NOZZLE & WRENCH

WMDACAR

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AN OFFICIAL PUBLICATION OF THE WASHINGTON DC, MARYLAND & DELAWARE SERVICE STATION & AUTOMOTIVE REPAIR ASSOCIATION

INSIDE THIS ISSUE:

A proposed $5,000 annual Use & Occupancy renewal fee could create a major financial burden for targeted businesses across Prince George's County.

KIRK'S CORNER

Legislative & Regulatory Updates Impacting Fuel Retailers

By Kirk McCauley, Director Of Member Relations & Government Affairs

Prince Georges County introduced legislation that would require 4 business types to renew Use and Occupancy (UO) every year at $5,000 dollars with a Consumer Price Index (CPI) also included with no ceiling for maximum increases. Businesses included and requirements next 2 paragraphs. Amendment that excluded our businesses below also.

(j) Special Quality of Life Impact Uses.

(1) The following fees shall apply and be remitted in advance of the issuance of Use and Occupancy permits for the following uses:

(A) Any business that is a commercial use with a Class A beer, wine, and liquor license pursuant to Title 26, Subtitle 9 of the Alcoholic Beverages and Cannabis Article, Annotated Code of Maryland - $5000.

(B) Any business that is a tobacco shop, electronic cigarette shop, retail tobacco business, or convenience store use, as prescribed under Part 27-5 of Subtitle 27 of the Code, with a tobacco retail license issued by the Maryland Alcohol, Tobacco, and Cannabis Commission - $5000.

(C) Any business that is a commercial use operating pursuant to a State of Maryland Regulated Firearms Dealer's License under Title 5, Subtitle 1 of the Public Safety Article, Annotated Code of Maryland - $5000; and

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(D) Any business that is a consolidated storage use, as prescribed under Part 27-5 of Subtitle 27 of the Code - $5000 31 CB-017-2026 (DR-4)

Renewal fee. Each business to which Paragraph (1), above, is applicable shall be required to remit an annual Use and Occupancy permit renewal fee in the amount of $5000 per year due every 12 months after the date of initial use and occupancy permit approval. Any business defined under (A), (B), (C), or (D) in Paragraph (1), above, with an existing Use and 4 Occupancy permit as of the effective date of this Subsection shall commence remitting an annual Use and Occupancy permit renewal fee due no later than January 1, 2027 of $5000 and by every January 1st thereafter. The Use and Occupancy permit of any business that does not comply with this Paragraph shall be invalid and revoked by the Director of the Department of Permitting 8 Inspections and Enforcement.

The amendment below came about with efforts from WMDA members and MAPDA members (suppliers) that stepped up and showed P.G. County how we give back to communities we do business in. WMDA has encouraged members to be part of community, civic associations, fund raisers, and sponsorships. Supporting community takes many forms and is the right thing to do. Let your customers know what you do on your website and signage at your location such as – proud sponsor of youth programs, penny on every gallon on pump # go to local food bank, 25 Cents on every car wash is donated to community-based programs. Look, giving back is the right thing to do but you must let customers know, it is a way of you saying thanks to your customers.

Amendment to bill: (7) This Subsection shall not apply to any use that is operating as a gas station.

As of this writing P.G. County Executive Asiha Braveboy has not signed B2026017 but unless something changes at council level there is enough votes to override a veto. I also think after talking to different attorneys that this bill could be struck down by litigation surely to follow. We will not be part of that litigation and another example how a $299.00 cost for primary membership and a $150,00 for your multiple locations is money in the bank. Yes, I said multiple locations, they all benefit. Supporting WMDA/CAR pays you every day, through legislative issues and engagement with Comptroller's Office Field Enforcement Bureau, MDE OIL Control, Weights and Measures and Alcohol, Tobacco, and Cannabis Commission.

MDE Air Quality Planning Program – ECO Nozzle and Low Permutation Hoses

This is a timeline that MDE has proposed for plan to become effective:

- March 2026: Take the proposed action to the Air Quality Control Advisory Council
- Mid/End Year 2026: Regulation final and effective

The plan:

- January 1, 2028: All existing Gasoline Dispensing Facilities (GDFs) must begin to install ECO nozzles and low permeation hoses as replacements are needed and must have all equipment replaced no later than January 1, 2030
- January 1, 2028: All new GDFs must install ECO nozzles and low permeation hoses prior to operation.

