

PRARA NEWS

ESTABLISHED 1937

April 2025



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Full page	\$900
1/2 page	\$600
1/4 page	\$450
1/8 page	\$330
Insert (one mailing)	\$100

EMERGENCY SPILL KIT

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Kit contains:

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- 2 48" socks**
- 8 absorbent pads**
- 2 pair gloves**
- 2 hazardous waste bags**



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PRESIDENT'S PAGE

BY: KEVIN FORSYTHE

United States Future Fossil Fuel Development:

President Donald Trump recently declared a "national energy emergency" targeting fossil fuel development. The move sought to accelerate energy exploration, leasing, and production, but raised concerns among experts over its potential effects on communities. The emergency declaration ordered Secretary of Defense Pete Hegseth to evaluate energy access needed for national security, particularly in the Northeast and West Coast. Southern Environmental Law Center attorney Megan Gibson criticized the declaration for threatening advancements in cleaner energy.

Tyson Slocum, director of Public Citizen's Energy Program, noted that using national security as justification may promote unnecessary fossil fuel projects. Gibson said, "These executive orders and this administration are sending us down exactly the wrong path." She added, "By attempting to fabricate a national energy emergency, these orders set the stage toward increased fossil fuel extraction, transmission, use, and export.

This is all over cleaner, more affordable technologies that we have and are commercially scalable." Slocum said, "The threat is extremely real, and here right now, that Trump is going to seek to push unneeded fossil fuel projects." He added, "He has now purged agencies of opposition and has much firmer control over the national security apparatus that he's going to need to use national security justifications for this energy emergency declaration."

The declaration has allowed the Army Corps of Engineers to fast-track permitting that may bypass essential environmental assessments. Environmental advocates expressed skepticism about this approach, as the Corps' definition of an emergency often does not match the administration's claims. Opposition to Trump's energy strategy is likely to be less effective due to his increased control over government agencies.

Slocum noted that labeling energy initiatives as national security could intimidate civil servants. Slocum said, "This is about a larger issue of attacking parts of the country that didn't vote for him and parts of the country that also have enacted a number of laws and regulations promoting action on climate change and promoting renewables." He added, "And so this is part of a general attack on state leadership of those states that he sees as not being accommodating enough to fossil fuels." Slocum stated,

"There is no question that when you add national security designations to civilian energy infrastructure projects, you're putting in the crosshairs any civil servant or citizen who seeks to deviate from Trump's line." Critics claimed that the initiative could potentially result in higher energy costs and increased pollution. Experts argued that prioritizing traditional fossil fuel strategies undermines the chance for a sustainable energy economy. Gibson said,

"We truly urge policymakers, stakeholders, and the public to see these executive orders for what they truly are: an unnecessary and counterproductive retreat to outdated energy strategies." Gibson added, "The real emergency here isn't a lack of fossil fuel extraction, transmission, or export. It's lack of vision and courage, and competent governance to embrace the modern clean energy economy we know we need and deserve."



**The Bureau of Workers' Compensation Health & Safety Division
will be offering the following safety webinars in April 2025:**

