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**From:** Ellis, Joe [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=REDACTED]  
**Sent:** 19/06/2019 22:25:57  
**To:** Streett, Mary [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=REDACTED]  
**Subject:** FW: House Democrats launch probe of refiner influence on EPA car rule

Hi. Want to be sure you saw this Politico note.

# Redacted - First Amendment

Joe

Confidential

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**From:** POLITICO Pro [REDACTED]@politicopro.com>  
**Sent:** Wednesday, June 19, 2019 4:28 PM  
**To:** Ellis, Joe [REDACTED]@bp.com>  
**Subject:** House Democrats launch probe of refiner influence on EPA car rule

By Zack Colman

06/19/2019 04:25 PM EDT

House Energy and Commerce Committee Democrats are investigating how the refining sector may have influenced the Trump administration's moves to soften vehicle fuel efficiency standards.

Committee leaders sent letters today to Marathon Petroleum, American Fuel and Petrochemical Manufacturers, American Legislative Exchange Council, Energy4Us and Americans for Prosperity seeking documents regarding their involvement in the rule, saying the oil industry "stands to profit significantly" from the Trump administration's proposal.

The inquiries asked for communications between the groups, federal agencies and former EPA Administrator Scott Pruitt, documents from a June 2017 AFPM board meeting and descriptions of social media and lobbying efforts to be handed over by July 3. The letters follow a New York Times investigation that detailed a lobbying push allegedly led by Marathon to weaken Obama-era fuel standards, which envisioned vehicles hitting 54.5 mile per gallon fuel economy by model year 2026.

Spokespeople for ALEC, AFPM and Marathon said they hadn't yet seen the letters. Energy4Us and Americans for Prosperity did not immediately respond to a request for comment.

President Donald Trump's EPA and National Highway Traffic Safety Administration proposed flat-lining vehicle efficiency increases at 2020 levels. The agencies contend meeting Obama administration targets boosts vehicle prices, preventing purchases of safer, cleaner automobiles.

Critics point to the administration's own estimates to show rolling back the standard would increase petroleum consumption by 500,000 barrels per day.

The auto industry also has complained the proposal goes too far and threatens to segment the U.S. market if EPA revokes a waiver that allows California to set more stringent vehicle standards.

EPA air chief Bill Wehrum and NHTSA Deputy Administrator Heidi King will testify at a Wednesday Energy and Commerce hearing on the vehicle standard.

*To view online:*

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