

June 12, 2017

The Honorable John Barrasso
U.S. Senate Environment and
Public Works Committee
Majority Office
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Tom Carper
U.S. Senate Environment and
Public Works Committee
Minority Office
456 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Barrasso and Ranking Member Carper:

On behalf of the advanced and cellulosic biofuel industry and our respective companies and organizations, we are writing to ask for your support for the Consumer and Fuel Retailer Choice Act (S. 517), which is scheduled to be marked up in the Environment and Public Works Committee before the August recess.

Under current law, despite being better for the environment and more affordable, fuels containing 15 percent ethanol (E15) cannot be sold during the summer driving season in many states due to an outdated federal policy. In 1990, Congress limited the amount of evaporative emissions from vehicle fuel at 9 pounds per square inch (psi) Reid Vapor Pressure (RVP). Pure ethanol has a 3 psi RVP, but when low levels of ethanol are combined with gasoline, the RVP of the fuel exceeds the 9 psi limit. At the time, Congress specified that fuel with 10 percent ethanol (E10) would receive a 1 psi RVP waiver, in recognition of E10's overall lower emissions profile. Regrettably, this waiver only applies to E10, even though E15 has a lower RVP profile and a lower overall emissions profile. The Consumer and Fuel Retailer Choice Act will support this more environmentally-friendly fuel and extend the RVP waiver to ethanol blends above 10 percent.

This legislation is vital to the advanced biofuels industry, which is making significant progress in expanding production of advanced and cellulosic biofuels. In just the last three years, 33 biorefineries began producing cellulosic biofuels. By definition, these fuels must achieve at least 60 percent fewer emissions than gasoline. Yet, according to DOE and EPA many of these refineries are producing fuels that reduce life-cycle transportation emissions by well over 90 percent.

Currently EIA estimates that gasoline demand to be 143 billion gallons for 2017. By allowing E15 to be sold year round, more retailers will offer E15 and we can create marked headroom for our next generation fuels. While we continue to support the RFS in its entirety, we also recognize that in order to fully unleash the potential of second generation fuels we must find a pathway for consumers to gain access at the pump.

Fixing the RVP issue will ensure that E15 can be sold year round in any state where E15 is approved, and gives our advanced and cellulosic fuels an opportunity to compete at the pump. It is important to note, that nothing about this legislation requires or mandates that E15 be sold by a retailer – it is entirely that retailer's choice. Moving to E15 not only reduces the cost of gasoline by 5 to 15 cents per gallon, but also lowers emissions harmful to the environment. Recent analysis from the Biotechnology Innovation Organization indicates that during the summer months alone E15 can reduce GHGs equivalent to taking 2.1 million vehicles off the road. In addition to the environmental benefits, the Energy and Environmental Studies Institute states that E15 can lower the public health impacts from transportation emissions, including reducing risks associated with cancer and asthma. Moreover, last year the U.S. sent \$159 billion out of the country to pay for foreign crude oil.

We ask you to stand with advanced biofuels and with clean energy to enable us to further reduce harmful emissions. Please support the Consumer and Fuel Retailer Choice Act (S. 517).

Sincerely,



