolving Fund (CWSRF), the mainstay of our Nation’s water programs, has not been reauthorized for years with annual funding languishing in the appropriations process. By authorizing in H.R. 1427 $14B over the next five fiscal years, the appropriators will then have the necessary legislative justification to support increased CWSRF funding.
In addition, we recognize the significance of other provisions in the bill which promote water resources funding - $1.125B for overflow and sewer grants, $1.295B for State water pollution control programs, $110M for innovative water grants, and $150M for alternative water source projects.

Investments in water infrastructure also provide significant economic benefits to the economy and enjoy a strong return on investment. The Conference of Mayors has noted that each public dollar invested in water infrastructure increases private long-term GDP output by over $6.35. In addition, the Department of Commerce has estimated that each job created in the local water and sewer industry creates over 3.68 jobs in the national economy and each public dollar spent yields over $2.62 dollars in economic output in other industries.

It is critical that the Federal government remains a reliable and viable partner in meeting the Nation’s water needs and we thank you for your continued support for investments in the CWSRF and other water programs.

Most respectfully,

Robert A. Briant, Jr.

Robert A. Briant, Jr.
November 2019 Insights

Infrastructure

The current situation regarding a mega infrastructure bill is disappointing and frustrating for a number of reasons. First of all, the President campaigned on a robust infrastructure proposal; he spoke about it to great lengths in his State of the Union speech (more so than any past President since Jimmy Carter); and, according to his staff, he still wants to do it because “infrastructure is what he does best.” Secondly, the Department of Transportation has worked for months developing an outline of principals including various funding options. Thirdly, congressional Democrats want a bill as evidenced by Chairman DeFazio’s continued interaction with the Administration, as recently as last month, and the Senate Democrats have their $10T infrastructure proposal. Congressional Republicans, even though fairly quiet on the issue (except for Senator Barrasso, Chair of the Environment and Public Works Committee, who has developed his own infrastructure proposal), privately support the effort pending the President getting out front on it. Unfortunately, notwithstanding all of these, the infrastructure effort has been overshadowed by the various non-policy disagreements between the President and congressional Democrats, from tax returns to hush payments to retreat lodgings to impeachment. To be candid, they distrust each other so how can you work together. So for the remainder of the calendar year, we will continue to urge/monitor any developments regarding an infrastructure bill. Pending that, we will be giving more attention and effort to committee and Floor action on the various water bills of interest (see all below), all of which have a greater chance of action in the next two months.

S.1689, “The Water Infrastructure Funding Transfer Act”

To review, signed into law by the President on Oct. 4. Originally introduced by Senator Booker (D-NJ). The Coalition submitted a letter to the President, with copies to Mick Mulvaney, Chief of Staff, and Andrew Wheeler, Administrator, EPA, urging the President to sign the bill into law. The bill allows states for one year to transfer amounts from their clean water state revolving fund to their drinking water state revolving fund in order to address a threat to public health as a result of heightened exposure to lead in drinking water.

H.R. 2741, the “Leading Infrastructure for Tomorrow’s American Act” (the “Lift America Act”)

The bill requires the EPA to establish a program to award grants up to $2.5 billion over five years to water systems affected by contamination. The legislation directs EPA to create a list of eligible drinking water treatment technologies. It extends and increases authorizations of $18.69 billion for essential drinking water programs including the Safe Drinking Water State Revolving Loan Fund, the Indian Reservation Drinking Water Program, School and Child Care Program
Lead Testing grants, Lead Drinking Fountain Replacement, Community Water System Risk and Resilience grants, and Public Water System Supervision grants to states. This subtitle also extends Buy American requirements for drinking water projects.

Status Update: No change since the last report. On May 22, the House Energy and Commerce Committee held a hearing on the bill.

**Huffman Omnibus Water Bill**

Congressman Jared Huffman (D-CA-2), Chair of the Water, Oceans and Wildlife Subcommittee of the Natural Resources Committee, is currently drafting, in conjunction with the Committee, an omnibus water bill. Details forthcoming. Napolitano and Harder bills (below) likely inclusions.

**Napolitano H.R. 1162, the “Water Recycling Investment and Improvement Act”**

No change since the last report. To review, on Feb.13, the Congresswoman introduced the above bill (with 17 cosponsors, now 26– all Dems) which the Coalition reported to her office its support. The Coalition supported her bill last Congress. Two changes were made from last year’s version: 1) the EPA grant program was dropped so the focus could be on Title XVI; and, 2) the cap on the Federal share for individual projects was kept but increased from $20M to $30M. Per the Congresswoman’s office, the following summary was provided:

- Increases the WIIN Act authorization for Title XVI from $50 million to $500 million
- Makes the WIIN Act Title XVI program permanent as it currently expires in 2021.
- Strikes the requirement that projects must be in drought or disaster areas
- Strikes the requirement that the projects need to be designated in an appropriations legislation
- Increase the limitation on the federal share of individual Title XVI projects from the current $20 million in October 1996 prices to $30 million in January 2019 prices.
- Does not change the 25% federal cost share.

