### 112TH CONGRESS 1ST SESSION

# H. R. 3434

To authorize a replacement for the lift bridge in Stillwater, Minnesota with necessary taxpayer protection measures to promote fiscal responsibility.

### IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 16, 2011

Ms. McCollum (for herself and Mr. Ellison) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Natural Resources, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

## A BILL

To authorize a replacement for the lift bridge in Stillwater, Minnesota with necessary taxpayer protection measures to promote fiscal responsibility.

- 1 Be it enacted by the Senate and House of Representa-
- 2 tives of the United States of America in Congress assembled,
- 3 SECTION 1. SHORT TITLE.
- 4 This Act may be cited as the "Fiscally Responsible
- 5 St. Croix River Crossing Authorization Act".
- 6 SEC. 2. FINDINGS.
- 7 The Congress finds the following:

- (1) The proposed St. Croix River Crossing Project between Minnesota and Wisconsin uses an "extradosed" bridge design that could cost nearly \$700,000,000 and expose taxpayers to the risk of cost overruns and delays.
  - (2) The Federal Highway Administration in its St. Croix River Crossing Cost Estimate Review stated: "The river bridge extradosed type, aesthetics, configuration and constructability are major contributors to the risk associated with the project costs."
  - (3) The most expensive bridge built in Minnesota to date is the Interstate 35W Bridge in downtown Minneapolis, which was constructed in 2008 at a cost of \$260 million and serves approximately 140,000 vehicles per day, compared to the proposed St. Croix Crossing Project that will serve an estimated 18,000 cars per day if opened on schedule in 2016.
  - (4) Federal and state funding for bridge repair and replacement is severely limited and must be utilized as efficiently as possible to meet growing needs: the State of Minnesota has 1,149 bridges listed as structurally deficient, while the State of Wisconsin has 1,142 structurally deficient bridges.

- 1 (5) It is the responsibility of Congress to up-
- 2 hold the Wild and Scenic Rivers Act (16 U.S.C.
- 3 1271), which protects 12,598 miles of 203 rivers in
- 4 38 States and the Commonwealth of Puerto Rico.

#### 5 SEC. 3. AUTHORIZATION OF PROJECT WITH MITIGATION

- 6 MEASURES.
- 7 Notwithstanding section 7(a) of the Wild and Scenic
- 8 Rivers Act (16 U.S.C. 1278(a)) and subject to section 4
- 9 of this Act, the head of an appropriate Federal agency
- 10 or department may authorize and assist in the construc-
- 11 tion of a new bridge crossing for the St. Croix River, which
- 12 is to be located not more than 7 miles north of the Inter-
- 13 state 94 bridge crossing, if mitigation measures deter-
- 14 mined by the Secretary of Interior are implemented to off-
- 15 set the environmental impacts identified in the September
- 16 2010 evaluation and determination report prepared by the
- 17 National Park Service pursuant to such section.
- 18 SEC. 4. LIMITATION ON FEDERAL FUNDING.
- 19 After the date of enactment of this Act, no Federal
- 20 funds, including Federal highway formula funding, shall
- 21 be provided for any St. Croix River bridge crossing be-
- 22 tween Minnesota and Wisconsin within 7 miles of the ex-
- 23 isting Interstate 94 Bridge with a total project cost in ex-
- 24 cess of \$574,000,000.

### 1 SEC. 5. STRATEGIES FOR ACCELERATING PROJECT

- TIMELINE.
- Nothing in this Act shall be construed to prohibit or
- 4 discourage the use of "design-build" construction method-
- 5 ology, which some States utilize as a successful strategy
- 6 for reducing construction timelines and containing project

7 costs.

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