MDE has had 2 stakeholder's meetings we have participated in, with approximately 2600 retail fuel sellers in Maryland this program if put into regulation will be extremely expensive to implement for retailers. We have asked MDE for data on how effective these requirements have been in California, couple of non-attainment areas in PA and NJ are the areas that have these regulations. The only response is data from the manufactures of the nozzles and hoses that would be required. Not data I would want to hang my hat on, if I manufactured a product, it would be the best thing since sliced bread or that is what I would say.

The other claim is it will save retailers money in the long haul because these nozzles will last longer - 4 years for ECO Nozzles and Low Perm Hoses. Another claim from manufactures. The problem is they still only have a one-year warranty. This new proposed regulation does not have to go to legislative process it can be enacted by regulation – no vote. We have asked for another stake holders meeting before regulations are presented to the Air Quality Control Advisory Council (AQCAC) for review. They have 2 meetings scheduled, for June and

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Continued from page 4

September, and we ask them to wait until September to give us time to collect cost estimates. No guarantee they will wait for September, so we need estimates before June.

Before AQCAC meet, we would like to have cost estimates for all retail locations. Some Locations might not be responsible for *Nozzle and Hoses*, and you do not need to reply, some commission agents are not responsible, and some are. If you are just responsible for Drive offs with hardware hanging out of tank, let me know.

- Location
- Number of nozzles and hoses
- Total Cost estimate of ECO Nozzles and Low Permutation Hoses
- Labor to replace if applicable.

Send information to kmccauley@wmdacar.com Nozzle cost estimates in Subject line.

Delaware Legislative Bills

WMDA sent written testimony on both these bills in opposition to HB215 and in support of HB335.

- HS 1 for HB 215 - AN ACT TO AMEND TITLE 30 OF THE DELAWARE CODE RELATING TO TOBACCO PRODUCT TAXATION AND LICENSING. **Out of committee**

  House Substitute No. 1 for House Bill No. 215 differs from House Bill No. 215 as follows: this substitute provides a definition of a premium cigar and modifies the tax rate changes in House Bill 215 by setting the tax rate for other tobacco products at 40% of the wholesale price, maintaining the tax for premium cigars at 30% of the wholesale price, and setting the tax rate for vapor products at 10 cents per fluid milliliter. A definition of "nicotine pouch" is added. As with House Bill 215, House Substitute No.1 increases the cigarette tax rate to $3.60 per pack, increases license fees, and changes the definition of "tobacco products" to include more items. This substitute bill sets the effective date of the tax rate increase as September 1, 2026, and the effective date of the increased license fees as January 1, 2027. This Act requires a greater than majority vote for passage because § 10 of Article VIII of the Delaware Constitution requires the affirmative vote of three-fifths of the members elected to each house of the General Assembly to increase the effective rate of a tax or fee levied by the State.

HB 335 - AN ACT TO AMEND TITLE 29 OF THE DELAWARE CODE RELATING TO THE STATE LOTTERY. Hearing on April 21, **Hearing Canceled. Rescheduled for the 12th.**

This bill protects small businesses in Delaware by preserving lottery retailers' role in I Lottery. This bill requires I Lottery players to purchase prepaid cards at physical stores to enable their online play. In 2012, the General Assembly adopted the Delaware Gaming Competitiveness Act of 2012, HB 333 of the 146th General Assembly, establishing I Lottery in Delaware. To support small businesses, the General Assembly included a provision of that law that required online players to purchase prepaid cards in physical retail stores. However, over a decade later, the Delaware Lottery Commissioner launched an I Lottery program that does not uphold this protective provision. This bill updates the I Lottery program to reflect the original intent of the law. This Act also makes technical changes to conform to the Legislative Drafting Manual.

Reed Vapor Pressure (RVP)

Maryland and Delaware both issued Enforcement Discretion waiver for RVP gas specifications

Maryland Enforcement Discretion

Delaware Enforcement Discretion


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REGISTRATION FORM

7:30 A.M.	**Registration and Breakfast**
9:00 A.M.	**Shotgun Start** (4-Man Scramble Format)
1:00 P.M.	**Lunch with Prize Distribution**

>>> $189 per Golfer/$700 for Foursome

Price includes Greens Fee, Cart fee, bag drop, Breakfast and Buffet Lunch. Each Golfer will get two Drink tickets redeemable for Alcoholic/Non-Alcoholic Beverages at the Beverage cart. Refreshments will be available on the course. WMDA/CAR will assist in pairing individual registered golfers to make a foursome if requested.

