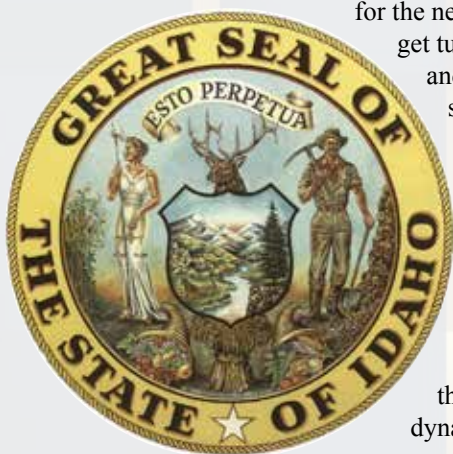




Suzanne Budge
IPM&CSA Executive Director



2024 Legislative & Elections Preview

OVERVIEW

– Looking toward the 2024 legislative session and upcoming election cycle

2024 Legislative Session – Budget Battle in the Making: All quiet on the western front, at least for now, as we look toward 2024. At the Statehouse, the Legislature will be dealing with a slowing rate of growth as Idaho revenues have, for the first quarter of the new fiscal year, come in below expectations. This is a change after five years of steady growth, including during the pandemic when Idaho, like all states, was showered with federal money like manna from heaven. The difference here though is that Idaho runs a tight ship, and all that “free” money was a significant increase in our historic revenue stream, driving more than 20% annual increases. That’s real money, especially in Idaho. And now much of those funds are sitting in piggy banks around the state, waiting to be delved out for one-time projects or saved for the next “rainy day.” Look for a budget tug of war between legislators and the governor in 2024 as they seek to balance their competing priorities. Legislative budget writers, for the first time, will prepare their own budget rather than rely on what the governor and his administrative agencies propose. This departure from tradition, and the strong personalities behind the decision, will make for a new dynamic as the next state budget is prepared. Get out the popcorn and grab a seat. This will be worth watching.

Election Cycle 2024 – Who’s In & Who’s Out?

Also in 2024, legislators will be assessing their political future as they face the next bi-annual election cycle. No statewide offices are on the ballot this year, but all 105 legislators will be, along with both of Idaho’s Congressmen. Neither of our U.S. Senators are in cycle in 2024. We are already hearing about election rematches in some legislative districts and retirements from those ready to move on. Recall that the 2022 election cycle brought a turnover of more than 50% at the Idaho Statehouse, as redistricting, retirements, and election upsets brought many new faces to Boise for the 2023 session. Although GOP balance of power

didn’t change, the mix of new players certainly did with changes at all levels. From party leadership, to committee chairmen, to the make-up of the committees themselves, 2023 was a “make-over” year. And what 2024 brings is anyone’s guess – but likely a mix of election-year grandstanding, political maneuvering and intraparty conflict as both GOP and Democrats make their case to their constituent voters.

Supporting Our Supporters: With 44 legislative districts and 105 races in play, we will be watching as the process unfolds both at the Statehouse for the 2024 session and in the upcoming primary and general election season. At IPM&CSA we will be talking to legislators and candidates to help them better understand our industry. The IPM&CSA board will be making a list, and checking it twice, in determining which candidates to support in the May Primary election and in the November General Election. As Idaho continues to grow, we are increasingly challenged to help our elected officials understand the importance our members play in Idaho’s successful and growing economy.

Possible BALLOT Initiative? – Should Idaho Create a New Election Process?

Add this hot button political issue to the 2024 election cycle – a proposed ballot measure to eliminate the closed GOP Primary election and to implement Rank Choice Voting in Idaho. This change would be a dramatic remake of Idaho’s election process and would eliminate the two-party system that has been in place for decades. Proponents are gathering signatures to put this overhaul in election law on the 2024 November ballot, an idea hotly opposed by the GOP Party leadership and most conservatives. Proponents for the measure include the far-left group “Reclaim Idaho” but also some of Idaho’s mainstream business community, as well as more moderate GOP notables including former Governor Butch Otter. Advocates claim that changing Idaho’s election law will get rid of “extremists” in the political system, or at least minimize them in holding elected office.



Rank Choice Voting is a new concept to change the election process. One that is being pushed at many levels across the country. So far, the jury is out as to whether such a dramatic change in how we vote will produce the promised results. Watch for this debate about one of the most fundamental elements of our democratic system to be a major issue in 2024.

Industry Issues – 2024 / What are we working on?

Federal Priority Issues

Credit Card Fees – legislation to reduce swipe fees and allow retailers a choice of networks, adding much-needed competition and saving \$15 billion per year (around \$9000 per store per year).