	Tuesday, April 1		Thursday, April 17
9:30am	Distracted Driving	9:30am	Workplace Safety Committee
11am	Aggressive Driving & Road Rage		Certification Renewal
1:30pm	Workplace Safety Committee	11am	Ticks & Lyme Disease
	Certification Renewal	1:30pm	OVR - Neurodiversity & Non-Obvious Disabilities
	Wednesday, April 2		Friday, April 18
9:30am	Stress & Worker Safety	9:30am	Safety Committee Leadership
1:30pm	Flood Safety	1:30pm	Backyard & Wildlife Safety
	Thursday, April 3		Monday, April 21
9:30am	Excavation & Trenching	9:30am	Governor's Award for Safety
11am	Back Safety & Safe Lifting		Excellence - GASE
1:30pm	Near Miss	1:30pm	Risk Management
	Friday, April 4		Tuesday, April 22
9:30am	Motor Fleet Safety	9:30am	Work Zone Safety
1:30pm	Experience Rating	11am	Incident Investigation
	Monday, April 7	1:30pm	Workplace Safety Committee
9:30am	Governor's Award for Safety		Certification Initial
	Excellence - GASE		Wednesday, April 23
1:30pm	Egress & Fire Protection	9:30am	Electrical Safety
	Tuesday, April 8	1:30pm	Fatigue & Worker Safety
9:30am	Home Fire Safety		Thursday, April 24
11am	A Business Case for Safety	9:30am	First Aid Awareness
1:30pm	Fire Extinguisher Use	11am	Ergonomics
	Wednesday, April 9	1:30pm	Flagger Safety
9:30am	Hazard Identification		Friday, April 25
1:30pm	Walking & Working Surfaces	9:30am	Struck-By Construction
	Thursday, April 10	1:30pm	Snakes
9:30am	Workplace Safety Committee		Monday, April 28
	Certification Initial	9:30am	Lock-out Tag-out - LOTO
11am	Kitchen Safety - Sharps	1:30pm	Near Miss
1:30pm	Personal Protective Equipment - PPE		Tuesday, April 29
	Friday, April 11	9:30am	OVR - Reasonable Accommodations
9:30am	Groundskeeping Safety	11am	Sprains & Strains
1:30pm	Hand & Power Tools	1:30pm	Workplace Safety Committee
	Monday, April 14		Certification Renewal
9:30am	Dogs & Dog Bites		Wednesday, April 30
1:30pm	Machine Guarding	9:30am	Head Protection
	Tuesday, April 15	1:30pm	Dealing with Angry People
9:30am	Emergency Action Plans		Thursday, May 1
11am	Wellness Programs	9:30am	Heat Related Injuries & Illnesses
1:30pm	Powered Industrial	11am	Back Injuries - Prevention
	Trucks - Classroom	1:30am	Effective Safety Training
	Wednesday, April 16		May, Friday, May 2
9:30am	Opioid Use Disorder	9:30am	Incident Investigations
10am	Active Shooter Training	1:30pm	Wellness Programs
1:30pm	Hot Work		

To register for any of these events just copy and paste the link into your browser and follow the links:
<https://www.dli.pa.gov/Businesses/Compensation/WC/safety/paths/calendar/Pages/default.aspx>

Remember, registration closes the day before the presentation is scheduled to begin.





PETROLEUM RETAILERS AND AUTO REPAIR ASSOCIATION, INC.

**Brinton Executive Center
1051 Brinton Road Suite 304
Pittsburgh, PA 15221
Phone: (412) 241-2380
Email: tammy@prara.com**

Pennsylvania Approved class A & B Operator Training Registration Form

Class Date: Wednesday, April 16, 2025
Time: Registration: 8:30 am
Class: 9:00 am to 5:00 pm

Location: PRARA Office

Price: \$250 per person (non-member)
\$200 per person (member discount)
Payments are due by April 9, 2025

****Non-refundable payments are required for reservations****

****LIMITED SEATING IS AVAILABLE****
Please register early

Name: _____

Email address: _____

Address: _____

Phone Number: _____

Number Attending: _____

Price Includes A & B Operator Training Binder, Lunch, and Certificate of Completion

Amount _____ @ _____

Make Check or Money order payable to: PRARA
1051 Brinton Road
Suite 304
Pittsburgh, PA 15221

PRARA 2025 Scholarship Fund

For the thirtieth year, the Petroleum Retailers & Auto Repair Association is sponsoring two \$500 College Scholarships to be awarded to a member’s son or daughter. The applicant must be the child of a current **member** of PRARA and must be graduating from high school in 2025 or are already attending a college, trade school, business school, etc. Applicant **must** be enrolled as a full time student. **Postgraduate students are not eligible.** The student must begin classes within 13 months of the award date.

To be eligible, the member must submit the name, address, and telephone number of the child, along with the name of the high school the applicant will graduate from or the name of the college, trade school, business school, etc. already attending to the Association office. **The application below must be mailed to the PRARA office by June 1.** (The postmark) ***No phone applications will be accepted.***

Every applicant will be given a list of three-digit numbers. The child, who holds the three-digit number corresponding to the Pennsylvania lottery on Monday, June 9 and Tuesday, June 10, will be the winner. Who ever won Monday’s lottery **is not eligible** to win Tuesday’s lottery. The applicant closest to the number on Tuesday’s lottery will be the winner. The winners will be based on the **7:00 pm** drawing for both nights. **Winners of previous scholarships are not eligible to participate.** The PRARA Board of Directors will vote to resolve any disputes.

