



Amendments to H.R. 22: Surface Transportation Reauthorization and Reform Act of 2015 (Rep. Shuster, R-PA) – Part III

CONTACT: [Brittan Specht](#), 202-226-9143; [Matt Dickerson](#), 202-226-9718; [Jennifer Weinhart](#), 202-226-0706

FLOOR SCHEDULE:

The House amendment to the Senate amendment to H.R. 22 is began consideration on November 3, 2015, under a [structured rule](#).

The first Rule adopted by the House on November 3, 2015, uses the Senate-passed highway bill (H.R. 22) as the vehicle for consideration of the House Transportation and Infrastructure Committee's highway bill (H.R. 3763, the Surface Transportation Reauthorization & Reform (STRR) Act). A summary and analysis of the bill are available in a previous RSC Legislative Bulletin, available [here](#) (Word) or [here](#) (PDF).

The first Rule made in order a total of 45 amendments for debate on November 3, 2015. Four of these amendments remain pending with recorded votes requested and are summarized below.

The Rules Committee met again on [November 3, 2015](#), for further consideration of amendments and reported a second Rule. The second Rule makes in order an additional 81 amendments for debate, which are summarized below.

The Rule provides Chairman Shuster with the authority to offer transportation related amendments made in order en-block.

The Rule also allows Chairman Shuster (upon the passage of H.R. 22) to move that the House insist on its amendments to the Senate highway bill and request a conference committee.

AMENDMENTS MADE IN ORDER:

Pending Amendments with Recorded Votes Requested

1. [Hartzler \(R-MO\)](#): **This amendment has been modified from its original version.** Would eliminate the authority for federal dollars to be used to reimburse states for landscaping and roadside development that are not related to pollinator habitat and forage development and protection.

Many conservatives have expressed concerns with highway dollars being used to fund things like flowers rather than funding road construction. This amendment would end the authority for purely decorative landscaping, but would allow federal funding for vegetation management and habitats for butterflies and bees.

2. [Rooney \(R-FL\)](#): Would allow states to issue permits for the operation of vehicles weighing up to 95,000 pounds for hauling livestock. The cost of permits could not exceed \$200 per year.
3. [Rothfus \(R-PA\)](#): Allows for categorical exemptions for the reconstruction of substantially similar facilities for infrastructure destroyed or damaged in a declared disaster.
4. [DeSaulnier \(D-CA\)](#): Would require projects with costs in excess of \$2.5 billion to file a risk management plan with the Department of Transportation to prevent cost overruns or delays. The amendment would also require any funding recipient for such projects to establish a peer review group to monitor and report to Congress on the scope, schedule, and budget of the project.

Amendments Made in Order Under Part A of [Rules Committee Report 114-326](#)

1. [Cummings \(D-MD\)](#): Would strike an provision in the underlying bill to the definition of a “small business concern” which excludes a concern or group of concerns controlled by the same socioeconomically disadvantaged individual that have average annual gross receipts over \$23.98 million.
2. [Ryan \(D-OH\)](#): Would allow Congestion Mitigation and Air Quality (CMAQ) funds to also be used for alternative fuel vehicles.

The [CMAQ](#) program provides highway funding to a [variety](#) of non-highway programs that are supposed to reduce congestion and improve air quality. Projects can include diesel engine retrofits, transit projects, encouraging telecommuting, public education about transportation choices, carpool and vanpool marketing, carsharing, and alternative fuels and vehicles. States are not allowed to use these funds on expanding highway capacity.

3. [Hunter \(R-CA\)](#): Would allow (notwithstanding any other federal law other than NEPA) property owners to construct and maintain piers and other structures to facilitate the waterborne transport of [domestic aggregate](#) (salt, sand, and gravel) that might supply a Nationally Significant Freight and Highway Project.
4. [Sablan \(D-MP\)](#): Would allow federal funding for ferry operations to territories.
5. [DeSaulnier \(D-CA\)](#): Would require states and Metropolitan Planning Organizations to produce transportation plans under a publicly available and transparent process that includes an explanation of how projects are prioritized.
6. [Grijalva \(D-AZ\)](#): Would strike the sections of the bill meant to streamline environmental reviews and accelerate project delivery. This would gut important reforms made by the bill.
7. [Hunter \(R-CA\)](#): Would establish a program to acknowledge roadside maintenance with the use of live plants. Funding under the program would be considered State funds (under the sole discretion of the state), and could be used for programs such as using live plants for erosion control.
8. [Denham \(R-CA\)](#): Would preempt state laws regarding motor coach drivers’ hours of service. This would correct a Ninth Circuit ruling that eliminated meal and rest break regulations from the existing federal preemption, which was enacted in 1994.

