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EMA JOINS COALITION IN LETTER OF SUPPORT FOR 18-YEAR-OLD INTERSTATE DRIVERS

EMA joined others this week in a [letter](#) of support for the DRIVE Safe Act amendment to the Senate Committee on Commerce, Science, and Transportation mark-up of S.2016, the "Surface Transportation Investment Act." Sen. Todd Young (R-IN) offered the amendment which would allow people under the age of 21 to operate a commercial motor vehicle in interstate commerce via an apprenticeship program.

Although 49 states and the District of Columbia currently allow individuals under the age of 21 to obtain a commercial driver's license (CDL) and operate in intrastate commerce, these same individuals are prohibited from driving a truck across state lines until they turn 21. The DRIVE Safe Act would change this through a rigorous two-step apprenticeship program that creates a path for these drivers to enter the industry.

To qualify, candidates must complete at least 400 hours of additional training—more than what is required for any other CDL holder in the nation. All qualified drivers who participate in the program would only be allowed to drive trucks outfitted with the latest safety technology, including active braking collision mitigation systems, forward-facing event recording cameras, speed limiters set at 65 miles per hour or less and automatic or automatic manual transmissions. Professional drivers training within the program are also required to be accompanied by an experienced driver throughout the process.

In the 116th Congress, the DRIVE-Safe Act received support from more than one-third of House and Senate. Although EMA drivers transporting fuel would not be covered under the DRIVE-Safe Act since drivers must be 21 to qualify for a hazardous materials endorsement (HME), EMA supports the bill because it would expand the number of CDL drivers overall, some of whom may choose to obtain an HME in the future.

CONGRESSIONAL UPDATE

Senate Majority Leader Chuck Schumer's (D-NY) plan to advance President Biden's economic agenda on dual tracks hit roadblocks Thursday as moderate Democrats said they are still working on the details of a bipartisan infrastructure plan.

On Tuesday, the new Senate bipartisan infrastructure working group announced the latest compromise proposal framework, a \$1 trillion proposal focused on physical infrastructure with \$579 billion in new spending. Meanwhile, some of the same Democrats balked at a \$6 trillion plan proposed by Senate Budget Chairman Bernie Sanders (I-VT) with the aim of passing the rest of Biden's jobs and family proposals as well as other priorities via the fast-track budget process known as reconciliation to bypass Republican opposition.

Sen. Mark Warner (D-VA), who is part of the bipartisan group working on the infrastructure compromise, said that even though 11 Republicans and 10 Democrats back the general framework, work remains on agreeing to specifics and ensuring they capture as many Senate Democrat votes as possible.

Schumer has developed a two-track strategy in response to competing pressures from moderate Sens. Joe Manchin (D-WV) and Kyrsten Sinema (D-AZ) for a bipartisan infrastructure deal and to resistance from progressives who want a larger budget package later. Manchin has refused to commit to doing a subsequent package.

During a Senate Energy and Natural Resources Committee hearing Tuesday, Sen. Manchin pressed Energy Secretary Granholm on the Department's funding request for hydrogen technology. "Hydrogen has the potential for decarbonizing virtually all carbon intensive sectors of our economy," he said. "I have grave concerns, I really do have great concerns, about our country going to the EVs. This is totally dependent on foreign supply chains."

Sec. Granholm pivoted in our responses by emphasizing the Administration's push for increased investment in the U.S. critical minerals supply chain, which will allow the U.S. to produce many EV component parts domestically.

While bipartisan infrastructure hang in the balance, the Administration is adamant that he continues to want a bipartisan package. White House counselor Steve Ricchetti told House Democrats on Tuesday that the White House will reevaluate whether a deal is possible in 10 days.

Nonetheless, many in Washington are pessimistic on the prospects of a bipartisan infrastructure package and believe Democrats will move partisan legislation via reconciliation. However, Democrats must secure all 50 votes to pass

legislation via reconciliation and Sen. Manchin's comments are indicative of how far Democrats can push for EV funding while also securing his critical vote.