The scholarship maximum is \$500 each. The check will be made out to the student **and** the school of his/her choice. Proof of registration must be provided before check is issued. The scholarship is not limited to potential college students, but to anyone wanting to further their education, whether it is college, trade school, business school, etc.

PRARA

1051 Brinton Road Suite 304
 Pittsburgh, PA 15221
 412-241-2380

SCHOLARSHIP FUND 2025 APPLICATION

Member’s Name: _____ Phone: _____

Business Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Applicant’s Name: _____ Phone: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Did you or will you graduate this year? _____

High school graduated from: _____

Choice of college, etc. (if known): _____

**All Applications Must Be Completed In Full
 And Returned To The PRARA Office By June 1, 2025**

SSDA-AT Legislative Updates

SSDA-AT Signs Industry Letter to Congress Supporting the REPAIR Act

Members of the House of Representatives:

We write in support of HR 1566, the Right to Equitable and Professional Auto Industry Repair Act (REPAIR Act).

This legislation ensures vehicle owners, independent repair shops, and aftermarket manufacturers have secure access to vehicle repair and maintenance data.

This access is critical to the independent aftermarket industry's ability to provide safe, reliable, and affordable repairs for your constituents, and we respectfully request that you cosponsor this legislation.

As vehicle technology grows more complex, repairing and maintaining today's vehicles requires access to vehicle repair data, compatible replacement components, training, and sophisticated diagnostic tools.

The REPAIR Act guarantees the rights of owners and their designated repair facilities to maintain and repair their vehicles while maintaining the same cybersecurity standards, intellectual property protections and vehicle safety standards that exist today.

Vehicle owner and independent shop access to vehicle repair data is increasingly at risk as Original Equipment Manufacturers (OEMs) tighten control over its availability.

Today, OEMs collect terabytes of data from their vehicles wirelessly and store it in their cloud servers. The OEMs then unilaterally decide to whom they give access to this data and under what terms and conditions. (Comment from Alliance for Automotive Innovation to the Bureau of Industry and Security ("BIS") in its Securing the Information and Communications Technology and Services Supply Chain: Connected Car Advance Notice of Proposed Rulemaking).

These potentially anticompetitive practices leave independent repairers unable to service vehicles and prevent aftermarket suppliers from offering high-quality, safe, and affordable replacement parts to consumers. In fact, an independent survey conducted last year demonstrated that 63% of repair shops report having difficulties making routine repairs on a daily or weekly basis.

Moreover, 51% of shops report sending up to 5 cars per month to the dealer due to data restrictions, resulting in an estimated \$3.1 billion cost to consumers.

This issue will only get worse as the U.S. vehicle fleet ages. According to S&P Global Mobility, the "average age of cars and light trucks in the United States has risen again to a new record of 12.6 years in 2024, up by two months over 2023."

Over 70% of out of warranty vehicle repairs are done in the aftermarket and are generally 36% less expensive than dealerships. Car owners appreciate independent repair shops for their "trustworthiness, reasonable prices, knowledgeable mechanics, and good reputation."

The independent aftermarket is an essential economic engine in every congressional district and state across the nation, with more than 4,900,000 employees and a fiscal impact of more than \$500 billion annually.

The REPAIR Act eliminates an existential threat to these jobs and the economy, while ensuring a robust ecosystem of repair options. Consumers and fleet owners will be able to select their repair facility of choice and have access to a variety of aftermarket parts.

Independent repair shops will continue to be able to provide timely and quality repair and maintenance choices to their customers.

We express our sincere gratitude to Representatives Dunn, Gluesenkamp Perez, Davidson, and Boyle for continuing to support consumers through this legislation, and we encourage you to join them in doing so as a cosponsor of HR 1566, the REPAIR Act.