EPA Rules on auto emissions, bulk plant vapor recovery, and fuel standards. National Highway Traffic Safety Administration (NHTSA) emission regulations & CAFÉ standards for light and medium duty vehicles.

Transportation and Energy – Greenhouse gas emissions and consumer access to affordable, reliable, and efficient transportation. EV funding and tax incentives.

Tobacco – FDA rules on menthol, flavors and vape products.

Idaho - The Lay of the Land for 2024:

Bringing Value Inside the Process: As we roll into a new year and a new election cycle, IPM&CSA is well positioned to protect and defend our industry in the 2024 legislative session. As always, we will be on guard for new taxes and regulations. And we are always on the watch for transportation and fuel-related legislation. Proposals that provide tax and market incentives to enhance the use of E-Vehicles, renewable fuels and alternative energy are gaining ground across the country, and we can expect them to appear in Idaho. As our neighboring states adopt aggressive policies to eliminate fossil fuels, here in Idaho we should be prepared to explain and defend the value of liquid petroleum fuels in the energy marketplace. We know that many of our marketer members doing business in surrounding states are dealing with these complicated, costly, and often confusing anti-fossil fuel policies.

Here are some groups we are engaged with: Office of Energy and Mineral Resources – OEMR is the state agency coordinating many of the EV and energy policy issues at the state level for Idaho. They coordinate other state agencies, such as DEQ, ITD, IDL and the PUC, with common interest in or authority for these matters. OEMR is the point of contact for the state, with the goal

of minimizing and managing overlapping authority of multiple agencies and to engage stakeholders across the spectrum, including IPM&CSA.

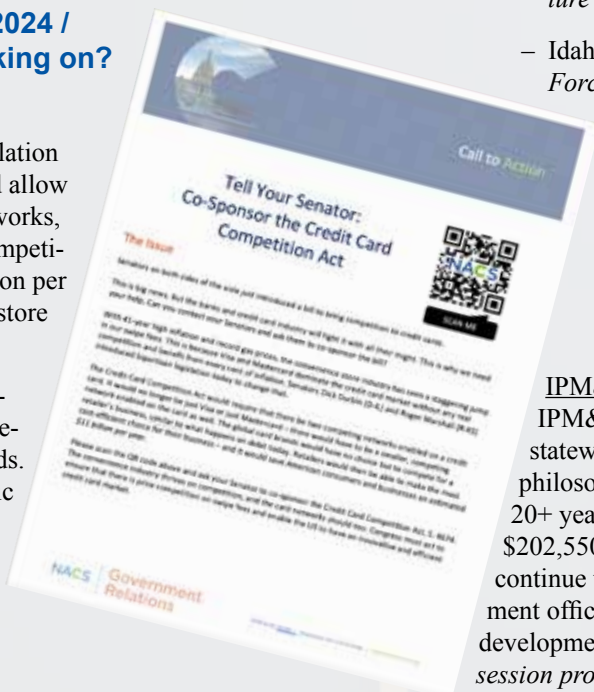
- EV Road User Fee Working Group – *Newly formed stakeholder group to look at how EVs fit into Idaho's infrastructure and highway funding picture.*
- Idaho Strategic Energy Alliance - *Alternative Fuels Task Force Report*

- Idaho State NEVI Plan – *State of Idaho Electric Vehicle Infrastructure Baseline Plan – \$30 million in federal funding to install EV chargers across the state.*

Successful PAC Events Help IPM&CSA Support Like-Minded Candidates

IPM&CSA PAC Supports Our Allies at the Statehouse:

IPM&CSA commits time and resources to legislative and statewide races and supports elected officials who share our philosophy of government policy and regulations. In the past 20+ years, the Idaho PAC has raised \$382,738 and contributed \$202,550 to candidates! Most importantly - Idaho marketers continue to build relationships with key legislators and government officials to ensure that our industry is represented in the development of Idaho laws and regulations. *The 2021 legislative session proved the value of personal relationships with lawmakers as we were able to pass legislation to update and clarify the Idaho Consumer Protection Act. Had we been unsuccessful, Idaho would have set a very bad precedent for "price-gouging" enforcement, possibly nationwide.*



As always, thanks to our marketer members, vendors and friends who support our IPM&CSA PAC golf tournaments that make these contributions possible! Also, a huge "Thank You" to our marketer member companies who donate countless hours to making these events a success!

By the Numbers – IPM&CSA Political Contributions to State Legislators & Constitutional Officers

In the 2022-23 Cycle:

- ✓ \$14,750 to 38 candidates / May Primary Election
- ✓ \$8300 to 29 candidates / November General Election

- ✓ \$24,050 Total 2022 Contributions
- ✓ In the past two decades:
- ✓ \$202,550 to candidates
- ✓ \$382,738 raised in PAC golf events.

