

COMMITTEE ON FINANCIAL SERVICES

SUBCOMMITTEES:
CAPITAL MARKETS AND
GOVERNMENT SPONSORED ENTERPRISES
MONETARY POLICY AND TRADE

PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

SUBCOMMITTEES:
RANKING MEMBER, NSA AND CYBERSECURITY
CIA



James A. Himes

Congress of the United States

4th District, Connecticut

WASHINGTON OFFICE

1227 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20545
202 225-8841

DISTRICT OFFICES:

211 STATE STREET, 2ND FLOOR
BRIDGEPORT, CT 06604

868 WASHINGTON BLVD., 10TH FLOOR
STAMFORD, CT 06901
Toll Free: 1800 463-0038

July 11, 2016

Dear Mr. Delfosse,

Thank you for contacting me about the Food and Fuel Consumer Protection Act (H.R. 5180). I appreciate your comments and am grateful that you took the time to contact me.

Congress established the renewable fuel standard program to combat climate change and reduce our dependence on foreign fuels by requiring transportation fuel to be composed of a certain level of renewable energy sources, a standard first set under the Energy Policy Act of 2005 and later expanded with the passage of the Energy Independence and Security Act of 2007. Although the legislation was passed with laudable intentions, it has inadvertently and adversely affected many Americans. E15 ethanol fuel - fuel consisting of 15% Ethanol and 85% gasoline and incentivized by the 2015 EPA rule changes - can potentially harm engines. These harmful effects are exaggerated in smaller and older engines, as well as those not designed for ethanol combustion, leading many recreational vehicles, motorcycles, lawn mowers, motorized tools, and cars to incur damage. In addition, the application of ethanol in our fuels has raised the prices of both fuel and food for consumers and the cost of feed for cattle farmers. This has understandably frustrated many Americans who have been adversely affected by these changes.

As you know, The Food and Fuel Consumer Protection Act seeks to lessen the harmful effects felt by American motorists in our country's pursuit to reduce our carbon footprint by capping the mandated level of renewable components blended in our fuels at 9.7% of projected demand and would maintain the standard of the previous year in the event that the EPA fails to meet its deadline on November 1st. This bipartisan legislation thus reduces the aforementioned negative impacts of "greening" our fuel; this effect would be especially pronounced for motorcyclists whose vehicles are not designed for fuel with an ethanol composition greater than 10%.

Currently, the Food and Fuel Consumer Protection Act has been referred to the House Committee on Energy and Commerce; a committee on which I do not sit. However, please know I will keep your thoughts in mind should this bill come before the full House of Representatives for my consideration and vote.

If you have any additional questions regarding this or other issues, please do not hesitate to contact my office. You can sign up for my newsletter and find more information on my views and my work in Congress by visiting my official website at himes.house.gov.

Sincerely,

James A. Himes
Member of Congress