



March 9, 2026

The Honorable Doug Burgum  
Secretary of the Interior  
Chair, National Energy Dominance Council  
U.S. Department of the Interior  
1849 C Street NW  
Washington, D.C. 20240

Dear Secretary Burgum,

As President Trump continues to evaluate options for containing gasoline prices amid ongoing military operations in Iran, we encourage you and other administration leaders to take immediate action allowing broader use of lower-cost, American-made ethanol in the U.S. fuel supply.

Adding larger volumes of low-cost ethanol to gasoline is a proven solution for reducing fuel prices and helping to insulate the U.S. market from global supply shocks. A series of simple deregulatory actions, described below, could rapidly unleash billions of gallons of additional fuel volume, providing relief at the pump for hardworking American families.

As you know, roughly 3.8 billion gallons of gasoline—nearly 3 percent of total U.S. consumption each year—comes from crude oil that originates in the Middle East and traverses the Strait of Hormuz on its way to U.S. ports.<sup>1</sup> Ethanol can quickly and economically fill the market void created by shipping disruptions in the Strait.

The U.S. ethanol industry currently has the capacity to produce 18.5 billion gallons per year.<sup>2</sup> Due to burdensome regulatory barriers, however, only 91 percent of that capacity is currently being utilized, meaning roughly 1.5 billion gallons of annual ethanol production capacity is idled. This spare capacity could be brought online quickly to extend U.S. fuel supplies and lower U.S. fuel prices. An additional 1.11 billion gallons of U.S. ethanol is in storage at terminals across the United States, the second-highest level of ethanol stocks, seasonally, in the last 10 years.<sup>3</sup>

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<sup>1</sup> U.S. EIA. "[Amid regional conflict, the Strait of Hormuz remains critical oil chokepoint.](#)" (June 2025). ("...the U.S. imported about 0.5 million b/d of crude oil and condensate from Persian Gulf countries through the Strait of Hormuz..."). According to U.S. [EIA](#), each 42-gallon barrel of crude oil yields 19.3 gallons of motor gasoline.

<sup>2</sup> RFA. "[U.S. Ethanol and Alcohol-to-Jet Biorefineries.](#)" (March 9, 2026). Currently installed annual fuel ethanol production capacity is 18.497 billion gallons, with another 0.169 billion gallons under construction.

<sup>3</sup> U.S. EIA. "[Petroleum & Other Liquids Weekly Supply Estimates: Stocks-Fuel Ethanol.](#)" (Feb. 27, 2026).

Ethanol is selling at a significant discount to gasoline. Thus, allowing more ethanol to be blended into gasoline would reduce prices at the pump. On March 6, ethanol was selling for \$0.84 per gallon less than gasoline at the wholesale level—a discount of 31 percent.<sup>4</sup> In recent days, E15 has been selling for \$0.27 per gallon less than standard E10 gasoline.<sup>5</sup>

Moreover, ample supplies of surplus feedstock are available at a low cost to rapidly expand U.S. ethanol production. The U.S. corn supply is at a record-high level, up 12 percent from last year and 10 percent above the previous record.<sup>6</sup> The U.S. corn surplus is estimated at 2.13 billion bushels, the highest in eight years. **This is enough corn to produce an additional 6.2 billion gallons of ethanol.**<sup>7</sup> Season-average corn prices are estimated at just \$4.10 per bushel, the lowest in seven years and 21 percent below the five-year average of \$5.17 per bushel.<sup>8</sup>

President Trump has stated that his vision is to **let fueling stations “use the existing pumps” to distribute E15.**<sup>9</sup> We wholeheartedly support that vision and believe now is the time to act, given recent price spikes at the pump. The following deregulatory steps by the Administration would help ensure that lower-cost E15 may be stored and distributed in the same equipment that today stores and distributes E10.

- **As soon as possible, EPA should issue emergency summertime fuel waivers allowing a 1-psi Reid vapor pressure (RVP) volatility tolerance for E15 nationwide, as well as E10 in certain areas that previously opted out of the 1-psi RVP waiver program.**<sup>10</sup>
- EPA should immediately eliminate all E15 Misfueling Mitigation Plan requirements.<sup>11</sup> In lieu of the Misfueling Mitigation Plan, EPA could adopt a simple requirement that retail gasoline stations offering E15 for sale must also continue to make E0 or E10 available in at least one clearly-marked dispenser at the station.
- Establish a presumption of E15 compatibility for all fuel dispensers, underground storage tank (UST) systems (including piping and all other underground components), and “hanging hardware” (e.g., hoses and nozzles) installed after 2005. Given the overwhelming body of evidence demonstrating the full E15 compatibility of this

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<sup>4</sup> CME Group. April 2026 futures. (March 6 settlement prices were \$1.91 per gallon for ethanol and \$2.75 per gallon for RBOB gasoline).

<sup>5</sup> [E15prices.com](#) (March 9, 2026). Average reported retail price for E15 was \$2.64 per gallon, compared to the average reported price at the same retail locations for E10 of \$2.91 per gallon.

<sup>6</sup> U.S.D.A. “[World Agriculture Supply and Demand Estimates.](#)” (Feb. 10, 2026).

<sup>7</sup> *Id.*

<sup>8</sup> *Id.*

<sup>9</sup> American Farm Bureau Federation. “[Presidential Candidate Questionnaire.](#)” (Fall 2024). (“I issued a rule declaring that E15 would be made available all year round. In addition, I dramatically increased the number of fueling stations where E15 could be sold across the country, by letting them use the existing pumps.”)

<sup>10</sup> *i.e.*, the areas identified in Table 2 at 40 CFR 1090.215(b)(3)(ii).

<sup>11</sup> U.S. EPA. “[Documents Related to E15 Misfueling Mitigation Plans.](#)”

equipment, these systems should be deemed compliant with all applicable infrastructure compatibility regulations and requirements.

- Provide a safe harbor provision absolving retailers (who act in good faith and follow EPA guidelines) of any liability related to extremely unlikely incidents involving accidental misfueling or equipment failure. While there have been no documented cases of E15 causing or contributing to equipment failures, leaks, or other issues, a safe harbor will provide retailers with the assurance they need to quickly begin offering E15 in existing equipment.
- Provide technical assistance for state and local authorities having jurisdiction to quickly adopt or codify changes that allow E15 to be distributed in existing infrastructure, if required by state or local code.

Secretary Burgum, now is the time to unleash American-made E15. The most effective way to prevent additional increases in gas prices across the U.S. is by expanding and diversifying the domestic fuel supply, including ethanol made from our nation's farm fields. Knocking down regulatory barriers and allowing E15 to be stored and distributed in existing infrastructure throughout the summer will lower fuel costs for Americans and strengthen the market's resilience against global supply disruptions. Thank you for your continuing efforts to put America First and prioritize domestic energy resources.

Sincerely,



Geoff Cooper  
President and CEO

cc:

The Honorable Lee Zeldin  
Administrator, U.S. Environmental Protection Agency

The Honorable Chris Wright  
Secretary, U.S. Department of Energy

The Honorable Brooke Rollins  
Secretary, U.S. Department of Agriculture