Sincerely,

SSDA-AT Legislative Updates

FinCEN Releases CTA Relief Rule

More good news on the battle over privacy. Treasury's Financial Crimes Enforcement Network on Friday released the following statement:

The Financial Crimes Enforcement Network (FinCEN) is issuing an interim final rule that removes the requirement for U.S. companies and U.S. persons to report beneficial ownership information (BOI) to FinCEN under the Corporate Transparency Act.

In that interim final rule, FinCEN revises the definition of "reporting company" in its implementing regulations to mean only those entities that are formed under the law of a foreign country and that have registered to do business in any U.S. State or Tribal jurisdiction by the filing of a document with a secretary of state or similar office (formerly known as "foreign reporting companies"). FinCEN also exempts entities previously known as "domestic reporting companies" from BOI reporting requirements.

A couple of thoughts. First, this action clears up any remaining confusion as to whether domestic entities needed to file their beneficial ownership information. With Friday's announcement, filing your information "just to be safe" no longer appears necessary. Big shout out to the new team at Treasury for getting these changes out the door so quickly. It could not have been easy.

Second, while the new rules alleviate the need to file, this relief is temporary. As long as the underlying CTA statute remains in place, a future administration could rewrite the rules to be more expansive.

That means permanent relief will have to come from the courts or Congress. The courts are teed up to act quickly, with pro-business rulings coming from District Courts in Alabama, Texas and Michigan just in the past year. Those rulings focused on the lack of constitutional authority underpinning the CTA as well as the damage it does to the protections of speech, association, federalism, and warrantless searches. As the recent Michigan decision noted:

The CTA's reporting requirements reach indiscriminately across the smallest players in the economy to extract and archive a trove of personal data explicitly for future law enforcement purposes at an expected cost to the reporting players of almost \$22 billion in the first year alone. The Fourth Amendment prohibits such an unreasonable search.

The CTA's overreach is almost comical – thirty million law abiding small businesses and other legal entities forced to report the personal information of perhaps one-hundred million owners and their employees? The sheer scale of it suggests a successful challenge is a distinct possibility.

Failing that, however, Congress will have to act. It won't be easy – support for the CTA extends across the aisle – but legislation to repeal the CTA has already been introduced, and the committees of jurisdiction are chaired by strong critics of the law – Representative French Hill of Arkansas and Senator Tim Scott of South Carolina.

An upcoming hearing in the House Financial Services Committee should give businesses a good idea of how the new congressional leadership intends to close the book on the CTA for good. It's a bad idea that should never have been implemented in the first place.

MEMBER TO MEMBER SERVICES

ACCOUNTANTS

J.E. Robinson
Murrysville, PA
412-423-1093

ATM

ATM Cash World
Tom Ranallo
Pittsburgh
800-937-5169

ATTORNEY

Andrew Klaber
Chartwell Law Offices
Sewickley, PA
412-741-0600

COMPLIANCE TESTING

Total Tank Works LLC
Sean Tosadori-East Butler
724-285-4258

COMPUTERS

Computer Solutions
Dick Norchi-Allison Park, PA
412-369-8896

CONSULTING

Enviric, Inc.
Victor Unger-Bairdford, PA
724-265-5100

ENVIRONMENTAL TANKS & UPGRADES

McRo Construction Inc.
Donald Rothey Jr.
Elizabeth, PA
412-384-6051

Total Tank Works LLC
Sean Tosadori-East Butler
724-285-4258

INSURANCE

Bulava & Associates
Joe Bulava-Greensburg, PA
724-836-7610

LUBRICANTS AND ANTIFREEZE

Oil Service, Inc.
Joe Schmidlin-Pittsburgh, PA
412-771-6950
www.oilservice.com

PARTS/PETROLEUM EQUIP

Total Tank Works LLC
Sean Tosadori-East Butler
724-285-4258

EMA Continues to Challenge California's Unlawful Electrification Mandates

Energy Marketers of America has been active in federal courts, ensuring the voices of energy marketers are heard as California attempts to unlawfully force electrification onto small businesses and consumers. The Clean Air Act allows EPA to grant California a waiver for the adoption of emissions controls for new motor vehicles, new motor vehicle engines, and nonroad vehicles or engines only in "compelling and extraordinary conditions." If EPA grants a waiver to California, other states are permitted to adopt the California standards in their states as well.

