(c)

Gouveia, Susan

From: Masser, Michelle
Sent: Wednesday, October 28, 2015 11:01 AM
To: Harris, Laura
Cc: Gouveia, Susan
Subject: FW: Ethanol Policy on Collision Course with Blend Wall

CORRESPONDENCE

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Sent: Wednesday, October 28, 2015 10:53 AM
To: Masser, Michelle <clerkmichelle@mtolivetwp.org>
Subject: Ethanol Policy on Collision Course with Blend Wall

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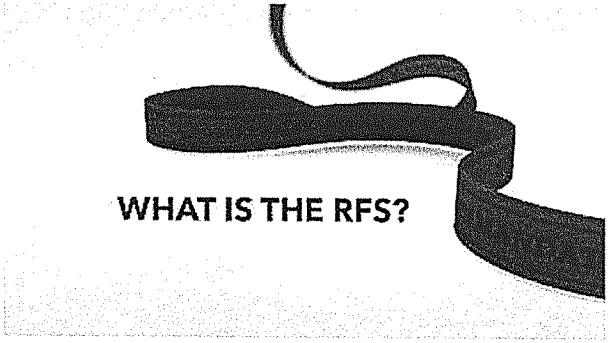
October 28, 2015

RFS and the Environment

Ethanol Policy on Collision Course with Blend Wall

Dear Lisa,

While Congress tackles the debt ceiling and highway funding, the EPA is also taking action that could have major impacts on the economy and American drivers. The agency is finalizing standards, due November 30, mandating how much ethanol will be required in the nation's fuel supply in 2016.

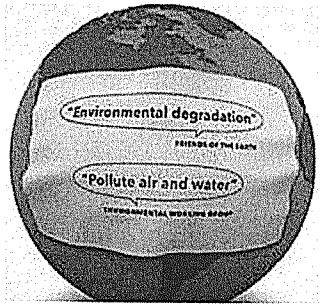


Right now, the majority of fuel contains 10 percent ethanol by volume (E10). But initial proposals indicate that the EPA could be preparing to increase volume requirements to a degree that breaches the blend wall – the point at which there is more ethanol in the fuel supply than can be safely used by most vehicles.

The EPA's claim that volume increases mandated by the Renewable Fuel Standard (RFS) can be accommodated by greater use of higher ethanol blends like E15 and E85 is a non-starter – literally. Extensive testing shows E15 can damage engines and fuel systems, and only 5 percent of vehicles currently on the road are manufacturer-approved to use it. E15 is also not compatible with existing fuel infrastructure. Costs to retrofit retail gas stations – most of which are independently owned small businesses – could reach an average $375,000 to $425,000 per site.

Only 6 percent of vehicles can use E85, which has up to 23 percent less energy than standard E10 fuel, and E85

A new University of Tennessee study is the latest to conclude that the RFS has not only failed to live up to its environmental promises but has actually caused environmental damage. Learn more about the multiple studies uncovering the ethanol mandate's environmental failures.



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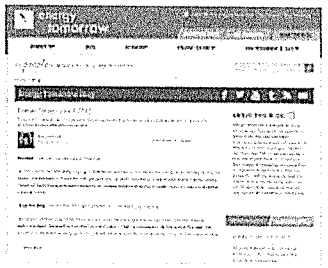

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demand is only 0.15 percent of overall gasoline demand.

Raising ethanol volumes regardless of market demand or vehicle compatibility could threaten costly disruptions to the fuel supply. A 2014 report by the nonpartisan Congressional Budget Office concluded that breaching the blend wall could increase the price of E10 gasoline by up to 26 cents per gallon. A 2015 NERA Economic Consulting study projected a possible 30 percent reduction to the fuel supply and "severe economic harm."

It takes a deeply flawed law to attract opposition from a bipartisan coalition in Congress, plus restaurant associations, grocers, producers of poultry, pork and beef, environmental non-profits and anti-hunger groups. To protect consumer fuel choices and limit economic and environmental damage, it's time for Congress to step in and repeal or reform the RFS.

Sincerely,

Jack Gerard
President and CEO
API

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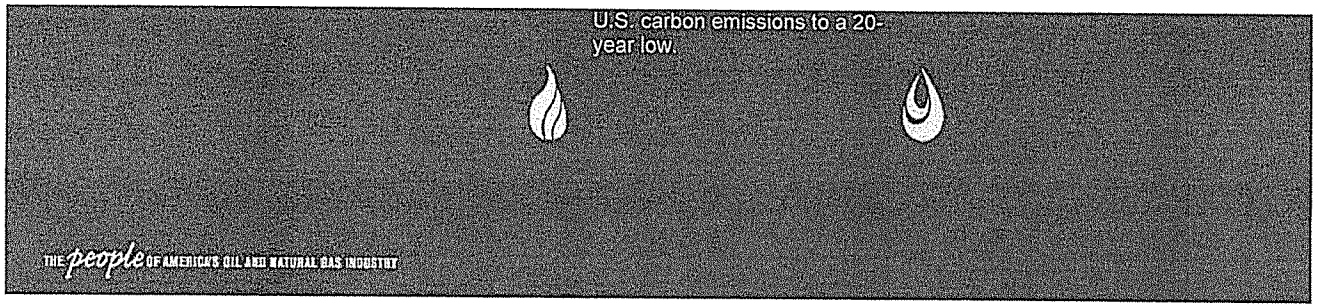

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