



July 15, 2026

Registration Open for 78th Annual Meeting

Registration is now open for the VPCMA 78th Annual Meeting at the Greenbrier Resort in White Sulphur Springs, WV. We are pleased to announce that our room rate is \$275 single or double. This is a rate you are not likely to find here any other time. We hope that you will take advantage of it and sign up several members of your team to attend. [Click here](#) for Greenbrier room reservations.

As we always hope to see new faces each year especially at such a wonderful location, we will again be hosting a first-time attendee reception just prior to the general welcome reception on Sunday hosted by Motiva. After the reception will be dinner and our annual awards presentation. For Sunday's events, attire is business casual (coats without ties for men.)



The 2026 educational sessions are truly exceptional. We are excited to welcome Motiva to the stage to kick off with our keynote presentation. We'll also hear from Matrix Capital Markets Group about what is new with their business and the world of mergers and acquisitions. Then we'll have an insurance fraud presentation by our partners at Federated Insurance. On Tuesday we are pleased to welcome Glenn Hasken of Molo Companies in Dubuque, IA who is currently serving as the Chair of the Energy Marketers of America. We'll also hear from a representative of the Virginia ABC Department, which will soon be implementing new legislation imposing a registration fee and annual fees for all locations selling tobacco.

On Monday afternoon the Catterton Memorial Golf Tournament returns to the Greenbrier Meadows course. This event honors the memory of Elijah Davis Catterton who served the association from 1948 until his death in 2002. After golf all meeting attendees are invited to the 19th hole reception. Monday evening is open for supplier hospitality.

Of course, the Greenbrier is the site of America's only privately owned casino, and you may want to try your luck while there. Please remember that men must wear a blazer or jacket in the casino.

Click below for the full meeting promo and to reserve your spot!

[Register for Meeting](#)

[Greenbrier Reservations](#)

[Meeting Promo](#)

FMCSA Temporarily Suspends DOT Inactivations During Motus Transition*From EMA*

Last week, FMCSA announced a temporary suspension of USDOT number inactivations for entities that have not completed required biennial updates since June 1, 2026. The suspension is intended to reduce disruption during the ongoing transition to Motus — FMCSA's new online registration system that launched May 19. This measure is intended to give registrants additional time to complete biennial updates without risk of inactivation due to Motus-related access or system issues.

EMA has been actively engaged on this issue. At the request of several state executives who reported significant confusion surrounding the Motus transition process, EMA has asked FMCSA to provide clearer guidance and relief for affected registrants, as well as a webinar with Q&A for marketers. FMCSA has indicated that additional guidance will be forthcoming as recovery and stabilization efforts continue.

EMA marketers experiencing registration issues or requiring immediate assistance should submit an inquiry via the agency's webform at ask.fmcsa.dot.gov/app/ticket.

For a summary of recommended actions and guidance on navigating the available FMCSA customer service tools during this transition period, please refer to the table available in the agency's website [here](#).

FMCSA to Propose Rule Establishing English Language Proficiency Non-Compliance as an Out-of-Service Violation*From EMA*

EMA has been tracking federal developments on English Language Proficiency (ELP) requirements for commercial drivers since President Trump's Executive Order 14237 directed FMCSA to rescind prior guidance that had allowed a more lenient approach to enforcement. Since then, FMCSA has actively enforced the longstanding ELP qualification requirement under 49 CFR § 391.11(b)(2), which requires that CDL holders be able to read and speak English sufficiently to converse with the general public, understand highway traffic signs and signals, respond to official inquiries, and make entries on reports and records. Thousands of drivers have faced scrutiny under the renewed enforcement push, with the Western and Southern regions reporting the highest number of violations.

New Rulemaking on the Horizon

FMCSA has now signaled the next step. The Administration's Unified Regulatory Agenda includes a forthcoming proposed rule that would formally examine whether English Language Proficiency non-compliance under 49 CFR § 391.11(b)(2) should be codified as an out-of-service (OOS) violation.

This is a significant development. Under the current framework, ELP deficiencies identified at roadside inspections can result in enforcement action, but there is no formal OOS designation tied to the regulation. Codifying ELP non-compliance as an OOS criterion would mean that a driver found unable to meet the proficiency standard during a roadside inspection would be immediately removed from service — prohibited from operating a commercial motor vehicle until the violation is resolved. Additionally, codification would make it more difficult for another administration to provide flexibility.

For fuel marketers and distributors who depend on a pool of qualified commercial drivers, an OOS designation carries immediate operational consequences: a driver placed out of service cannot complete a delivery, which can disrupt fuel supply chains, increase costs, and create scheduling and coverage challenges across a fleet.

EMA Requests Input

Fuel distribution operations are driver-dependent, and the CDL driver shortage is already a significant operational challenge for many EMA members. An OOS designation for ELP non-compliance would add a new enforcement risk dimension to every roadside inspection, with the potential to pull drivers off the road mid-route. The impact could be particularly acute in regions with higher concentrations of non-native English-speaking drivers or where carriers rely on drivers with varying degrees of English proficiency.

EMA is monitoring this rulemaking closely. No proposal has been published yet — the Unified Regulatory Agenda listing signals that a proposed rule is being developed, but the text and specific requirements are not yet available. EMA will evaluate the proposal carefully once it is published and determine whether formal comments are warranted. To support EMA, please share your thoughts on the following:

- Has the renewed ELP enforcement push already affected your operations or driver pool?
- Would an OOS designation for ELP non-compliance create significant operational disruptions for your fleet?
- If your operations could be affected, would enhanced driver training protocols be a feasible mitigation measure — and how burdensome would implementing such protocols be?
- Any other feedback or observations you would like EMA to consider?

Please share your feedback with EMA at jroman@bmalaw.net. State executives are especially encouraged to weigh in based on what they are hearing from members in their markets. Your input will directly inform EMA's engagement on this rulemaking.

Thank You EMA PAC Contributors

A couple weeks ago we, along with EMA 1st Vice Chair Lewis Wall, initiated our solicitation for contributions to the Energy Marketers Association (EMA) of America's Political Action Committee. As a VPCMA member, you are automatically a member of EMA which lobbies Congress and interacts with many regulatory agencies that impact the nation's fuel marketers. An important component of that representation is supporting those elected officials who support us on Capitol Hill. Federal political contributions must be made by **personal check**. We hope that you will join us in sending a personal check for \$150 made out to "**EMA PAC**." Please mail to the office as follows:

VPCMA
7275 Glen Forest Drive
Suite 204
Richmond, VA 23226

Thank you to all of our contributors to date:

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