9. [Aguilar \(D-CA\)](#): Would require DOT to implement the recommendations of a report issued by the Federal Motor Carrier Safety Administration regarding veterans obtaining commercial drivers licenses.
10. [Hahn \(D-CA\)](#): Would require a study regarding burying power lines underground.
11. [Heck \(D-WA\)](#): Would establish a new “green” storm water guidance program to develop best practices for such systems and to provide guidance to states seeking to develop such a system.
12. [King \(R-IA\)](#): Would prohibit funds made available by the bill to enforce Davis-Bacon prevailing wage requirements. Davis-Bacon Act requirements for federal contracts [increases](#) costs for those projects. When projects [cost more than necessary](#) as a result of union-friendly regulatory requirements, commuters are harmed because they receive less value for their gas-tax dollars and fewer projects can be completed with the same amount of dollars. According to [CBO](#), repealing Davis-Bacon government-wide would save taxpayers \$14.5 billion. Repealing Davis-Bacon was included in the RSC’s Budget.

Support: [Americans for Tax Reform](#)

13. [Larsen \(D-WA\)](#): Would create a separate expedited application process for TIFIA loans under \$100 million secured by local non-project performance revenue sources.

The [TIFIA](#) program provides subsidized loans and loan guarantees for transportation programs. Under the bill, TIFIA would be authorized for a total of \$1.2 billion for administrative and subsidy costs over the FY 2016 – 2021 period. This is a large reduction from current levels. As with most federal credit programs, calculating the cost of the program based on the credit subsidy understates the actual exposure of taxpayers to financial losses if a borrower defaults.

14. [Culberson \(R-TX\)](#): Would require a local transit entity to have a debt to equity ratio of at least 1:1 in order to be eligible for federal funds.
15. [Comstock \(R-VA\)](#): Would make “public transportation vehicles that operate on high-occupancy toll lanes that were converted from high-occupancy vehicle lanes during peak hours” eligible for mass transit State of Good Repair Program funding.
16. [Meng \(D-NY\)](#): Would include additional information collection requirements regarding crashes involving child restraint systems.
17. [Russell \(R-OK\)](#): Would prohibit federal funding for construction, operation, or support of streetcar service. Existing contracts would not be affected by this amendment.

Streetcar systems, such as the H Street Streetcar [boondoggle](#) in Washington, D.C., are purely local in nature and do not represent federal priorities. The major program that funds streetcars - the New Starts program – is riddled with problems. According to the Cato Institute, the program “[gives transit agencies](#) incentives to choose high-cost” systems instead of more cost-effective options and “[to get as much](#) New Starts money as possible, transit agencies have planned increasingly expensive rail projects”. In 2010, the Obama administration “[scrapped](#) a George W. Bush-era rule that had weighed funding decisions most heavily on whether transportation projects were cost-effective and would reduce commuting time.

18. [Edwards \(D-MD\)](#): Would give the U.S. Department of Transportation the authority to appoint Federal Directors of the D.C. Metro system. Currently, the General Services Administration has this

responsibility.

