

## Candidate Questions: 2024 Elections

The motor vehicle aftermarket industry has a profound influence on the nation and its economy, with SEMA's more than 7,000 member companies making significant contributions to the industry's nearly \$337 billion of economic impact, including 1.3 million jobs nationally and \$52.3 billion in parts sales annually.

This outsized role in the local community comes with significant challenges and concerns with policy decisions at the federal and state levels. The decisions made in Congress and the halls of state capitols can have a lasting impact on our members and the industry more broadly, particularly how automotive aftermarket products are made, distributed, and marketed. As such, lawmakers need to hear and learn from their constituents about the challenges facing your business, your employees and the customers you serve.

The campaign trail leading up to the general election on Nov. 5, 2024, is an opportunity to interact with presidential candidates, members of Congress, and other local candidates; it's a time to share your stories and engage lawmakers on critical issues that will have a significant impact on your business.

The following sample questions and background information are designed for your use when attending town halls, hosting lawmakers at your facility or having discussions with candidates on the campaign trail.

### ISSUE: Vehicle Choice

#### BACKGROUND:

Historically, SEMA and the specialty automotive aftermarket industry have led the way on alternative innovations, from replacing older engine technologies with newer, cleaner versions to converting older internal combustion engine (ICE) vehicles to new electric, hydrogen, and other alternative fuel-powered vehicles. There are many options on the road to zero emissions, including American-grown biofuels, synthetic fuels, hydrogen, carbon capture, and innovations in engine systems and fuels. However, recently state-led efforts would impart vehicle mandates on consumers, depriving them of their ability to choose the vehicle that best meets their needs, in favor of a singular technology.

#### SEMA POSITION:

SEMA is committed to playing a central role in the evolution of automotive technology, including the parts and products that power our vehicles. However, SEMA strongly opposes government mandates that prohibit or limit the sale of ICE vehicles and select electrification as the technology of choice to the detriment of many of our members and their innovations.

#### QUESTION:

Do you believe the government has an obligation to remain technology-neutral in pursuit of decarbonizing motor vehicles?

## **ISSUE: The Right to Repair and Augment Personal Vehicles**

### **BACKGROUND:**

Vehicle owners every year face new barriers to working on their own vehicle, seek and independent automotive repair. Our industry encounters similar challenges; efforts to manufacture replacement parts are hindered by automakers, who block access to critical information and tools that are needed for the development of interoperable products with emerging vehicle technology and for conducting repairs and services.

### **SEMA POSITION:**

Vehicle owners have the right to modify and repair the vehicles they own. As automotive technology continues to evolve, independent repair shops, aftermarket businesses, and automotive enthusiasts must have access to the tools and information necessary to repair and service motor vehicles. SEMA is committed to protecting these rights, which include the freedom to modify vehicles, by prohibiting automakers from locking down electronic control units (ECUs) and ensuring aftermarket companies have access to information needed to recalibrate vehicles with Advanced Driver Assistance Systems after they have been modified.

### **QUESTIONS:**

Do you support the REPAIR Act, a bill that would prohibit automobile manufacturers from imposing technological or legal barriers that block aftermarket businesses and vehicle owners from accessing critical information and tools necessary to develop interoperable products with emerging vehicle technology?

## **ISSUE: Access to Public Lands for Motorized Recreation**

### **BACKGROUND:**

Millions of Americans and their families annually enjoy off-roading, snowmobiling, overlanding, hiking, bicycling, and cross-country skiing on public lands. Public trails and lands draw tens of millions of visitors annually, stimulate local economies across the county and spur economic development. Every year, off-roading accounts for \$68 billion in direct spending, Americans spend \$23 billion to modify trucks and SUVs, and Motorcycling & ATVing have a \$16.2 billion economic impact.

### **SEMA POSITION:**

There must be legislation to protect this vital American industry. SEMA understands these decisions must balance, sometimes-conflicting needs for land access and conservation. While SEMA supports necessary land conservation to protect public lands unsuitable for motorized recreation, the association opposes land-use policies that

unnecessarily limit access, such as wilderness and national monument designations that are larger than needed to protect unique natural resources.

SEMA supports federal legislation that streamlines the process and expenses associated with obtaining special recreation permits, makes maps of all lands where vehicles are allowed and prohibited available to the public, and ensures that gas taxes paid by OHV users are reinvested in roads and trails. It is important that land use decisions, including national monument designations and wilderness, are supported by local and state officials and that the motorized recreation community is consulted.

**QUESTION:**

Do you believe that federal lands, aside from those that are set aside to protect significant cultural resources, should be accessible for motorized recreation?