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Golfer #1: ______________________ Email: ______________________ Phone: ______________

Golfer #2: ______________________ Email: ______________________ Phone: ______________

Golfer #3: ______________________ Email: ______________________ Phone: ______________

Golfer #4: ______________________ Email: ______________________ Phone: ______________

☐ Please assist in making a foursome if less than 4 golfers listed above.

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REGISTRATION FEES

☐ Golfers x $189 = $____________

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☐ Lunch only $69

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Presidential Incapacity or Misconduct: Impeachment vs. the Twenty-fifth Amendment

Brought to you by Lynott, Lynott & Parsons, P.A.

Although both can result in a president being stripped of power, they differ significantly in purpose, procedure, and political implications.

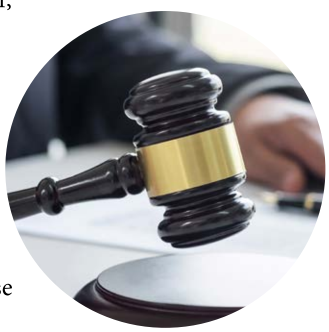
Recent events in this country and abroad have caused certain lawmakers to focus on the processes that are available to remove a sitting president from office. This article will not provide any opinion as to whether such action is necessary or appropriate, but rather, it will attempt to explain the two processes and the differences between them.

The United States Constitution provides two different mechanisms for addressing presidential incapacity or misconduct: 1) impeachment and removal, and 2) the process outlined in the Twenty-fifth Amendment to the United States Constitution. Although both can result in a president being stripped of power, they differ significantly in purpose, procedure, and political implications.

Impeachment: Accountability for Misconduct

Impeachment is a constitutional process designed to hold a president accountable for serious wrongdoing. Under the United States Constitution, a president may be impeached for "treason, bribery, or other high crimes and misdemeanors." This phrase has been interpreted broadly to include abuses of power, corruption, and violations of public trust.

The process begins in the United States House of Representatives, which has the sole power to impeach. A simple majority vote is required to approve articles of impeachment, charging the president with misconduct. However, impeachment itself does not remove the president from office.



The next stage takes place in the United States Senate, where a trial is held. If two-thirds of senators vote to convict, the president is removed from office. The Senate may also vote to disqualify the individual from holding future federal office.

Historically, impeachment has been rare and politically charged. Presidents such as Andrew Johnson, Bill Clinton, and Donald Trump were impeached by the House, though none were convicted by the Senate. Richard Nixon resigned before a full House vote could take place.

The 25th Amendment: Addressing Incapacity or Inability to Perform Duties

In contrast, the Twenty-fifth Amendment to the United States Constitution, ratified in 1967 after the assassination of John F. Kennedy, is primarily concerned with presidential incapacity rather than misconduct. It provides procedures for transferring power when a president is unable to perform the duties of the office, whether temporarily or permanently.

Section 3 of the amendment allows a president to voluntarily transfer power to the vice president, for example during a medical procedure. In this case, the vice president becomes “Acting President” until the president declares that he or she is able to resume duties.

Section 4 is more complex. It allows the vice president and a majority of the Cabinet to declare that the president is unable to perform the duties of the office. In such cases, the vice president immediately becomes acting president. If the president contests this declaration, Congress must decide the issue. A two-thirds vote in both the House of Representatives and the Senate is required to keep the vice president as acting president. Otherwise, the president resumes power. Notably, Section 4 has never been fully invoked, though it has been discussed during moments of political tension or concern about presidential fitness.

Key Differences

The most fundamental difference between impeachment and the 25th Amendment lies in their purpose. Impeachment is punitive, addressing alleged misconduct. The 25th Amendment is administrative and practical, addressing inability. Unlike impeachment, the 25th Amendment does not require proof of wrongdoing. Its focus is functional: whether the president can fulfill the responsibilities of the office.

The processes also differ in who initiates them. Impeachment is driven by Congress, while the 25th Amendment—particularly Section 4—begins within the executive branch, led by the vice president and Cabinet.

Finally, the outcomes are distinct. Impeachment can permanently remove a president and potentially bar them from future office. The 25th Amendment typically results in a temporary transfer of power, though it can become effectively permanent if incapacity persists.