BIDEN ADMINISTRATION UNDER PRESSURE TO REDUCE RFS BLENDING MANDATES

The Biden Administration is considering relief for refiners from volumetric blending mandates under the RFS standard. The Administration is under significant pressure to provide relief from labor union leaders and Senators from his home state of Delaware. The EPA is currently considering whether to keep RFS blending obligations flat, opt for a modest increase or to delay compliance deadline for 2021 blending mandates as was done in 2019 and 2020. Labor leaders are pressing for an ethanol blending waiver in response to requests from governors, mayors and others to take immediate action to prevent higher prices at the pump.

In a letter to the President, labor union leaders requested urgent action to "reduce the skyrocketing cost" of biofuel blending credits (RINs) "and preserve American union jobs." According to union leaders, the cost for U.S. refiners to pay for RINs to meet annual blending mandates, particularly ethanol credits, siphons off money for refinery upgrade projects that typically employ thousands of union workers. RIN prices hit a high of \$2.00 this week. Democratic senators Chris Coons and Tom Carper of Delaware met with EPA Administrator Michael Regan to discuss broad relief for refiners. The senators proposed options including a nationwide general waiver exempting the refining industry from specific obligations, lowering annual blending mandates, and creating a price cap on RINs credits.

Meanwhile, Congressional members representing Mid-west corn farmers, including Senator Amy Klobuchar weighed in on the issue, urging Regan to reject any proposal that would exempt oil refiners from their blending obligations. Complicating matters, the U.S. Supreme Court is set to rule on the legality of the many small refinery waivers issued under the Trump Administration. That decision could effectively eliminate the small refinery waiver as a tool for reducing RFS blending mandates.

SUPREME COURT DISMISSES LATEST CHALLENGE TO THE AFFORDABLE CARE ACT

Yesterday, the Supreme Court rejected the latest challenge to the Affordable Care Act (ACA). The consolidated case of California, et al. v. Texas, et al. posed two critical questions for the Justices: (1) is the ACA's individual mandate unconstitutional now that there is no penalty for not buying insurance? and (2) if the individual mandate is unconstitutional, is the entire ACA unconstitutional?

In its decision, the Supreme Court did not actually answer either question. Instead, in a 7-2 decision, the Court dismissed the case ruling that the parties challenging the ACA (eighteen states and two individuals) did not have standing to raise these issues.

Click [here](#) for the full report.

TRANSPORTATION CLIMATE INITIATIVE PROGRAM RELEASES FINAL MODEL RULE

Only a Few States Support

Recently, the Transportation Climate Initiative Program (TCI) released a [final model rule](#) which will now head to a public comment period. Last year, the Governors of Massachusetts, Connecticut and Rhode Island as well as the Mayor of the District of Columbia announced their intention to join the regional Transportation & Climate Initiative (TCI). The TCI is a regional compact among Northeastern and Mid-Atlantic states designed to reduce the climate impact of cars and trucks in the region by driving up the cost of gasoline and diesel fuel so high that consumers and businesses will be forced to purchase new, costly electric vehicles. TCI will add 19.6 cents per gallon to the price of gasoline in 2022 and rise steadily to 32 cents per gallon by 2032, an average increase of 26 cents per gallon over 10 years in addition to market and inflationary price increases over the same period. Moreover, the TCI program will be administered by a regional bureaucracy with little oversight or accountability to the state legislatures and the citizens who elect them.

The TCI tax on motor fuels means that goods transported by truck, rail and cargo ship will increase accordingly. These costs will be passed down to consumers as a second TCI "tax" dealing a one-two blow to hard working families and the regional economy. TCI only promises to reduce greenhouse gas emissions by 6 percent regionwide.

COURT OVERRULES BAN ON NEW DRILLING RIGHTS

On Tuesday, Louisiana-based U.S. District Judge Terry Doughty ruled against the Biden Administration's temporary ban on selling new drilling rights on federal lands and waters.

This is a victory for the thirteen Republican state attorneys who sought the preliminary injunction which blocks President Biden's January 27 Executive Order to halt the sale of new oil and gas leases from federal lands and waters that provide nearly a quarter of the nation's crude supplies. The victory could be short-lived since the Administration will appeal the ruling.

