

United States Senate

WASHINGTON, DC 20510

December 19, 2018

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20530

Dear Secretary Chao:

We write to convey our strong concerns regarding last week's *New York Times* report that Marathon Petroleum, the largest oil refiner in the United States, along with oil industry and other groups, engaged in a covert lobbying campaign to support the Trump Administration's proposal to weaken fuel economy standards for cars and SUVs.¹ The Administration's proposal also seeks to remove California's authority to set and enforce its own fuel economy standards, which have been adopted by 13 states, including Delaware and New York.

As reported by the *Times*, the campaign included contacts with federal agencies, including meetings between former Environmental Protection Agency (EPA) Administrator Scott Pruitt and Marathon Petroleum CEO Gary Heminger. The campaign also reportedly used a front group, Energy4US, to mask its ties to the oil industry and advertise on social media urging consumers to comment on and support the Department of Transportation and EPA rulemakings that would weaken fuel economy standards.

It is no surprise that weakened fuel economy standards would increase greenhouse gas emissions and the amount of gasoline consumers would have to buy which would, in turn, increase oil industry profits. As Marathon's CEO recently told its investors, a rollback of fuel economy standards would amount to Americans consuming an additional 350,000 to 400,000 barrels of gasoline per day.

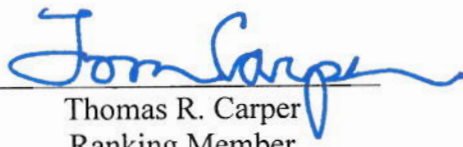
Placing oil industry profits ahead of consumers, automobile industry workers and the environment is unacceptable. We believe that weakened fuel economy standards would hurt U.S. economic and national security, undermine global efforts to combat climate change, and create uncertainty for the automobile industry. Automakers and California have repeatedly urged the Trump Administration to abandon its current efforts and negotiate a reasonable compromise

¹ Hiroko Tabuchi, "The Oil Industry's Covert Campaign to Rewrite American Car Emissions Rules." *New York Times*, December 13, 2018, <https://www.nytimes.com/2018/12/13/climate/cafe-emissions-rollback-oil-industry.html> (accessed December 18, 2018).

including continued fuel economy increases and the preservation of California's long-standing authority to enforce its own fuel economy standards.²

It is essential that the Trump Administration is transparent regarding its oil industry contacts related to its efforts to weaken fuel economy standards. Accordingly, we request that you disclose your agency's industry contacts related to any of these efforts. Please provide us with a response to the attached list of requested information no later than close of business on January 31, 2019. If you have any questions or concerns, please have your staff contact Michal Freedhoff of the Environment and Public Works Committee staff at 202-224-8832 or Patricio Gonzalez at 202-224-6542 on Senator Schumer's staff. Thank you for your prompt attention to this matter.

Sincerely,



Thomas R. Carper
Ranking Member
Committee on Environment
and Public Works



Charles E. Schumer
Democratic Leader

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List of Requested Information

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United States Senate

WASHINGTON, DC 20510

December 19, 2018

The Honorable Rick Perry
Secretary
U.S. Department of Energy
1000 Independence Ave., SW
Washington, DC 20585

Dear Secretary Perry:

We write to convey our strong concerns regarding last week's *New York Times* report that Marathon Petroleum, the largest oil refiner in the United States, along with oil industry and other groups, engaged in a covert lobbying campaign to support the Trump Administration's proposal to weaken fuel economy standards for cars and SUVs.¹ The Administration's proposal also seeks to remove California's authority to set and enforce its own fuel economy standards, which have been adopted by 13 states, including Delaware and New York.

As reported by the *Times*, the campaign included contacts with federal agencies, including meetings between former Environmental Protection Agency (EPA) Administrator Scott Pruitt and Marathon Petroleum CEO Gary Heminger. The campaign also reportedly used a front group, Energy4US, to mask its ties to the oil industry and advertise on social media urging consumers to comment on and support the Department of Transportation and EPA rulemakings that would weaken fuel economy standards.

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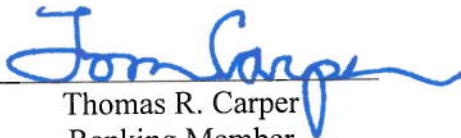
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Sincerely,



Thomas R. Carper
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Charles E. Schumer
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United States Senate

WASHINGTON, DC 20510

December 19, 2018

The Honorable Mick Mulvaney
Director
Executive Office of the President
Office of Management and Budget
Washington, DC 20503

Dear Director Mulvaney:

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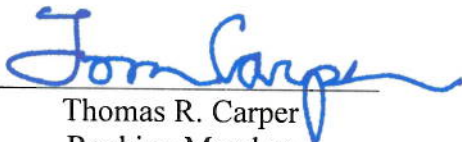
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United States Senate
WASHINGTON, DC 20510

December 19, 2018

The Honorable Andrew Wheeler
Acting Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Ave., NW
Washington, DC 20460

Dear Acting Administrator Wheeler:

We write to convey our strong concerns regarding last week's *New York Times* report that Marathon Petroleum, the largest oil refiner in the United States, along with oil industry and other groups, engaged in a covert lobbying campaign to support the Trump Administration's proposal to weaken fuel economy standards for cars and SUVs.¹ The Administration's proposal also seeks to remove California's authority to set and enforce its own fuel economy standards, which have been adopted by 13 states, including Delaware and New York.

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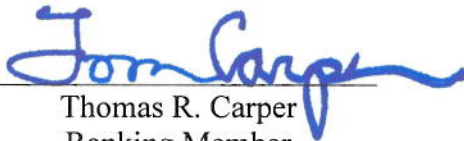
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United States Senate

WASHINGTON, DC 20510

December 19, 2018

Ms. Mary Neumayr
Chief of Staff
Council on Environmental Quality
730 Jackson Place NW
Washington, DC 20503

Dear Ms. Neumayr:

We write to convey our strong concerns regarding last week's *New York Times* report that Marathon Petroleum, the largest oil refiner in the United States, along with oil industry and other groups, engaged in a covert lobbying campaign to support the Trump Administration's proposal to weaken fuel economy standards for cars and SUVs.¹ The Administration's proposal also seeks to remove California's authority to set and enforce its own fuel economy standards, which have been adopted by 13 states, including Delaware and New York.

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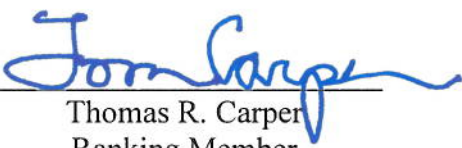
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