Conclusion

While both mechanisms serve as safeguards within the American political system, they are designed for very different scenarios. Impeachment protects against abuses of power, reinforcing accountability and the rule of law. The 25th Amendment ensures continuity of governance in moments of crisis or incapacity. Together, they reflect a constitutional framework built to ensure stability, responsibility, and democratic oversight. ■

Shipley's Energy Market Update for May

Petroleum & Refined Products

Brought to you by, Shipley Energy Commercial Solutions Team

Midwest refinery outages have pulled roughly one million barrels per day of capacity offline, tightening regional supply just as demand runs nearly 5% above last year.

Key Takeaways:

Midwest refinery outages have pulled roughly one million barrels per day of capacity offline, tightening regional supply just as demand runs nearly 5% above last year.

Prompt physical ULSD cash basis has hit an all time high of $1.15 premium over NYMEX futures.

Geopolitical volatility from the Iran conflict continues to be the main swing factor on the flat price.

We expect prompt strength to remain for the next 2–3 weeks, with PADD 2 the epicenter and PADD 1 backstop barrels coming over from Europe.

Watch the Marathon Robinson restart and any softening in the BP Whiting labor situation—those will dictate the next moves.

Distillate Stocks Hit Tightest Levels of 2026

The latest EIA Weekly Petroleum Status Report has lit a fire under the distillate complex—U.S. distillate inventories drew another 4.5 million barrels for the week ending April 24, pushing the deficit to roughly 11% below the 5-year average, the widest gap of 2026 and a meaningful step down from the ~5% deficit we saw exiting February. Distillate production fell to 4.9 mbd as refinery utilization slipped to 89.6%, while trailing 4-week distillate demand of 4.0 mbd is running +4.8% YoY. Tightening supply walking straight into firm demand.

This has driven regional ULSD basis sharply higher, particularly in Group 3 and Chicago/Midwest, with prompt physical ULSD cash basis hitting an all time low of $-0.8000 (extremes in flat price levels close to $5 and steep backwardation prompting supplier to discount cash basis) then rallying to a cash basis all time high $1.15 premium over NYMEX futures. The screen itself continues to see steep backwardation, reflecting immediate physical tightness and expectations of further drawdowns through the back half of spring turnaround.

On the supply side, PADD 2 is carrying an unusually heavy refinery problem stack. BP Whiting (440 kbd, the largest refinery in the Midwest) has been operating under a USW lockout since March 19, then was briefly knocked offline in early May by a power outage that triggered a 40–80 cpg wholesale gasoline jolt across parts of MI, IN and IL. Layered on top, Phillips 66 Wood River (356 kbd) is in the back half of a 45-day turnaround, and Marathon Robinson (253 kbd) has been down for planned work since mid-March, targeted to restart mid-May. Combined, roughly ~1 MMbpd

of Midwest crude capacity has been impaired at various points this spring.

A refinery turnaround is a scheduled, temporary shutdown of one or more processing units for comprehensive inspection, maintenance, and repairs. These planned outages—typically lasting 30–60 days and occurring every 3–5 years per unit—are necessary to ensure safe, reliable operation but temporarily reduce crude throughput and product output while they are underway.

PADD 1 isn't any easier—East Coast distillate stocks ended March at ~28.1 MMbbl, down from ~34.5 MMbbl in late January, starting the shoulder season lean. The tell: the NW Europe → PADD 1 ULSD arbitrage has reopened, which only happens when the East Coast deficit gets wide enough to pull marginal European barrels across the Atlantic.

On the macro overlay, the 2026 Iran war / Strait of Hormuz disruption remains the biggest swing factor on flat price. Brent peaked near $130/bbl before the April 8 ceasefire triggered a sharp unwind—ULSD collapsed 66.6 cpg in a single session (-14.88%)—but volatility hasn't left the building. EIA still has retail diesel averaging $4.80/gal in 2026 with distillate stocks below the 5-yr average for the entire forecast period.

Price Technicals — WTI Crude

WTI Crude continues to be rangebound as the push and pull of on-again/off-again Iran war headlines continue to whipsaw price action. We have been closely watching resistance at $112 and support in the $91.50–$98 range. On the downside, our near-term outlook targets $80–$85, with a move toward the mid-$70s: a realistic scenario by Q3/Q4 2026 should geopolitical risk premium continue to deflate and macro demand signals soften.

