

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.

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## 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

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## 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           (1) The proposed St. Croix River Crossing  
2 Project between Minnesota and Wisconsin uses an  
3 “extradosed” bridge design that could cost nearly  
4 \$700,000,000 and expose taxpayers to the risk of  
5 cost overruns and delays.

6           (2) The Federal Highway Administration in its  
7 St. Croix River Crossing Cost Estimate Review stated:  
8 “The river bridge extradosed type, aesthetics,  
9 configuration and constructability are major contributors  
10 to the risk associated with the project costs.”

11          (3) The most expensive bridge built in Minnesota  
12 to date is the Interstate 35W Bridge in downtown  
13 Minneapolis, which was constructed in 2008 at a cost of  
14 \$260 million and serves approximately 140,000 vehicles  
15 per day, compared to the proposed St. Croix Crossing  
16 Project that will serve an estimated 18,000 cars per day  
17 if opened on schedule in 2016.

18          (4) Federal and state funding for bridge repair  
19 and replacement is severely limited and must be utilized  
20 as efficiently as possible to meet growing needs: the  
21 State of Minnesota has 1,149 bridges listed as structurally  
22 deficient, while the State of Wisconsin has 1,142  
23 structurally deficient bridges.  
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1 **SEC. 5. STRATEGIES FOR ACCELERATING PROJECT**  
2 **TIMELINE.**

3       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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