In the last weeks of the Biden Administration, EPA granted waivers for several California Air Resources Board (CARB) regulations intended to reduce emissions and force the transition from combustion engines to electric engines. Recently, EMA has joined with the American Fuel & Petrochemical Manufacturers (AFPM) in seeking judicial review of three of these waiver decisions that EMA believes are arbitrary and capricious, contrary to law, and beyond EPA's statutory authority. The petitions were filed in the United States Court of Appeals for the District of Columbia Circuit, with protective petitions filed in the Ninth Circuit to preserve EMA's right to review if the courts determine that the petitions should be heard in the Ninth Circuit.

First, EMA has challenged EPA's waiver for California's small offroad engine (SORE) regulations that apply to spark-ignition engines of less than or equal to 25 hp—engines that are used in most lawn and garden equipment. The regulations apply to new equipment sold in California beginning in model year 2024 and are intended to transition all new equipment to "zero-emission equipment" in model year 2028.

Second, EMA has challenged EPA's waiver for California's heavy-duty vehicle and engine "omnibus" low NOx regulations (Omnibus Lox NOx). These regulations require new on-road medium- and heavy-duty engines and vehicles to meet lower nitrogen oxide and particulate matter emissions standards beginning in model year 2024. CARB says these regulations will complement California's Advanced Clean Truck (ACT) regulations, which mandate electrification of the heavy-duty vehicle sector.

Third, EMA has challenged EPA's waiver for California's Advanced Clean Cars II (ACC II) regulations. These regulations apply to light-duty passenger cars, pickup trucks, and SUVs sold in California beginning in model year 2026. They will phase out the use of the internal combustion engine and require that all new passenger vehicles sold in California be "zero-emission vehicles" by 2035.

"California's unrealistic electrification efforts, which carry vast consequences beyond the state, cannot be aided and abetted by EPA. EMA continues to challenge government regulations that significantly impact our industry. We remain optimistic that the courts will recognize that there are not compelling reasons to upend the country's energy and transportation sector," said EMA President Rob Underwood.

MEMBER TO MEMBER SERVICES

PETROLEUM

Center Independent
Doug Friend
724-622-4835

Coen Markets Inc.
Don Meade-Canonsburg, PA
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Countywide Petroleum
Tim Redshaw-Pittsburgh, PA
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Victor Unger-Bairdford, PA
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Total Tank Works LLC
Sean Tosadori-East Butler
724-285-4258

TAXES

J.E. Robinson
Murrysville, PA
412-423-1093

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Sean Tosadori-East Butler
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USED TIRE PICKUP

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Dan's 724-529-7621
Liberty 888-868-0097

EPA Allows Midwestern States to “Opt-Out” of E10 Fuel Volatility Waiver

The EPA announced it will maintain the Biden Administration’s decision to permit several Midwestern states to remove the one-pound per square inch (psi) Reid vapor pressure (RVP) volatility waiver for E10 blends in their states. This puts E15 on equal footing with E10 blends, creating an artificial boutique fuels market in those and in nearby jurisdictions during the summertime.

The implementation of the E10 volatility “opt-out” is set for April 28, 2025, after the agency initially delayed the effective date of the rule due to concerns over insufficient supply of gasoline. However, EPA is offering states the option to delay implementation for one year if they need more time to comply. Ohio has already requested this delay, and other states must submit their requests in writing.

★★★
 ★ **PRARA will discontinue the printing and mailing of the PRARA News starting with the May issue. The PRARA News is already being emailed to the majority of you. If you are one of the few who still receives a hard copy in the mail, please contact the PRARA office with your email address to be added to the email list. For your convenience, the PRARA News is also on our website at www.prara.com.** ★★★
 ★★★

Calendar of Events

Palm Sunday	April 13
Tax Day	April 15
A&B Operator Training Class	April 16
Good Friday	April 18
Easter	April 20
Earth Day	April 22
Arbor Day	April 25

Business Hours:

Monday	Closed
Tuesday	8:30-3:30
Wednesday	8:30-3:30
Thursday	8:30-3:30
Friday	Closed

Contact:

Phone: 412-241-2380
www.prara.com



Petroleum Retailers & Auto Repair Association
1051 Brinton Road Suite 304
Pittsburgh PA 15221