A Primer on Political Action Committees (PACS)

– State vs Federal

What's the Difference between State and Federal PACS & Campaign Contributions? A Few Rules to Know:

IPM&CSA State PAC –

- Corporate and personal funds are allowed.
- Idaho IPM&CSA members and others contribute directly to the IPM&CSA PAC, managed by IPM&CSA.
- Campaign contributions go to candidates for the Idaho legislature and statewide constitutional officers, such as Governor.
- IPM&CSA PAC is registered with, and reports contributions to, the Idaho Secretary of State.

EMA Federal PAC –

- Only personal funds are allowed – corporate money is prohibited.
- Campaign contributions go to federal office candidates - U.S. Senators and Congressmen. Members of the Idaho Congressional delegation almost always receive more campaign support from the EMA PAC than Idaho marketers themselves contribute! In Idaho, we get great leverage for our contributions, in part because Congressmen Simpson & Fulcher, and U.S. Senators Crapo & Risch serve on key committees and are largely supportive of our industry.



October 18, 2023
The Honorable Ann Carlson
Acting Administrator
National Highway Traffic Safety Administration (NHTSA)
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027-2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2026-2035 (NHTSA-2023-0022) RIN 2127-AM55

Dear Acting Administrator Carlson:

On behalf of the Energy Marketers of America (EMA), I submit these public comments in opposition to NHTSA's fuel economy standards for light duty vehicles and trucks for model year 2027-2032 and fuel efficiency standards of heavy-duty pickup trucks and vans for model years 2026-2035. The proposed rule will likely discourage investment in lower carbon liquid fuels. The focus on electric vehicle (EV) production will eliminate an opportunity to provide liquid fuels that immediately lower emissions not produced by EVs, but for the heavy-duty trucks currently on the road. In addition, the proposed rule will limit consumer choice and threaten the viability and jobs of small business energy marketers around the country.

The Energy Marketers of America (EMA) is a federation of 48 state and regional trade associations representing family-owned and operated small business energy marketers throughout the United States. Energy marketers represent a vital link in the motor and heating fuels distribution chain. EMA members supply 80 percent of all finished motor and heating fuel products sold nationwide including renewables, hydrocarbon biofuels, gasoline, diesel fuel, bioethanol, heating oil, jet fuel, kerosene, racing fuel and lubricating oils. Moreover, energy marketers represented by EMA own and operate approximately 60,000 retail motor fuel stations nationwide, supply motor fuels to an additional 40,000 gas stations and heating oil to more than 5 million homes and businesses.

EMA member companies provide a growing portfolio of affordable, efficient, and greener liquid fuels and alternative energy sources. These liquid fuels have played a critical role in lowering emissions over the past half century. Through innovation and technological advancement, they will continue to reduce emissions further and be a critical driver of economic growth in this country in the coming decades.

The proposed rule should consider the lifecycle emissions associated with EV production, usage, and end-of-life disposal including emissions from raw material mining and refining, battery manufacturing, and electricity generation for EV charging. An assumption of zero emissions from electric vehicles fails to consider the significant emissions associated with a transition to EV.

Further, NHTSA needs to consider the logistics, investment, and timing associated with EV and battery production, electric generation and transmission, and EV charging to support a substantial increase in EV production. Achieving a significant ramp up of domestic supply of raw materials for batteries, mineral refining, and battery and vehicle manufacturing as well as upgrades to the electricity generation and transmission will be complex and take time.

Again, EMA urges the NHTSA to consider lifecycle emissions and a technology neutral approach when it comes to promoting policies to reduce emissions. The most cost-effective and timely way to reduce emissions from transportation is to support multiple technologies that do so for both new vehicles and vehicles currently on the road.

Thank you for the opportunity to submit comments on this important rulemaking that affects small business energy marketers nationwide.