According to Alabama's Attorney General Steve Marshall, "The court order is a victory in our battle to put the brakes on the far-left climate agenda embraced by President Biden that not only ignores America's energy security, but also violates federal law. This win should send a signal to the anti-fossil-fuel activists within the Biden administration that Americans want a reasoned and balanced approach to energy development that keeps our nation energy independent and our economy strong."

EMLI (PMLI) REGISTRATION IS OPEN NOW

We are excited to announce that registration is open for the Energy Marketers Leadership Institute (EMLI)!

EMLI is new and improved and is designed to make it easier and more affordable for WPMA members to attend. The EMLI programs will be delivered online via Zoom video conference and will include breakout rooms so that the leaders who are attending can interact and learn together.

Special thanks to Lea McCullough for her leadership in working with Meridian to design and deliver the EMLI programs. For more information on how to register go to: <https://emamasters.com/energy-marketers-leadership-institute/>

MEMBERS AND ASSOCIATES - YOU CAN CONTRIBUTE!

WPMA welcomes industry-related articles for publication in the WPMA News magazine. All members and associate members of WPMA are eligible to submit items for publication. Articles will be included as space allows, and no self-promoting articles or editorials will be accepted. WPMA reserves the right to edit and make adaption of such contributions to accommodate the magazine's space and style. Please submit articles or content to Jan Roothoff, WPMA Administration/IT Director at janr@wpma.com, or mail to Jan Roothoff, Western Petroleum Marketers Association, PO Box 571500, Murray, UT 84157-1500. Submissions for the Winter edition of WPMA News magazine are due before November 1st. Later submissions will be considered for the Spring issue.

MARK YOUR CALENDARS FOR UPCOMING EVENTS

June 21-24, 2021 - Washington (WIED) Convention - Suncadia Resort - Cle Elum, WA

June 24, 2021 - Utah (UPMRA) Summer Golf Classic - Bountiful Ridge GC - Bountiful, UT

June 29, 2021 - Idaho (IPM&CSA) Magic Valley PAC Fund Golf - Canyon Springs GC - Twin Falls, ID

July 25-27, 2021 - Oregon (OFA) Annual Conference - Sunriver Resort - Sunriver, OR

August 4-6, 2021 - Idaho (IPM&CSA) Convention - Sun Valley Resort - Sun Valley, ID

August 23-25, 2021 - New Mexico (NMPMA) Convention - Sandia Resort & Casino - Albuquerque, NM

September 2, 2021 - Idaho (IPM&CSA) Teton Valley PAC Fund Golf - Teton Reserve GC - Victor, ID

September 15-17, 2021 - Utah (UPMRA) Convention - Sheraton Park City Hotel - Park City, UT

February 22-24, 2022 - WPMA Convention & Expo - Mirage Hotel - Las Vegas, NV

Be sure to subscribe to all of our social channels for great tips, industry trends, and insider information about association activities and upcoming events!



Petro Pete: "Where do they get the seeds to plant seedless watermelons?"

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EMPLOYMENT OPPORTUNITIES

Manufactures Rep Sales Agents Wanted

Southwest (California, Arizona, Nevada) and Rocky Mountain (Wyoming, Colorado, Utah, New Mexico) territories

Wilson/Rogers & Associates (www.WilsonRogers.com) is seeking **two** entrepreneurial-minded **Independent Agent / Manufacturers Representatives** to join our team! Agents will be responsible for promoting and supporting contractual manufacturers within the Petroleum Equipment Industry in the Southwestern US and Rocky Mountain regions. Agents will be responsible for maintaining existing clients while developing new relationships with key Distributors, Contractors, Engineers and End Users of equipment used for the safe storage, transfer, monitoring and dispensing of petroleum products and related fluids, as well as lighting solutions for such applications.

Ability to work independently out of a home-based office is required, as is the ability to travel approximately 50% of the time.

If you are an aggressive entrepreneur with a positive attitude and excellent social skills, consider joining our team today!

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