

ONE HUNDRED FIFTEENTH CONGRESS
Congress of the United States
House of Representatives

COMMITTEE ON ENERGY AND COMMERCE

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March 22, 2018

Mr. John Eichberger
Executive Director
Fuels Institute
1600 Duke Street; Suite 700
Alexandria, VA 22314

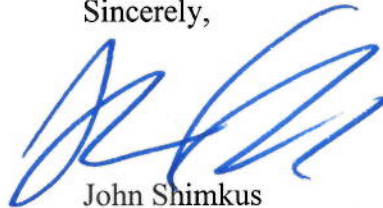
Dear Mr. Eichberger:

Thank you for appearing before the Subcommittee on Environment on March 7, 2018, to testify at the hearing entitled "The Future of Transportation Fuels and Vehicles."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. To facilitate the printing of the hearing record, please respond to these questions with a transmittal letter by the close of business on Thursday, April 5, 2018. Your responses should be mailed to Kelly Collins, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to kelly.collins@mail.house.gov.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



John Shimkus
Chairman
Subcommittee on Environment

cc: The Honorable Paul Tonko, Ranking Member, Subcommittee on Environment

Attachment

Attachment—Additional Questions for the Record

The Honorable Joe Barton

1. What types of financial incentives currently exist through the federal government and private sector, to encourage this type of innovation?
2. How would such a company present these types of ideas to the federal government for consideration?

The Honorable Richard Hudson

Mr. Eichberger, thank you for coming before the Subcommittee today to share with us your perspective on these important issues. As you are probably well aware, the average age of a motor vehicle on the road today is over 11 years old. That's a pretty strong signal by consumers that they aren't in a great rush to abandon the technology they have for something new. You highlighted in your testimony that such a change to more advanced technology would require compelling consumer value to reduce costs and lead to an improved quality of life. I believe you also sight that it does not seem that current transportation options offer such a combination.

1. Could you share with us your perspective on what could cause such a shift in consumer preferences? How can the federal government then be bet prepared to adapt with changing technology so it does not create an unnecessary gap between policy and technology?