Price Technicals — HO/ULSD

Heating oil futures are similarly caught in a push and pull between tight physical fundamentals and the broader crude complex overhang. The fundamental backdrop outlined above argues for prompt strength, but the market is not operating in a vacuum—any sustained move lower in WTI will weigh on the flat price ceiling for distillates. Against that backdrop, we expect ULSD to trade within a $3.50–$3.80 range near term, with the upper end of that band contingent on continued inventory draws and PADD 2 supply disruptions persisting. Broader support sits at $3.25, a level that aligns with our lower WTI targets and represents a zone where physical buyers would likely step in aggressively given the structural tightness in the distillate market.

Price Technicals — RBOB Gasoline

RBOB presents a notably more constructive and bullish technical picture than its distillate counterpart, which makes intuitive seasonal sense as we move deeper into the summer driving demand season. Gasoline demand has historically proven resilient through the summer months, and we expect that pattern to hold in 2026—retail prices in the mid-$4/gallon range nationally are unlikely to meaningfully erode consumer driving behavior given current employment and mobility trends. On the chart, RBOB has been building a solid technical foundation, and we look for that constructive bias to continue. Strong support is established in the $3.00–$2.85 range for this summer, levels that correspond with both key technical retracements and the lower end of a range consistent with our broader WTI downside targets. Dips toward those levels should attract buying interest.

Action advice:

Our focus remains sharply locked in on the back end of the HO NYMEX curve. If the physical distillate tightness remains, we expect that back end of the curve to "roll-up." It's imperative to review with your account manager your fall/winter needs and keep a close eye on the winter strip price levels.

We the People

Brought to you by Tim Jancius, Spigler Petroleum Equipment, LLC

By Tim Jancius

> *This industry was built by individuals willing to stand on their own—and strong enough to stand together.*

Nearly 250 years ago, a simple but powerful idea was set into motion with three words: **We the People.**

It was never meant to describe a select few. It was meant to represent all of us—the builders, the risk-takers, the ones who show up every day and do the work that keeps this country moving forward.

As we approach America's 250th anniversary, it's worth reflecting on what those words look like in practice.

In our industry, *"We the People"* has always lived on the ground level.

It began with small service stations along early American roadways—independent operators offering fuel, repairs, and reliability when it mattered most. Through the hardships of the 1930s and 40s, the uncertainty of the 70s, and the rapid growth and change of the decades that followed, one thing remained constant:

This industry was built by individuals willing to stand on their own—and strong enough to stand together.

We've never been defined by size.

We've been defined by resilience.

By the independent dealer who opens before dawn.

By the technician who finds a way to fix what others can't.

By the operator who adapts, reinvents, and continues forward—no matter the challenge.

Individually, these efforts may seem small. But collectively, they form the backbone of something much larger.

Because when the "little guy" shows up—day after day, across thousands of locations—they become anything but small.

Together, they become essential.

Ours is an industry that often works without recognition yet carries immense responsibility. We support daily life in ways that are easy to overlook, but impossible to replace.

And while the world around us continues to change—what we fuel, how we operate, and the technologies we rely on—one truth remains steady:

Convenience will always matter.

The form will evolve. The purpose will endure.

We are part of a system that keeps communities connected, businesses running, and people moving forward. That has been true for generations—and it will remain true for those who carry it into the future.

So, as we look ahead to this milestone in our nation's history, we are reminded that the strength of America has never come from a single entity.

It comes from people.

From those willing to build, to adapt, and to stand together when it matters most.

We the People. ■

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REPAIR Act Continues to Gain Momentum on Capitol Hill

One of the most significant developments this Congress has been the REPAIR Act advancing out of the House Energy and Commerce Subcommittee on Innovation, Data, and Commerce.

By Roy Littlefield IV

The REPAIR Act remains a major legislative priority for WMDA/CAR being represented by SSDA-AT on the federal level throughout the current congressional session, as the association continues its efforts to protect the future of independent automotive repair businesses, service stations, and aftermarket service providers nationwide. Through consistent outreach to lawmakers, coalition-building with industry partners, and direct engagement with congressional staff, momentum behind the legislation continued to grow.

