

S 1937

A bill to authorize additional funds for emergency repairs and reconstruction of the Interstate I-35 bridge located in Minneapolis, Minnesota, that collapsed on August 1, 2007, to waive the \$100,000,000 limitation on emergency relief funds for those emergency repairs and reconstruction, and for other purposes.

Congress: 110 (2007–2009, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Aug 2, 2007

Current Status: Read twice and referred to the Committee on Environment and Public Works.

Latest Action: Read twice and referred to the Committee on Environment and Public Works. (Aug 2, 2007)

Official Text: <https://www.congress.gov/bill/110th-congress/senate-bill/1937>

Sponsor

Name: Sen. Coleman, Norm [R-MN]

Party: Republican • **State:** MN • **Chamber:** Senate

Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Klobuchar, Amy [D-MN]	D · MN		Aug 2, 2007

Committee Activity

Committee	Chamber	Activity	Date
Environment and Public Works Committee	Senate	Referred To	Aug 2, 2007

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
110 HR 3311	Identical bill	Aug 6, 2007: Became Public Law No: 110-56.
110 S 2009	Related bill	Aug 3, 2007: Read twice and referred to the Committee on Environment and Public Works.

Authorizes the Secretary of Transportation to carry out a project for the repair and reconstruction of the Interstate I-35 bridge located in Minneapolis, Minnesota, that collapsed on August 1, 2007.

Makes the federal share of the project cost 100%.

Authorizes appropriations.

Waives, for such project, the \$100 million per state single-failure (or, single-disaster) highway-related total obligation limitation.

Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to authorize the Secretary to use such single-failure (or, single-disaster) highway-related funds to reimburse the Minnesota state department of transportation for actual and necessary costs of maintenance and operation (less the amount of fares earned) for additional public transportation services and traveler information services it provides as a temporary substitute for highway traffic service following the bridge collapse, until highway traffic service is restored on such bridge. Sets the federal share of the cost of reimbursed activities at 100%.

Actions Timeline

- **Aug 2, 2007:** Introduced in Senate
- **Aug 2, 2007:** Read twice and referred to the Committee on Environment and Public Works.