19. [Frankel \(D-FL\)](#): Would modify Sec. 5224 of the bill, which provides limited liability relief to shippers and brokers that hire motor carriers, to exclude motor carriers that are determined to be high-risk carriers. Would also strike a provision in the bill that requires a study and the consideration of several factors prior to issuing a final rule that would change minimum insurance requirements for commercial trucks.
20. [Duncan \(R-TN\)](#): Would modify Sec. 5224 of the bill, which provides limited liability relief to shippers and brokers that hire motor carriers, to extend coverage to motor carriers that have not been prioritized for a compliance review due to their safe operations.
21. [Lewis \(D-GA\)](#): Would strike a provision in the bill authorizing a pilot program that would allow commercial vehicle drivers between the ages of 19 ½ and 21 instead require a study on commercial drivers between the ages of 18 and 21.
22. [Johnson \(D-GA\)](#): Would strike a provision in the bill that requires a study and the consideration of several factors prior to issuing a final rule that would change minimum insurance requirements for commercial trucks.
23. [Ribble \(R-WI\)](#): Would increase the air-mile radius from 50 air-miles to 75 air-miles for the transportation of construction materials and equipment, to satisfy the 24-hour reset period under Hours of Service rules.
24. [Schweikert \(R-AZ\)](#): Would create a pilot program to reduce the number of federally owned vehicles and to increase the use of commercial ride-sharing companies.
25. [Schweikert \(R-AZ\)](#): Would require study regarding the feasibility of reducing the number of federally owned vehicles and increasing the use of commercial ride-sharing companies.
26. [Reichert \(R-WA\)](#): Would require a study on the economic impact of contract negotiations at ports on the west coast.
27. [Newhouse \(R-WA\)](#): Would require the Bureau of Transportation Statistics (BTS) to track information regarding the performances of ports.
28. [Lipinski \(D-IL\)](#): Would establish the sense of Congress that the Railroad Rehabilitation and Improvement Financing Program allows loans for transit oriented development, including commercial and residential development.
29. [DeSantis \(R-FL\)](#): Would establish a sense of Congress supporting transportation federalism, including reducing the federal gas tax and allowing states to fund and prioritize their own infrastructure spending.
30. [Moore \(D-WI\)](#): Would establish a sense of Congress regarding timely payments to disadvantaged business enterprises.
31. [Graves \(R-LA\)](#): Would expand the scope of projects funded by the new Nationally Significant Freight and Highway Projects program to include those that support national energy security and emergency evacuation routes.

The bill creates a new grant program to fund road, rail, and intermodal freight projects that are projected to be very expensive. To be eligible for funding, a project must in most cases cost at least

\$100 million or be equal to at least 30 percent of the state's apportioned funds (or, if it is a multi-state project, cost 50 percent of the apportioned funds of the participating state with the largest apportionment). Projects should be "of national or regional significance" and improve the safety, reliability, and efficiency of the movement of freight and people, generate economic benefits, reduce congestion, or improve connectivity between modes of freight transportation. The Secretary of Transportation will make grants under the program on a competitive basis. The bill gives Congress 60 days to disapprove a proposed grant. Under the bill, Nationally Significant Freight and Highway Projects would be authorized for a total of \$4.5 billion over the FY 2016 – 2021 period.

32. [Polis \(D-CO\)](#): Would designate Route 70 from Denver, CO to Salt Lake City, UT as a [High Priority Corridor](#).
33. [Bonamici \(D-OR\)](#): Would designate Oregon 99W Newberg-Dundee Bypass Route between Newberg, Oregon and Dayton, Oregon as a [High Priority Corridor](#).
34. [Schrader \(D-OR\)](#): Would designate Interstate Route 205 in Oregon as a [High Priority Corridor](#).
35. [Duffy \(R-WI\)](#): Would allow logging vehicles of up to 98,000 pounds on a 12 mile stretch of Interstate 39 in Wisconsin, which would align with Wisconsin state law for the same segment.
36. [Crawford \(R-AR\)](#): If a specified segment of U.S. Route 63 in Arkansas is designated as a part of the Interstate System, the amendment would allow vehicles that could operate on that segment of the U.S. Route to also operate on the Interstate (if it is designated as such).
37. [Fitzpatrick \(R-PA\)](#): Would allow federal funding for projects to eliminate hazards posed by blocked grade crossings due to idling trains.
38. [Lipinski \(D-IL\)](#): Would exempt certain pick-up trucks owned by welders used in the pipeline industry from certain federal regulations, including registration as a motor carrier and hours of service rules.
39. [Nolan \(D-MN\)](#): Would waive weight limits on logging vehicles operating on a stretch of Interstate in Minnesota.
40. [Cohen \(D-TN\)](#): Would provide flexibility to use federal transit funds for para-transit services for individuals with disabilities.
41. [Veasey \(D-TX\)](#): Would exclude disability para-transit service vehicles when calculating the number of busses operated by a transit agency for making grants under the Urbanized Formula Grant program.
42. [Lipinski \(D-IL\)](#): Would allow grants under the New Starts program to be for up to 80 percent of the net capital project cost (instead of 50 percent in the underlying bill).

According to the Cato Institute, the New Starts program "[gives transit agencies](#) incentives to choose high-cost" systems instead of more cost-effective options and "[to get as much](#) New Starts money as possible, transit agencies have planned increasingly expensive rail projects". In 2010, the Obama administration "[scrapped](#) a George W. Bush-era rule that had weighed funding decisions most heavily on whether transportation projects were cost-effective and would reduce commuting time.

