



August 20, 2025

Register For the VPCMA 77th Annual Meeting Today
Room Reservation Deadline September 3

Just two weeks remain before our room block expires at the Williamsburg Lodge. Please make plans today to attend VPCMA's Annual Meeting September 28-30. This marks the first time in eight years that we will be in Colonial Williamsburg, which has historically been one of our most popular destinations. We have planned three days full of education and networking with industry colleagues, with maybe a surprise guest or two thrown in. Please see links below for more details and register today.

[Annual Meeting Promo](#)

[VPCMA Registration](#)

[Williamsburg Room Reservations](#)

Energy Marketers of America Announces Victory in Challenge to “Clean Truck Partnership”

From EMA

Energy Marketers of America is pleased to announce the resolution of its pending lawsuit challenging the Clean Truck Partnership (CTP). Today's announcement reflects the manufacturers of heavy-duty trucks stating that California's heavy-duty electric truck mandate is “void.” This announcement is a significant victory for energy marketers, the trucking industry, Nebraska, and the country.

Last November, Energy Marketers of America, along with Renewable Fuels Nebraska (RFN) and the Nebraska Attorney General's Office, sued the manufacturers for signing the Clean Truck Partnership—an agreement that they would abide by California's electric-truck mandates irrespective of any litigation challenging their validity, the authority of the California Air Resources Board (CARB) to implement them, or the underlying State regulations. Based on the CTP, Energy Marketers contended, output of internal combustion engine (ICE) vehicles would have been reduced, thereby eliminating consumer choice and likely driving-up prices for those same vehicles to subsidize this so-called “transition” to zero emission vehicles (ZEVs). When the supply of ICE vehicles ran

dry, Energy Marketers contended, motorists would have been left to purchase ZEVs they did not want – vehicles that came with a sticker price two or three times higher than comparable ICE vehicles. The lawsuit, filed in Lincoln County, sought a ruling that the Clean Truck Partnership was “void.”

The parties have filed a joint stipulation of dismissal where each of the manufacturers recognized that the Clean Truck Partnership is “voided” by Section 209 of the Clean Air Act and, for that and other reasons, cannot be enforced in Nebraska or elsewhere against any signatory.

Polling suggests that Americans overwhelmingly oppose electrification mandates. Despite public opposition, California had advanced these policies through efforts such as the CTP, undermining consumer choice and causing skyrocketing utility bills.

Energy Marketers of America is grateful to each of the manufacturers in the litigation for their assistance in achieving this resolution. The stipulation is not an admission of any liability, wrongdoing, or any violation of law by any party, nor of any factual allegations in the case. The stipulation also expressly recognizes this lawsuit’s contribution toward regulatory clarity for the medium- and heavy-duty vehicles industry and their customers.

“CARB’s aggressive attempt to electrify the heavy-duty transportation sector threatened to limit consumer choice on cleaner, greener internal combustion engine vehicles, increase Americans’ utility bills to subsidize a massive expansion of the electric grid for EV charging, and endanger the viability and jobs of small business energy marketers around the country,” said Energy Marketers of America President Rob Underwood.

Electrified heavy-duty vehicles make up just one tenth of one percent of all heavy vehicles. CARB sought to arbitrarily increase that figure exponentially over the next several years. This forced transition to electric trucks threatened to increase transportation costs, hike prices for basic goods and also increase the cost of procuring the trucks that the Energy Marketers of America’s members need to continue serving American motorists.

Establishment of State Gaming Commission Discussion Continues

We have previously reported on efforts by some General Assembly members to consolidate control over most aspects of gambling in Virginia by establishing a Virginia Gaming Commission. The issue was discussed at length during the 2025 session, but at the end of the day there was no consensus among stakeholders, and the bill did not pass. In an attempt to bring the proposed commission to fruition, a special gaming committee held the second of four 2025 meetings yesterday. In addition to enforcement, one of the major issues considered yesterday was a proposal by the out of state sports betting companies to put a casino in the pocket of every sports betting customer by legalizing i-lottery in Virginia. This will no doubt impact the i-lottery program of the Virginia Lottery, as well as lottery sales at brick and mortar stores. This concerned some legislators as proceeds from the lottery are exclusively dedicated to supporting public education in the Commonwealth. The issue of skill games was not raised at yesterday’s meeting but is slated to be addressed at one or two remaining sessions this year. During the past session, legislators said that further consideration of skill would have to wait until the commission was established along with oversight and a revenue stream to the Commonwealth. Our message will continue to be the same – it is not fair that Virginia based small businesses

are the only ones that have not been included in Virginia's exponential growth in legalized gambling over the past five years. If further expansion is again delayed pending the establishment of a gambling commission, that will likely punt the added gaming ball down the field for at least a year, benefitting the casinos and Rosie's.

Sincerely,

Mike O'Connor
President, VPCMA



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