On June 13, the Subcommittee on Water, Oceans, and Wildlife (WOW) of the House Natural Resources Committee held a legislative hearing on the bill.

Status Update: Per Napolitano’s staff, “we are pushing to have it done soon. I think the Committee is working out some political issues on water before they decide how and when to move water bills. As you may have noticed, they have not moved any water bills recently.”


No change since the last report. Introduced on May 2 by Congressman Josh Harder (D-CA-10) with 7 cosponsors – all CA Dems including Reps. Napolitano, McNerney and Panetta. Note: on Feb. 28, the Coalition met with Harder’s staff in DC and were told that he was working on a water bill. The official summary of the bill is not online. However, in general the bill provides $100M for Title XVI WIIN grants from deposits made to the Reclamation Fund; authorizes $150M for a reclamation infrastructure finance and innovation pilot program; increases the current Title XVI WIIN grant authorization from $50M to $500M (the same increase as in Cong. Napolitano’s H.R. 1162) and raises the Federal share cap from $20M to $30M; and, establishes a water technology investment program to expand use of technology for improving the availability
and resiliency of water supplies and power delivers, and authorizes $5M per fiscal year for the program. The bill was referred to the Natural Resources Committee. On June 13, the Subcommittee on Water, Oceans, and Wildlife (WOW) of the House Natural Resources Committee held a legislative hearing on the bill.

Status Update: same as above.

S. 1932, “Drought Resiliency and Water Supply Infrastructure Act”

Introduced on June 20 by Senator Cory Gardner (D-CO) with cosponsors Senators Feinstein, McSally (R-AZ) and Sinema (D-AZ). The bill was referred to the Energy and Natural Resources Committee. McSally is the Chair of its Water and Power Subcommittee. Gardner is a member of the Subcommittee. Sinema is not on the Committee. The bill would authorize for FY19-24 $670M for surface and groundwater storage projects, $100M for water recycling projects, and $60M for desalination projects. It would also create a new loan program at 30-year Treasury rates for water supply projects known as the Reclamation Infrastructure Finance and Innovation Act (RIFIA). The $150M authorized for the program would make available $8 to $12B in lending authority for the low interest loans. The loans would use existing criteria under the WIFIA program, with projects for funding to be recommended by the Bureau of Reclamation, and with the loans to be administered by EPA. The draft also would authorize $140M for restoration and environmental compliance projects. The bill provides offsets, one of which is a process to de-authorize inactive water recycling projects – projects for which no Federal or sponsor funds were spent on construction in the past 10 years, with an allowance of two and one-half years to spend funds to prevent de-authorization.

Status Update: Per Feinstein staff, the Energy and Natural Resources Committee is working toward a November markup of the bill.


In March T&I Chair DeFazio, Subcommittee Chair Napolitano, and Representatives Don Young and John Katko introduced the above bill (now with 47 cosponsors) which the Coalition sent a letter of support to the Committee. The bill:

- Authorizes $20 billion in Federal grants over five years for Clean Water SRFs.
- Authorizes $1.5 billion over five years for grants to implement state water pollution control programs.
- Provides $600 million over five years for Clean Water pilot programs (including Federal technical assistance and/or grants) for watershed-based or system-wide efforts to address wet weather discharges, to promote storm water best management practices, to undertake integrated water resource management, and to increase the resiliency of treatment works to natural or man-made disasters.
- Authorizes $375 million in grants over five years for alternative water source projects including projects that reuse wastewater and storm water to augment the existing sources of water.

Status Update: On Oct. 29, the T&I Committee ordered the bipartisan bill reported. The amended bill authorizes $14B over the next five fiscal years for the CWSRF, thereby giving the appropriators the necessary legislative justification to support increased CWSRF funding, $1.125B for overflow and sewer grants, $1.295B for state water pollution control programs, $110M for innovative water grants, and $150M for alternative water source projects. Coalition
members lobbied the Committee in support of the bill, and a support letter urging its enactment was submitted.

McNerney “West Act”

Last Congress, Congressman McNerney (D-CA-9) introduced an omnibus water and energy bill which the Coalition helped draft and supported. This Congress, McNerney is reintroducing the bill “in pieces” based on the committee of jurisdiction. To date, he has introduced two bills (on April 2 and May 16), both entitled the “Smart Energy and Water Efficiency Act of 2019,” one referred to the Science Committee, the other to the Energy and Commerce, Natural Resources and T&I Committees.