43. [Adams \(D-NC\)](#): Would expand the types of minority groups that must receive outreach under a program created by the bill to increase their employment in public transportation to include those who are “female, an individual with a disability, minority (including American Indian or Alaska Native, Asian, Black or African American, native Hawaiian or other Pacific Islander, and Hispanic)”.
44. [Foxx \(R-NC\)](#): Would require program evaluations for the Innovative Public Transportation Frontline Workforce Development Program created by the bill to provide grant funding to encourage vocational training, education, and apprenticeships for transit maintenance and operations occupations.
45. [Lawrence \(D-MI\)](#): Would require the Interagency Coordination Council on Access and Mobility to submit its report regarding eliminating barriers to local transportation coordination to Congress (as well as the President).
46. [Moore \(D-WI\)](#): Would require a study on MAP-21’s changes to public transportation, specifically regarding low-income workers using public transportation ability to access jobs.
47. [Davis \(R-IL\)](#): Would allow an automobile transporter to carry general freight on a backhaul (return) trip.
48. [Moore \(D-WI\)](#): Would allow teen traffic safety funding for school-based driver’s education classes.
49. [Crawford \(R-AR\)](#): Would allow two trailers to be towed together when empty and are less than 82 feet overall in length.
50. [Meng \(D-NY\)](#): Would require a study on school bus safety.
51. [Meng \(D-NY\)](#): Would specify that a report required by the bill on autonomous vehicle transportation also address consumer privacy protections.
52. [Napolitano \(D-CA\)](#): Would require consultation with the states when developing regulations mandated by the bill to require oil spill response plans for rail carriers.
53. [Moulton \(D-MA\)](#): Would require a study on the European Train Control System and the feasibility of implementing such a system in the United States.
54. [Neugebauer \(R-TX\)](#): Would allow states to waive the requirement for a commercial driver to obtain a hazardous materials endorsement if the driver is transporting 1,000 gallons or less of diesel and is an employee of a custom harvester operation, agricultural business, farm retail outlet, or livestock feeder.
55. [Cummings \(D-MD\)](#): Would require a report on developing a system to measure rail track defects in order to improve public safety.
56. [Walz \(D-MN\)](#): Would require a study on insurance for railroad carriers transporting hazardous materials.
57. [Herrera-Beutler \(R-WA\)](#): Would broaden availability for certain bus grants by eliminating the high-density set aside, which currently covers New Jersey, Rhode Island, Massachusetts, Connecticut, Maryland, Delaware, and New York, and allowing all 50 states to receive funding based on projected growth rates.

58. [Chabot \(R-OH\)](#): Would increase civil and criminal penalties for motor vehicle safety law violations (to \$5,000 from \$2,500).

Amendments Made in Order Under Part B of [Rules Committee Report 114-326](#)

1. [Perry \(R-PA\)](#): This amendment would increase the percent amount the Ex-Im Bank must make available for small business loans by 5% each fiscal year beginning in 2016, over four years. If the Bank does not comply with the stipulated percentage, the Bank is prohibited from issuing any loans over \$100 million.
2. [Mulvaney \(R-SC\)](#): This amendment would restrict the Ex-Im Bank from guaranteeing, insuring, or extending credit involving any transaction that does not meet foreign competition. It would require the Bank, in its annual report to Congress, to certify that authorizations met foreign competition.
3. [Mulvaney \(R-SC\) #2](#): This amendment would require any authorization from the Ex-Im Bank above \$10 million to be contingent upon certified proof of denial of assistance from the private sector on at least two prior occasions. Penalties, which could include liability to the government for the face value or the appraised value of the loan, would be enforced against false claims. False claimants would be ineligible for future financial support by the Bank.
4. [Mulvaney \(R-SC\) #3](#): This amendment would prohibit the Ex-Im Bank from issuing support to enterprises within nations that possess sovereign wealth funds over \$100 billion.
5. [Mulvaney \(R-SC\) #4](#): This amendment would decrease taxpayer exposure by eliminating borrowing authority to the Secretary of Treasury, and by eliminating Treasury guarantees for Ex-Im Bank losses.
6. [Mulvaney \(R-SC\) #5](#): This amendment would limit taxpayer exposure by requiring the Bank to diversify industries and companies. The Bank would not be able to guarantee, insure or extend credit to a single industry if that exposure is more than 20% of the Bank's total credit exposure. The bank would also not be able to guarantee, insure, or extend credit to a single person in a fiscal year if doing so would result in that person benefitting from over 10% of the total dollar amount of assistance provided that fiscal year.
7. [Rothfus \(R-PA\)](#): This amendment would prohibit the Ex-Im Bank from guaranteeing or extending credit to foreign borrower connected to a U.S. company's exports of goods or services unless the American company guarantees repayment of, and provides collateral for, a percentage of the amount issued by the Bank. This percentage would increase by 10% each fiscal year beginning in 2016. This guarantee must be senior to any other obligation of the American company. This amendment would provide an exemption for small businesses.
8. [Royce \(R-CA\)](#): This amendment would prohibit the Export-Import bank from aiding state-sponsors of terrorism as defined by the [Export Administration Act of 1979](#), the [Foreign Assistance Act of 1961](#), the [Arms Export Control Act](#), or any other provision of law. The current prohibition that is provided under the Foreign Assistance Act faces low threshold waivers by the President.
9. [Schweikert \(R-AZ\)](#): This amendment would provide for the addition of [Fair Value Accounting Principles](#) to the Ex-Im provision of the legislation.