Sincerely,

Bob Underwood

Bob Underwood
President
Energy Marketers of America

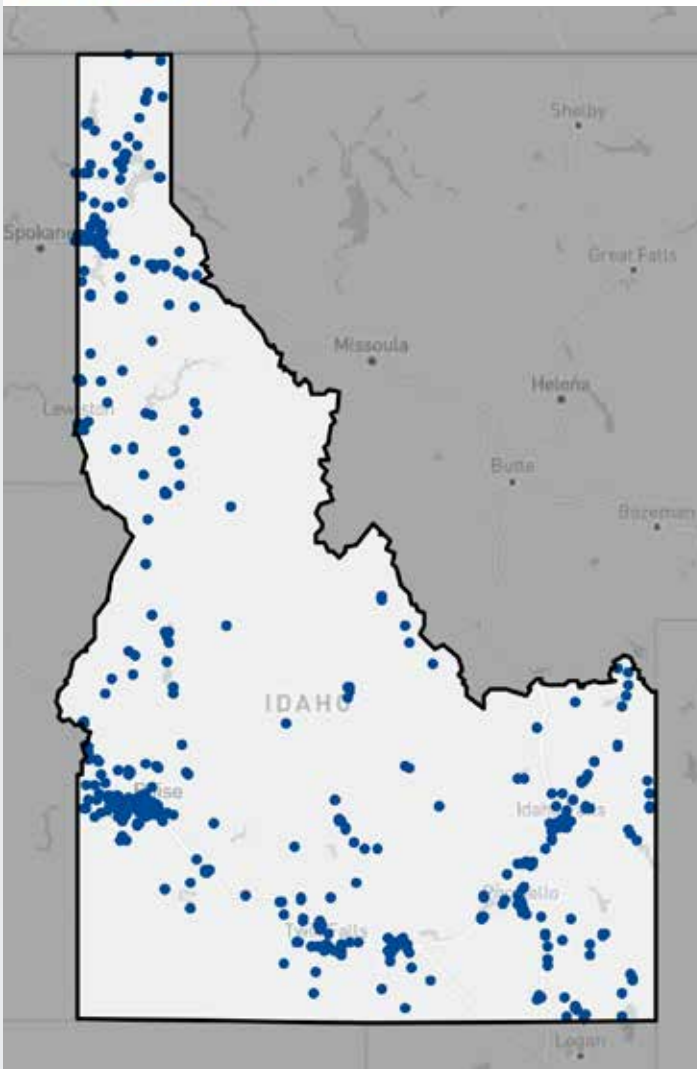
- Idaho members contribute to a federal PAC managed by our national association, the Energy Marketers of America (EMA).
- The EMA PAC is registered with, and reports contributions to, the Federal Election Commission.

2023 Impact Report

NACS

Advancing Convenience & Fuel Retailing
convenience.org

Convenience Stores of Idaho



By the Numbers: The Latest on C-Store Stats in Idaho

NACS 2023 State Report for Idaho Offers C-Store Industry Snapshot:

NACS provides accurate and interesting statistics for Idaho C-Stores which illustrate just how important we are to the Idaho economy! Here's how the numbers lay out based on the NACS State of the Industry Report of 2022 Data; Nielsen TDLinX Store Count (December 31, 2022)

	Average Per Store	Idaho
Total Stores:	1	818
Stores Selling Gas:	1	645
Total Employees:	16	13,333
Transactions per Day:	917	750,106

	Average Per Store	Idaho
Total Sales:	\$6,033,667	\$4,935,539,606
Merchandise:	\$1,674,105	\$1,369,417,890
Food:	\$358,623	\$293,353,614
Fuel:	\$5,082,660	\$4,157,615,880
Gallons of Fuel:	1,258,112	1,029,135,616
Gallons of Diesel:	243,600	199,264,800
Labor Expenses:	\$433,319	\$354,454,942
Credit Card Fees Paid:	\$129,849	\$106,216,482
Utilities Expenses:	\$43,632	\$35,690,976
Taxes Collected:	\$1,378,401	\$1,127,532,059



Upcoming Events – Mark your Calendar:

**Idaho Member meeting in Las Vegas:
Tuesday, February 20, 2024– Time/location TBA**

Come get an update on the 2024 legislative session and weigh in on issues impacting our industry. Stand by for details on time and place, but please hold a slot on Tuesday afternoon, 3-5 pm.

**Keep an Eye out for our
2024 PAC Golf Schedule:**

• **Ridgecrest Golf Course, Nampa**
– Late April



• **Magic Valley – June/July**

• **Teton Valley – August/September**



Hold the date

for a family vacation by the lake in beautiful Coeur d'Alene and join us at the Coeur d'Alene Resort for the 2024 IPM&CSA Convention and Trade Show, August 7-9, 2024. Bring friends and family and stay a while. Watch your email for details. You will want to book your room early because summer is the high season, and our room block sells out fast.



**Check This Out
– Idaho Website Has Photos,
Registration, and News!**

Check out the Idaho section of the WPMA Website. Register for events, find critical industry information, and see your favorite photos from IPM&CSA events. Visit the updated Idaho page and let us know what you think and how we can improve the information we provide.
www.wpma.com <http://www.wpma.com/idaho>

**Get Your Room
Reserved Early:
August 7-9, 2024,
IPM&CSA
Convention and
Trade Show,
Coeur d'Alene,
Idaho**