Senate Environment and Public Works Committee Highway Bill

No change since the last report. To review, the EPW Committee reported its version of the highway bill – “America’s Transportation Infrastructure Act.” The bipartisan bill would authorize $287 billion in highway spending, 90% of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize $10.8 billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes $1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize $12.5 million per year to fund state and reginal pilot testing of user-based alternative revenue mechanisms to the gas tax. The action by the Committee is intended to jump start the reauthorization process. However, notwithstanding its action, other Senate Committees – Finance (revenues), Commerce (rail, trucking and safety) and Banking (transit) – would still have to provide their titles to the bill. Action by those Committees is expected at the earliest in the fall. The House is behind the Senate in terms of schedule. At best, House committee actions would occur in the fall but more than likely spill over until next year. The current highway program expires Sept. 30, 2020.

FY20 Appropriations in General

On Sept. 27, the President signed into law the FY20 Continuing Resolution to fund the government until Nov. 21. Previously, on Sept. 19, the House, on a bipartisan vote of 301-123, passed the Resolution. That action was necessary given the House has passed only 10 of 12 appropriations bills and the Senate has reported (not passed) only 9 of 12. The Senate followed suit with passage on Sept. 26, also on a bipartisan vote of 81-16.

FY20 Interior Appropriations Bill

The House has decided to package appropriations bills into what they call “minibuses” rather than consider bills individually on the Floor. On June 25, the House passed a minibus that includes the FY20 Interior Appropriations Bill providing $1.810B for the Clean Water SRF, $1.3B (the amount authorized by the Americas Water Infrastructure Act of 2018) for the Safe Drinking Water SRF, and $50M for WIFIA.

On Sept. 26, the Senate reported its version of the bill which provides $1.638B for the CWSRF, $1.13B for the SDWSRF, and $65M for WIFIA.
**FY20 Energy and Water Appropriations Bill**

On June 19, the House passed its version of the FY20 Energy and Water Appropriations bill as part of another minibus which provides $63.617M for Title XVI (of which $10M is for the Title XVI WIIN grant program) and $60M for WaterSMART, and lists the names of the FY18 USBR Title XVI grant awardees, as required by law.

On September 12, the Senate reported its version of the bill which provides $65.017M for Title XVI, of which $20M is for Title XVI WIIN grants, and $60M for WaterSMART.

**FY20 Transportation Appropriations Bill**

On June 25, the House passed a minibus that includes the FY20 Transportation Appropriations bill. In total, the bill provides $137.1 billion, an increase of $6 billion above the 2019 enacted level and $17.3 billion above the President’s budget request. Included in the bill: TIGER, $1B; Amtrak, $1.3B; highways, $49B; and, transit, $2.3B.

On September 19, the Senate reported its version which provides $1B for BUILD grants, $46.3B for highways, $17.7B for aviation, $2.9B for rail, $13B for transit, $904M for maritime, and $972M for safety.

**Senate Appropriations Update**

On Oct. 22, the Senate Appropriations Committee reported its version of a mini bill that includes funding for the Commerce, Agriculture, Interior and Transportation bills per the above.

**Bill Tracking**

**S.352** — 116th Congress (2019-2020)

**BUILD Act**

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1) Committees: Finance Increases from $15 billion to $20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

**H.R.180** — 116th Congress (2019-2020)

**Build America Act of 2019**

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) Cosponsors: (7, now 10) Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.
S.146 — 116th Congress (2019-2020)

Move America Act of 2019
Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)
Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.


National Infrastructure Development Bank Act of 2019
Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

RAPID Act
Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)
Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than $150 million (currently, less than $75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

S.403 — 116th Congress (2019-2020)

IMAGINE Act
Committees: Environment and Public Works

H.R.228 — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019
Sponsor: Rep. Velazquez, Nydia M. [D-NY-7] (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.
Surface Transportation Investment Act of 2019
Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals
certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for
companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and
development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax
deduction for qualified tertiary injectant expenses.
The bill modifies the definition of "major integrated oil company" to include certain successors
in interest that control more than 50% of the crude oil production or natural gas production of the
company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund
amounts equal to the increase in revenues as a result of this bill. The funds must be used for
making grants under the Surface Transportation Block Grant Program.

BRIDGE Act of 2019
Committees: House - Energy and Commerce, Education and Labor

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4)
Committee: Environment and Public Works. To improve the processes by which environmental
documents are prepared and permits and applications are processed and regulated by Federal
departments and agencies, and for other purposes.

H.R.3134 — 116th Congress (2019-2020) To direct the Secretary of Transportation to assist
States to rehabilitate or replace certain bridges, and for other purposes. Sponsor: Rep.
Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2)
Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist
States to rehabilitate or replace certain bridges, and for other purposes.

S.611 — 116th Congress (2019-2020)
Water Affordability, Transparency, Equity, Reliability Act of 2019
Committees: Environment and Public Works

H.R.1764 — 116th Congress (2019-2020)
To amend the Federal Water Pollution Control Act with respect to permitting terms, and
for other purposes.
Committees: House - Transportation and Infrastructure