

Congress of the United States
Washington, DC 20515

May 7, 2009

The Honorable Timothy F. Geithner
Secretary
U.S. Department of the Treasury
1500 Pennsylvania Avenue, NW
Washington, D.C. 20220

Dear Secretary Geithner,

As the U.S. Department of the Treasury deliberates providing further financial assistance to the U.S. auto industry, we respectfully ask that you consider making such financial assistance contingent upon the automakers' support of higher ethanol blends in gasoline. Securing such a commitment will simultaneously help our nation address climate change, reduce our dependence on foreign oil and increase green economic opportunities, all of which complement the Administration's stated goals.

Moving beyond the 10 percent ethanol "blend wall" is essential. The implementation of the 36 billion gallon Renewable Fuels Standard will require the use of ethanol beyond the traditional 10 percent blends. Additionally, the future of cellulosic ethanol and other advanced biofuels is dependent upon the elimination of the blend barrier.

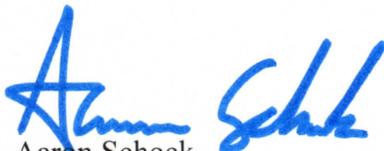
As you are well aware, the ethanol industry produced 9.2 billion gallons of ethanol last year, reducing oil imports by 321.4 million barrels. The use of this biofuel also reduced greenhouse gas emissions by 48-59 percent when compared to traditional gasoline, according to a recent report from the University of Nebraska-Lincoln. Additionally, the ethanol industry supported more than 494,000 jobs, putting an estimated \$19.9 billion into circulation last year.

While impressive, the ethanol industry can contribute more if the automakers support the use of higher blends without negating the warranties of vehicles on the roads today. This further benefit would include the reduction of an additional 20 million metric tons of greenhouse gases per year, the equivalent of removing 10.5 million vehicles from our roads. Furthermore, North Dakota State University estimates that increasing the amount of ethanol used in the U.S. will produce 136,000 new, good-paying jobs.

Currently, automakers provide warranties for their vehicles allowing ethanol blends of 10 percent. These levels were set 30 years ago in response to the levels allowed by the U.S. Environmental Protection Agency. At that time, little was known about the effects of ethanol in gasoline. Research currently underway has shown that the traditional, unmodified internal combustion engine can handle higher blends of ethanol. In fact, testing of intermediate blends of ethanol, by the U.S. Department of Energy found there to be "no adverse effects" associated with using higher blends of ethanol.

We thank you in advance for your thoughtful consideration of this request and look forward to working with you on this important issue.

Sincerely,



Aaron Schock
Member of Congress



Phil Hare
Member of Congress