

# Committee on Resources

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## United States House of Representatives

### Committee on Resources

#### Subcommittee on Water and Power

#### The Honorable Ken Calvert, Chairman

### H.R. 901, Authorizing the Construction of a Permanent Bridge East of Folsom Dam

#### Testimony of the Honorable Doug Ose

#### Third District of California

**April 1, 2003**

MR. CHAIRMAN and distinguished members of the Subcommittee, thank you for providing this opportunity to testify today and provide the committee another opportunity to consider a new American River crossing downstream from the Folsom Dam. Today, I ask that you support H.R. 901, authorizing the Bureau of Reclamation to construct a new bridge on federal land west of and adjacent to the Folsom Dam.

If gives me little satisfaction to appear before you on this matter. As you will recall, Congressman Doolittle and I proposed in June, 2001, that the Bureau of Reclamation be authorized to commence with the construction of a replacement arterial carrying traffic from one side of the Folsom Dam to the other. Since then, our concerns about the security of the dam itself have been recognized by various bodies. The most recent of which is the Defense Threat Reduction Agency and the Bureau of Reclamation has moved unilaterally to close the road. I share the concern that priority must be given to issues of homeland security.

The consequence of the closure has been that up to 18,000 cars per day that were using the road atop Folsom Dam are now impacting the streets and neighborhoods of the surrounding community. The City of Folsom is incurring significant unanticipated expenses in handling the traffic safety issues because of the actions of the Bureau in closing the road. These added costs are directly related to the homeland security issue identified by the Defense Threat Reduction Agency and acted upon by the Bureau. It is noteworthy to mention that in yesterday's Wall Street Journal, on Page A-12, White House Office of Management and Budget Director Mitch Daniels is quoted as saying that relieving air carriers of their increases security costs "could have a certain logic to it."

You may hear today the same arguments that were put forth last around that the Bureau doesn't build bridges. I have in my pocket a list of at least seventeen bridges that the Bureau has built since 1970. Having come from a construction background, it would seem that if you estimate construction time for a bridge at about two years, start to finish, then the Bureau has in fact been in the bridge construction business since I entered high school.

Mr. Chairman, this is an issue of homeland security that is adversely affecting a number of communities across multiple congressional districts. Given these facts and the history of the Bureau, I urge that the Committee favorably report H.R. 901 to the full Committee.

Thank you for allowing me the opportunity to testify today.

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