The bill currently has 43 co-sponsors in the U.S. House of Representatives and 8 co-sponsors in the Senate, reflecting steady bipartisan support for policies aimed at preserving consumer choice and ensuring fair competition in the automotive repair marketplace. While the legislative process remains ongoing, the growing number of supporters demonstrates increasing awareness among policymakers of the challenges facing independent repair facilities as vehicle technology becomes more advanced and increasingly controlled by manufacturers.

One of the most significant developments this Congress has been the REPAIR Act advancing out of the House Energy and Commerce Subcommittee on Innovation, Data, and Commerce.

For service stations and independent repair shops, the stakes surrounding the REPAIR Act remain especially high. Today's vehicles generate enormous amounts of operational and diagnostic data, much of which is transmitted through manufacturer-controlled systems. Independent repairers have raised concerns that without clear protections in federal law, access to critical repair and diagnostic information could become increasingly restricted, making it more difficult for local repair facilities to compete and properly service customer vehicles.

SSDA-AT has continued emphasizing to lawmakers that independent repair businesses are essential parts of local economies and community infrastructure. Many consumers rely on neighborhood repair shops and service stations for affordable, convenient, and trusted vehicle maintenance. Restricting access to repair data or specialized tools could limit where consumers are able to have their vehicles serviced, potentially driving up costs and reducing competition in the marketplace.

SSDA-AT has remained actively engaged with congressional offices to educate members and staff on how the legislation would help maintain a level playing field between vehicle manufacturers and independent repair providers.

Modern service stations and repair facilities invest heavily in advanced diagnostic equipment, technician training, software subscriptions, and specialized tools necessary to service today's vehicles. These independent businesses must have reliable and standardized access to vehicle data in order to continue making those investments and serving consumers effectively.

Consumer choice remains another central theme of the legislation. Vehicle owners should retain the freedom to choose where their vehicles are repaired without being forced into limited manufacturer-controlled service networks.

SSDA-AT will continue working alongside national and state automotive aftermarket organizations, independent repair advocates, and coalition partners to build additional support for the REPAIR Act in both chambers of Congress. As vehicle technology continues evolving rapidly, the association maintains that protecting fair access to repair information remains critical to the long-term viability of independent service stations and repair shops across the country. ■

EDITORIAL

SSDA-AT Continues Advocacy Efforts on Tax Policy, Workforce Challenges, and Small Business Priorities

By Roy Littlefield III

As the 119th Congress continues, SSDA-AT representing WMDA/CAR remains actively engaged on a broad range of federal legislative and regulatory priorities impacting service stations, repair shops, and automotive businesses. With several major tax and economic issues expected to dominate the remainder of the congressional session, SSDA-AT continues working to ensure the voice of independent automotive businesses is represented in ongoing negotiations and policy discussions.

A primary focus for SSDA-AT has been advancing pro-business tax policies that support small business growth, investment, and workforce development. As Congress considers broader reconciliation and tax package discussions, the association has continued direct outreach to lawmakers on the importance of preserving and strengthening tax provisions that help independent service stations and repair facilities remain competitive in an increasingly challenging business environment.

Among the key priorities is restoring and extending the Work Opportunity Tax Credit (WOTC), which has historically provided incentives for businesses to hire individuals from targeted workforce groups. SSDA-AT has emphasized that programs such as WOTC can play an important role in helping automotive employers address ongoing technician shortages and workforce recruitment challenges facing the industry nationwide.

In addition to WOTC, the association continues advocating for permanence and stability on several small business tax provisions that many independent operators rely upon for long-term planning and investment. SSDA-AT has stressed to congressional offices that certainty in the tax code is critical for businesses making decisions regarding equipment purchases, facility

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improvements, employee retention, and expansion opportunities.

Workforce issues also remain a major area of concern for the industry. Independent repair facilities and service stations across the country continue reporting difficulties attracting and retaining qualified technicians and skilled workers. SSDA-AT has continued discussions with policymakers regarding workforce development initiatives, technical education support, and policies aimed at strengthening the pipeline of future automotive service professionals.

As Congress moves through the remainder of the year, SSDA-AT will continue monitoring reconciliation efforts and other legislative vehicles that may carry important tax and small business provisions. The association remains engaged with coalition partners, congressional committees, and federal policymakers to advance practical solutions that support independent automotive businesses, encourage economic growth, and preserve the long-term strength of the service station and repair industry. ■

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