10. **Young (R-IA)**: Would require regulatory agencies to disclose information on which a rule issued pursuant to the bill is based including data, studies, and cost-benefit analyses.

Key Vote Support - Americans for Prosperity.

11. **Pompeo (R-KS)**: This amendment would direct the GAO to perform a study determining how much non-commercial jet fuel tax revenue, paid for by businesses and general aviation, is sent to the Highway Trust Fund through the “fuel fraud” tax. This study would be required within 180 days after enactment of this Act.
12. **Foster (D-IL)**: This amendment would require the Department of Transportation to submit an annual report to Congress, describing how the funds authorized in the bill are allocated to amongst the states, including the sources for these amounts. This amendment would also require the Internal Revenue Service to issue an annual report to Congress describing each state’s tax burdens.
13. **Williams (R-TX)**: This amendment would make a clarification, stipulating only rental car companies whose primary business is renting vehicles, are covered by the new requirements in the Senate-passed bill amending H.R. 22.
14. **Kinzinger (R-IL)**: This amendment would require auto-parts manufacturers and suppliers to provide certain information, including identification of parts subject to recall and vehicles affected, in order to further compliance with [Section 3-120\(j\) of Title 49](#), for motor vehicle safety. This information would be made available publicly on the internet and through databases in order to ensure effective recall processes and removals of defective parts.
15. **Schakowsky (D-IL)**: This amendment would provide for the Secretary to increase public accessibility to information on the National [Highway Traffic Safety Administration’s](#) vehicle safety databases and would make improvements to the functionality and consistency of the databases. It would also make changes to the Used Car Buyers Guide, requiring more detailed and accurate information. It would also require manufacturers to keep safety records for a period of not less than 20 calendar years, and would allow for national, rather than geographic recalls. It would also provide for remedies for those injured by noncompliance.
16. **Mullin, Markwayne (R-OK)**: This amendment would require the Administrator of the EPA to ensure that when issuing rulemakings, any preference or incentive provided for electric vehicles is also provided for those powered by natural gas.
17. **Burgess (R-TX)**: Reduces by \$15 million per year (24%) the supplemental authorization for appropriations for the Vehicle Safety Program available after the Department implements reforms called for in the [IG Audit regarding data analysis](#). The amendment would also make various reforms to the vehicle safety program, including exempting low-volume manufacturers (less than 500 replica vehicles per year) from liability under certain condition.
18. **Neugebauer (R-TX), Huizenga (R-MI)**: This amendment would commence a liquidation of the Federal Reserve surplus account, and remit funds to the U.S. Treasury. It would also provide for the dissolution of the surplus account moving forward. This amendment would also require any future net earnings that are in excess of the dividend paid, to be remitted by the Federal Reserve to the U.S. Treasury.
19. **Gosar (R-AZ)**: This amendment would strike the Administrator of the Environmental Protection Agency from the list of individuals who can designate a council member to the Federal Permitting Improvement Council, provided for in Section 61002.

