



H.R. 3 – The Northern Route Approval Act

The Northern Route Approval Act will put an end to years of bureaucratic delays and finally allow construction of the Keystone XL pipeline project that will create thousands of American jobs and displace overseas imports with millions of barrels of safe and secure Canadian oil supplies. Similar legislation was necessary in the 1970s to achieve construction of the game-changing Alaska pipeline.

Strengthening Energy Security and Putting Americans Back to Work

- It has been more than four years since backers of the Keystone XL pipeline first submitted an application to the U.S. State Department on September 19, 2008 to build this energy infrastructure project and bring jobs and greater energy security to America.
- Keystone XL has emerged as a symbol of the President's failed energy policies. It remains an opportunity to help create a more secure energy future, but the clock is ticking.
- Instead of saying "yes" to thousands of jobs and greater energy security, the President has so far delayed and dodged a final decision.
- During the 112th Congress, the House voted six separate times to allow for construction of the pipeline, which the State Department estimates will create 42,100 jobs, and carry nearly a million additional barrels per day of secure North American oil supplies to U.S. refineries.
- The landmark project enjoys strong bipartisan support, and it is essential to find a solution to ensure the pipeline gets built so that we can strengthen our energy security and put Americans back to work.
- If the President will not lead and approve this critical project, Congress must act.

Background Information

- After the application to build Keystone XL was filed, the State Department began conducting the extensive environmental review known as an Environmental Impact Statement (EIS) that is required to approve a cross-border pipeline.
- The exhaustive environmental review was completed in August of 2011, with a finding that the pipeline would have limited adverse environmental impacts during construction and operation.
- In fact, construction of the pipeline was the "preferred alternative" among the options studied, including the option not to move forward with the project.
- Less than three months later, the President announced he would not act on the Keystone XL application until 2013 despite prior pledges of support for American jobs and an "all-of-the-above" energy approach.
- Congress then voted on a bipartisan basis to force the President to make a decision, which he did in January 2012 when he rejected the Presidential Permit and required TransCanada to reapply with a new route through the state of Nebraska.

- TransCanada submitted a new application in the spring of 2012, including a new route through the Cornhusker state.
- Nebraska Governor Dave Heineman approved the Nebraska reroute on January 22, 2013, thoroughly addressing the President's previously stated concerns.
- With the Nebraska process complete, the President is now out of excuses. Americans have been waiting long enough for Keystone's jobs and energy.

The Northern Route Approval Act

- The Northern Route Approval Act ends the long drawn out process of delay by review and finally allows construction of the Keystone XL pipeline.
- Specifically, the legislation:
 - Eliminates the need for a Presidential Permit and finds that the Final Environmental Impact Statement (FEIS) issued by the Secretary of State on August 26, 2011 shall satisfy all NEPA requirements
 - Addresses all other necessary federal permits and limits legal challenges that could bring further delays

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