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**From:** Borowski, Mark [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=[REDACTED]]  
**Sent:** 03/03/2020 19:58:36  
**To:** Stout, Robert [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=[REDACTED]]  
**Subject:** FW: BP Advocacy for TCI

Bob,

I'll just stay in touch with you. The meeting is not 100% locked in yet, but it's looking good, and they'll confirm for me hopefully today.

The address, if Trans. For Mass. hosts, will be 50 Milk Street, 16<sup>th</sup> floor. Again, I recommend we just keep in touch.

Once they confirm, I'll send you a calendar invitation.

Mark

Mark Borowski \* Director, State and Local Government Affairs \* BP America  
Office: [REDACTED] \* Mobile: [REDACTED] \* Email: [REDACTED]@bp.com

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**From:** Williams, Tara <[REDACTED]@bp.com>  
**Sent:** Tuesday, March 3, 2020 2:53 PM  
**To:** Borowski, Mark <[REDACTED]@bp.com>; Stout, Robert <[REDACTED]@bp.com>  
**Subject:** RE: BP Advocacy for TCI

Okay, please schedule Bob for 3:30pm meeting. Thanks

Tara Williams

Work: [REDACTED]  
Cell: [REDACTED]

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**From:** Borowski, Mark <[REDACTED]@bp.com>  
**Sent:** Tuesday, March 3, 2020 2:45 PM  
**To:** Williams, Tara <[REDACTED]@bp.com>; Stout, Robert <[REDACTED]@bp.com>  
**Subject:** RE: BP Advocacy for TCI

According to Google maps it's about a 20 minute drive.

Mark Borowski \* Director, State and Local Government Affairs \* BP America  
Office: [REDACTED] \* Mobile: [REDACTED] \* Email: [REDACTED]@bp.com

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**From:** Williams, Tara <[REDACTED]@bp.com>  
**Sent:** Tuesday, March 3, 2020 2:30 PM  
**To:** Stout, Robert <[REDACTED]@bp.com>; Borowski, Mark <[REDACTED]@bp.com>  
**Subject:** RE: BP Advocacy for TCI

Mark,

Bob's meeting with Rob Stavins will end at 2:30pm. How far is this meeting from the Kennedy School?

Tara Williams

Work:

Cell:

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**From:** Stout, Robert <[REDACTED]@bp.com>  
**Sent:** Tuesday, March 3, 2020 2:27 PM  
**To:** Williams, Tara <[REDACTED]@bp.com>  
**Cc:** Borowski, Mark <[REDACTED]@bp.com>  
**Subject:** Fwd: BP Advocacy for TCI

Not sure how this matches up with my schedule. Will I be with Joe Aldy then?

Bob

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**From:** Borowski, Mark <[REDACTED]@bp.com>  
**Sent:** Tuesday, March 3, 2020 2:18 PM  
**To:** Stout, Robert  
**Subject:** FW: BP Advocacy for TCI

Bob,

I reached out to Transportation for Massachusetts after their director was featured in the E&E article about our TCI Op-Ed. See below about a meeting shaping up for Thursday afternoon. Wanted to let you know in the event your travel plans would allow you to attend. I'll be there regardless.

Mark

Mark Borowski \* Director, State and Local Government Affairs \* BP America  
Office: [REDACTED] \* Mobile: [REDACTED] \* Email: [REDACTED]@bp.com

**From:** Raylen Dziengelewski <[REDACTED]@t4ma.org>  
**Sent:** Tuesday, March 3, 2020 10:12 AM  
**To:** Borowski, Mark <[REDACTED]@bp.com>  
**Subject:** Re: BP Advocacy for TCI

Hi Mark,

I have been reaching out to members of the OTF coalition to see who is interested and available to meet on Thursday. We have Jordan Stutt (Acadia Center), Jackson Morris (NRDC), Brianna Esteves (Ceres) and possibly someone from Sierra Club. It looks like 3:30pm is a sweet spot in timing for the listed people, would you be able to meet then? T4MA is happy to host at our office, and once you confirm I will loop everyone into a separate email to introduce you. Thank you!

Raylen Dziengelewski  
Program Associate | Transportation for MA  
[REDACTED]@t4ma.org

On Sat, Feb 29, 2020 at 9:29 AM Borowski, Mark <[REDACTED]@bp.com> wrote:

Thanks much, Raylen. I know it's kind of short notice, but didn't want to miss the opportunity if there's a chance to connect with the types of people and organizations with whom we are looking to align.

Looking forward to circling back on this early next week.

Mark

Mark Borowski • Director, State and Local Government Affairs • BP America  
M: 202.607.7215

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**From:** Raylen Dziengelewski <[REDACTED]@t4ma.org>  
**Sent:** Friday, February 28, 2020 5:42:59 PM  
**To:** Borowski, Mark <[REDACTED]@bp.com>  
**Cc:** Chris Dempsey <[REDACTED]@t4ma.org>  
**Subject:** Re: BP Advocacy for TCI

Hello Mark,

Thank you for reaching out and sending along the op-ed. We have seen BP's movement this week in coming out in support of TCI, and appreciate the offer to meet up while you are in town. I have looped in my director, Chris Dempsey, to follow the logistics of scheduling a meeting. T4MA is part of a regional coalition in support of TCI, called Our Transportation Future (OTF). It may be helpful to connect with some of OTF's other members based in Boston, and even combine into our meeting, while you are in town. I am happy to make these introductions for you.