20. **[Goodlatte \(R-VA\), Marino \(R-PA\)](#)**: This amendment would give the Executive Director of the Federal Permitting Improvement Steering Council the authority to authorize extensions of permitting timetables of up to 50% of the time designated in the original timetable. It would give the Director of the Office of Management and Budget the authority to authorize additional extensions if the Director consults with the permit applicant and reports to Congress. He must also make other changes to improve and streamline administrative permit review procedures.
21. **[Hensarling \(R-TX\)](#)**: Includes the text of 15 separate Financial Services bills that have previously passed in the House. The measures included are:
- a. H.R. 2064, which makes changes related to the treatment of Emerging Growth Companies and their registration with the SEC. Previous RSC Legislative Bulletin available [here](#).
 - b. H.R. 1525, which simplifies the SEC disclosure process for issuers and investors. Previous RSC Legislative Bulletin available [here](#).
 - c. H.R. 1698, which amends the requirements for certain coins produced by the U.S. mint. Previous RSC Legislative Bulletin available [here](#).
 - d. H.R. 432, which reforms the regulation of small business investment company advisors. Previous RSC Legislative Bulletin available [here](#).
 - e. H.R. 601, which removes the requirement for annual privacy notices from financial institutions and replaces it with a requirement for notices for new accounts and when policies change. Previous RSC Legislative Bulletin available [here](#).
 - f. H.R. 1839, which would encourage a more liquid secondary market for private securities. Previous RSC Legislative Bulletin available [here](#).
 - g. H.R. 2482, which amends the Low-Income Housing Preservation and Resident Homeownership Act of 1990 to allow owners (including nonprofits) of HUD federally-subsidized multifamily developments access to remaining profits after all operating expenses and maintenance costs. Previous RSC Legislative Bulletin available [here](#).
 - h. H.R. 233, which allows tenants on a fixed income to have their income certified and/or verified once every three years rather than annually. Previous RSC Legislative Bulletin available [here](#).
 - i. H.R. 1047, which allows a private nonprofit organization to administer permanent housing rental assistance provided through the Continuum of Care Program under the Act. Previous RSC Legislative Bulletin available [here](#).
 - j. H.R. 1091, which would assist state and local agencies in helping families collect child support payments by allowing timelier and accurate access to financial information of those required to pay support. Previous RSC Legislative Bulletin available [here](#).
 - k. H.R. 2997, which would authorize the Secretary of Housing and Urban Development (HUD) to establish a demonstration program under which the secretary can enter into performance-based, budget neutral contracts for energy and water conservation improvements for multi-family residential units from FY16 through FY19. Previous RSC Legislative Bulletin available [here](#).
 - l. H.R. 299, which would amend current law requirements regarding privately insured credit unions and Federal Home Loan Bank membership eligibility. Previous RSC Legislative Bulletin available [here](#).
 - m. H.R. 1553, which would amend the Federal Deposit Insurance Act to increase the maximum size of small insured depository institutions from \$500 million to \$1 billion. Small institutions are eligible for 18-month on-site examination cycles, rather than 12-month examination cycles. Previous RSC Legislative Bulletin available [here](#).
 - n. H.R. 1723, which would streamline Securities and Exchange Commission's (SEC) Form S-1. Previous RSC Legislative Bulletin available [here](#).

- o. H.R. 1334, which would raise the threshold under which a savings and loan holding company (SLHC) must register with the Securities and Exchange Commission (SEC). Previous RSC Legislative Bulletin available [here](#).
22. **Upton (R-MI)**: Would add a new title related to energy security. Specifically, the tile would require the Department of Energy to establish coordination procedures with industry and state operators in the electrical and oil and gas industries to manage energy supply in the event of a natural disaster, attack or other disruption. Further, the title would allow the Secretary of Energy to direct electrical grid operators or power generators to take emergency measures to ensure electrical reliability for civil and critical defense infrastructure. In complying with such measures, firms would be exempt from federal, state, and local environmental laws and would be able to recover the costs of complying with the measures from the federal government. Finally, new title would allow the Secretary to restrict access to information regarding energy infrastructure from public disclosure under federal, state, or local law.
 23. **Westmoreland (R-GA)**: Would allow firms who believe they are harmed by Ex-Im financing of competitors to appeal directly to the Bank's Board of Directors after commenting on said financing action.

NOTE: *RSC Legislative Bulletins are for informational purposes only and should not be taken as statements of support or opposition from the Republican Study Committee.*

###