From: Clanton, Brett [/O=MSXBP/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=████████████]

Sent: 24/07/2018 13:56:24

To: Streett, Mary [/o=MSXBP/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients,█████████████]; Sidoti, Elizabeth [/o=MSXBP/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=████████████]; Ellis, Joe [/o=MSXBP/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=████████████]

Subject: FW: statement on Curbelo bill

Redacted - First Amendment

Brett Clanton

BP America Inc. | **Senior Director, U.S. Media Affairs**

phone: ████████████████████████████████████ @bp.com
BP America | ████████████████████████████████

From: Amy Harder <████@axios.com>
Sent: Tuesday, July 24, 2018 7:40 AM
To: Clanton, Brett ████████████@bp.com>
Subject: Re: statement on Curbelo bill

Hi Brett, thanks for this. I understand there's a letter circulating that BP is on. Can you give me any information on background about that?

Amy

On Mon, Jul 23, 2018 at 4:17 PM, Clanton, Brett <████████████@bp.com> wrote:

> Hi Amy -
>
> Sorry for the delay. I was traveling today. Liz also mentioned you reached out.
>
> Here's a statement from us on the bill:
>
> BP has long believed that the threat of climate change is an important long- term challenge that justifies global action. BP supports a well-designed price on carbon that is clear, flexible, efficient and can be applied consistently across the economy. We are still reviewing the legislation and look forward to providing feedback to the sponsors.
>
> Hope this helps. Let me know if you have additional questions.
>
> Best,
> Brett
>
> Sent from my iPhone
>
> On Jul 23, 2018, at 12:37 PM, Amy Harder <████@axios.com> wrote:

Hi Brett, I hope this note finds you well. Given the introduction of a carbon tax bill by Republican Rep. Carlos Curbelo, could you please provide a statement about this bill? Does BP support it, oppose it or is neutral on it?

I need an on the record statement, at your soonest convenience today. I can reached at 202.906.9629 if need be. Thank you!

Best,

Amy

---------- Forwarded message ----------
From: **Curbelo Press** <▮▮▮▮▮▮▮▮@mail.house.gov>
Date: Mon, Jul 23, 2018 at 12:17 PM
Subject: Curbelo Joins Columbia University to Discuss Introduction of MARKET CHOICE Act
To: Curbelo Press ▮▮▮▮▮▮▮@mail.house.gov>

View in browser here.   **Share on:** <image001.png> <image002.png>

<image003.png>

FOR IMMEDIATE RELEASE   **CONTACT:** Joanna Rodriguez

Monday, July 23, 2018   ▮▮▮▮▮▮▮

Curbelo Joins Columbia University to Discuss Introduction of MARKET CHOICE Act

Legislation Would Fund Infrastructure Modernization, Reduce Carbon Emission Levels, Provide Regulation Stability, Repeal Regressive Taxes That Discriminate Lower- and Middle-Income Americans

Washington, D.C. — Today, Representative Carlos Curbelo (FL-26), co-chair and co-founder of the House Climate Solutions Caucus, joined the Columbia University Center for Global Energy Policy to discuss the introduction of his new legislation to fight carbon emission and fund infrastructure. According to an analysis by Columbia University, Curbelo's proposal would reduce carbon emissions by 27–32 percent reductions in net greenhouse gas emissions levels by 2025 and 30–40 percent reductions by 2030.

"I truly believe that one day this bill or legislation similar to it will become law," **Curbelo said**. "We simply owe it to every American and especially to younger generations who are understandably concerned about the future. In the short term, it will spark an important debate about investing in our country's infrastructure, the way we tax, and what to do to protect the environment from the perils of human-induced changes in the climate. While those invested in the depressing paradigm of bipolar politics will dismiss it summarily, many others will offer constructive criticisms and helpful ideas. Let us begin that discussion now."

Curbelo has been a Republican leader on climate change policy, which continues to remain one of his top legislative priorities in Congress. Curbelo's South Florida district includes many natural

treasures like Everglades National Park, Biscayne National Park and the Florida Keys Marine Sanctuary, which are increasingly at risk due to climate change and a critical part of South Florida's local economy and ecosystem.

A transcript of Curbelo's opening remarks is available below. Video of his opening remarks and the full exchange with Columbia University's Center on Global Energy Policy's Jason Bordoff is available here.

