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**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

April 22, 2013

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Ms. Genevieve Walker  
NEPA Coordinator  
U.S. Department of State  
2201 C Street NW, Room 2726  
Washington, DC 20520

Dear Ms. Walker:

On behalf of my constituents, I would like to commend the State Department for executing a thorough and transparent Draft SEIS for the Keystone XL project. In this latest iteration, the State Department has once again concluded that the Keystone XL project will have minimal environmental impact due to extensive mitigation efforts to be undertaken by TransCanada. With this information in mind, I now urge the State Department to finalize the SEIS expeditiously in order to complete a second National Interest Determination. Swift action now will allow this vital infrastructure project to move forward after four years of extensive study.

Keystone XL will be critical to improving American energy security and boosting our economy. As the draft SEIS outlines, the project will support over 42,100 jobs during the construction phase and will generate over \$5 billion in economic activity, including \$2.05 billion in worker salaries. For local governments along the pipeline corridor, \$65 million in tax revenue will help fund necessary infrastructure projects, education, and medical services. These promising economic impacts do not even account for the significant benefits that American businesses and drivers will see thanks to an increase in safe, abundant supplies of crude oil to fuel the economy.

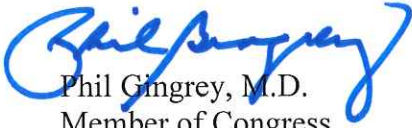
As discussed in this draft SEIS, the project offers the most efficient, safest and least intrusive method for transporting Canadian and Bakken crude to markets in the Gulf Coast region. Alternative transport methods – namely rail and barge – will require significantly more displacement of land and result in greater energy use and carbon emissions. Furthermore, the likelihood of an incident leading to a release or spill of crude oil is much lower for pipelines than other transport methods. For all these reasons, pipelines carry nearly two-thirds of the oil and petroleum products transported domestically.

However, the draft SEIS concludes that rail and barge alternatives are still economically viable given the strong demand for heavy crude amongst Gulf refineries. Even with these less attractive alternatives, rejecting Keystone XL will not eliminate the demand for heavy oil transport, nor will it deter the production of Canadian oil sands.

With an additional 57 mitigation measures, Keystone XL is still the smartest choice. By supporting domestic production and oil imports from Canada – instead of politically unstable countries – we will strengthen both our national security and energy security. Access to affordable, stable supplies of petroleum remains one of the most vital components for a growing economy.

In closing, I believe that construction of the Keystone XL pipeline is in the best interest of my constituents and all Americans. I respectfully request that the State Department expeditiously finalize the Draft SEIS and ultimately grant TransCanada the Presidential Permit necessary to begin building the pipeline.

Sincerely,

A handwritten signature in blue ink, appearing to read "Phil Gingrey", written in a cursive style.

Phil Gingrey, M.D.  
Member of Congress