Scheduling wise, T4MA has a particularly packed week, as the House has released both a transportation bond bill, and revenue raising bill, which will be in debate on Thursday. I will reach out early next week when we have a better grasp on Thursday's schedule.

Glad to be in contact with another Western MA-er!

Best,

Raylen Dziengelewski  
Program Associate | Transportation for MA  
[REDACTED]@t4ma.org

On Fri, Feb 28, 2020 at 2:15 PM Borowski, Mark <[REDACTED]@bp.com> wrote:

Hi, Raylen.

# Redacted - First Amendment

interested and available.

Separately, I noticed on your website that you are from Southwick. I grew up in South Hadley.

Regards,

Mark

Mark Borowski \* Director, State and Local Government Affairs \* BP America

Office: [REDACTED] \* Mobile: [REDACTED] \* Email: [REDACTED]@bp.com

## TRANSPORTATION

# BP throws its support behind cap-and-invest program for cars

Maxine Joselow, E&E News reporter Published: Friday, February 28, 2020



Bernard Looney, CEO of the oil giant BP PLC, is pushing the company to reduce its carbon emissions. Toby Melville/Reuters/Newscom

Oil and gas giant BP PLC is throwing its support behind a proposed cap-and-invest program for cars in the Northeast and Mid-Atlantic.

The move, which comes after BP pledged to pursue more aggressive climate policy, could soften opposition to the program from groups tied to the Koch network.

At issue is an **opinion piece** in the *Richmond Times-Dispatch* by Susan Dio, chairman and president of BP America.



Dio called on Virginia Gov. Ralph Northam (D) and other leaders in Richmond to embrace the Transportation and Climate Initiative, a proposed cap-and-invest program for the transportation sector in 11 states and the District of Columbia.

She argued that the Regional Greenhouse Gas Initiative, a cap-and-invest program for the power sector in the Northeast, has provided a successful model for the region to follow. Northam began the process of rejoining RGGI after Democrats took over the General Assembly in November.

"Over the past 10 years, the RGGI has proved successful in reducing power sector emissions," Dio wrote. "This should give policymakers confidence that emissions can be reduced in transportation as well without inflating energy costs or hurting local economies."

She continued: "Together, the power and transportation sectors account for well over half of all emissions in our economy. These two plans combined would put Northeast and Mid-Atlantic states on a course to cap and reduce those emissions."

The piece came after Bernard Looney, who took over as BP CEO earlier this month, pledged to put the company on track to be carbon neutral by 2050 (*Greenwire*, Feb. 12).

Looney stressed that the fossil fuel company needs to reinvent itself amid increasing pressure from investors and the public to address climate change.

"We have got to change, and change profoundly," he told an audience in London. "We have to because the world is changing fast and so are society's expectations of us."

Sources said BP's support for the Transportation and Climate Initiative could help counteract opposition to the program from groups affiliated with Charles Koch, the billionaire CEO of Koch Industries Inc., a conglomerate involved in the manufacturing and refining of petroleum and chemicals. (His brother David Koch served as executive vice president of the conglomerate until retiring due to health issues in 2018; he died last year.)

"We've heard a lot of objections from groups affiliated with Koch Industries. So I think they're increasingly looking pretty isolated, even within their industry," said Dan Gatti, senior transportation analyst in the Clean Vehicles program at the Union of Concerned Scientists.

"So it's really just now a part of the oil industry that is still opposing this. And they are fighting quite hard," Gatti added.

Chris Dempsey, director of the advocacy group Transportation for Massachusetts, agreed with this assessment.

"You're seeing the world divide into companies that are a little more enlightened and understand the gravity of the climate crisis versus companies that are sticking their heads in the sand and saying that these policies don't make sense," Dempsey said.

New Hampshire Gov. Chris Sununu (R) announced in December that he was withdrawing from the planning process for the Transportation and Climate Initiative, saying the program would raise gas prices for low-income consumers (*Climatewire*, Dec. 19, 2019).

The governor's rhetoric mirrored that of 18 conservative think tanks, which had released a **letter** blasting the program as "a carbon dioxide tax being implemented through a gas tax."

Sununu is the brother of one of the think tank leaders. James Sununu serves as board chairman of the Josiah Bartlett Center for Public Policy, which is a member of the State Policy Network, a Koch-funded network of think tanks across the country that promotes conservative and libertarian policies.

The center does not disclose its donors. But tax filings show that it has received \$23,250 from the State Policy Network and \$288,600 from the Koch-affiliated Donors Capital Fund, according to SourceWatch.

In her opinion piece, Dio sought to rebut the notion that the Transportation and Climate Initiative would harm consumers through higher prices at the gas pump. She wrote that the program would help reduce carbon emissions "without inflating energy costs or hurting local economies," adding that "states don't have to choose between the economy or the environment."

Gatti, of the Union of Concerned Scientists, predicted that it would become less socially acceptable for fossil fuel companies to oppose climate policy in the United States in the coming decades — a trend that is already evident in Europe.

"European oil companies just come from a culture in which outright climate denial is not culturally acceptable," he said. "I think with both [Royal Dutch Shell PLC] and BP, it's just not tolerated in a European context to be rejecting the science of climate change. And that puts pressure on them to at least say that they're on the side of solutions."

Twitter: @ [REDACTED] Email: [REDACTED]@eenews.net