<image004.jpg>

Curbelo Joins Columbia University to Discuss Introduction of MARKET CHOICE Act
National Press Club
Washington, D.C.
July 23, 2018
https://youtu.be/Y-SrFmiL7Ag?t=15m3s

Representative Carlos Curbelo: "At this time of deep political division, and at least some days political chaos, I am offering this big, sober solution to address some of our country's greatest challenges.

"For years, Americans have been frustrated with our country's insufficient transportation infrastructure. In Westchester, Kendall, South Dade, the Florida Keys, and all across our land, people waste away a significant portion of each day stuck in traffic and separated from their homes, their families, and their pastimes. Traffic congestion costs our economy billions of dollars each year, while diminishing quality of life for the average American. Roads and bridges must be repaired and rebuilt, public transportation networks expanded, and airports modernized to secure a prosperous future for our country. The current Administration has called for an ambitious infrastructure investment program, and Congress' response has been lukewarm at best.

"Another major concern for many Americans, especially among younger generations and those who live in coastal communities, is the reality of rising global temperatures, rising sea levels, and more extreme weather caused by the emission of greenhouse gases such as carbon dioxide. While there are still some deniers out there, most Americans today understand that climate change caused by human activity is a reality that must be addressed. I remind my conservative colleagues who often decry our nation's growing debt: saddling young Americans with a crushing environmental debt – meaning an unhealthy planet where life is less viable – is at least as immoral as leaving behind an unsustainable fiscal debt. While I think alarmists contribute little to the advancement of this cause, I do believe the time to act is now. Already my constituents in South Florida are experiencing the effects of higher sea levels with chronic coastal flooding and salt water intrusion in the Everglades, which threatens our drinking water supply. Also, ocean acidification is damaging coral reefs and threatening the livelihoods of fishermen and charter boat captains.

"So all of this is why I am filing the MARKET CHOICE Act, which recognizes the cost of carbon dioxide emissions while at the same time repealing the regressive, discriminatory gas tax which overburdens Americans who drive traditional vehicles and fails to fully fund our nation's infrastructure needs.

"Specifically, this bill would achieve the following, and I know we'll discuss more in a few minutes.

"First, the bill would set the United States on a plan to reduce carbon emissions and not only fulfill, but exceed the commitments set out under the Paris agreement. According to the study from Columbia University that we will be discussing today, the $24 per ton price this bill would set on

carbon with an annual 2% increase plus the consumer price index would result in 27–32 percent reductions in carbon emissions by 2025, and 30–40 percent reductions by 2030.

"Second, the bill raises much-needed revenue to modernize our national infrastructure – a bipartisan priority that remains elusive without a new influx of revenue. Under the gasoline tax, the Highway Trust Fund is projected to receive $407 billion over the next ten years. Our bill would provide an additional $285 billion along with an additional $18 billion for the Airways Trust Fund. This robust investment in American infrastructure will result in reduced travel times, improved logistical efficiency, and economic growth.

"Third, the bill would eliminate regressive, inefficient and discriminatory taxes like the gasoline tax and the aviation fuel tax to capture the entire economy. While the gas tax disproportionately effects those of lower and middle incomes who can't afford higher efficiency vehicles, like Teslas, our bill promotes equitable treatment for Americans driving traditional cars and ensures all Americans are contributing their fair share to our country's infrastructure needs.

"Lastly, the bill creates long-term regulation stability by establishing a moratorium on the EPA from finalizing and enforcing Clean Air Act regulations on greenhouse gas emissions – thus providing much-needed regulatory certainty for utilities and businesses and limiting economic repercussions of additional regulations.

"Trade partners will be held accountable by way of a border tax adjustment – a concept advanced in the past by the Speaker of the House and the Chairman of the Committee on Ways and Means – and American exporters will be held harmless to protect their competitiveness. Additionally, there will be more certainty for workers and business as a result of a rolling moratorium on the EPA's regulation of greenhouse gas emissions. Lower income Americans will be protected from higher utility bills and assistance will be provided for displaced workers. In addition to all of this, modeling shows that under this policy, emissions reductions will exceed the goals outlined in the Paris agreement.

"I truly believe that one day this bill or legislation similar to it will become law. We simply owe it to every American and especially to younger generations who are understandably concerned about the future. In the short term, it will spark an important debate about investing in our country's infrastructure, the way we tax, and what to do to protect the environment from the perils of human-induced changes in the climate. While those invested in the depressing paradigm of bipolar politics will dismiss it summarily, many others will offer constructive criticisms and helpful ideas. Let us begin that discussion now."

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