



February 27, 2026

Maryland House of Delegates  
Environment and Transportation Committee  
Taylor House Office Building  
Annapolis, Maryland 21401

**Re: SEMA Support for HB 4**

**Chair of the Board**

\* Melanie White

**Chair-Elect**

\* Norris Marshall

**Immediate Past Chairman  
& Secretary**

\* Kyle Fickler

**Treasurer**

\* Chris Douglas

**Board of Directors**

Bill Bader  
Rich Butler  
Brian Herron  
Doug Lane  
Tim McCarthy  
Kelle Oeste  
Kim Pendergast  
Melissa Scoles  
Marcus Umlauff  
Ted Wentz III

**CEO**

Mike Spagnola

**General Counsel**

David P. Goch

\* Executive Committee

Dear Members of the Environment and Transportation Committee:

On behalf of the Specialty Equipment Market Association (SEMA), I am writing in support of House Bill (HB) 4, which would restore a rolling eligibility date for historic vehicle registration in Maryland.

SEMA represents more than 7,000 member companies nationwide, including 67 businesses in Maryland. Approximately 95 percent of these companies are small businesses employing fewer than 100 people. Our members design, manufacture, distribute, and sell specialty automotive parts and accessories, supporting thousands of jobs in Maryland and across the country.

In 2025, the General Assembly changed Maryland's historic vehicle law by replacing the long-standing rolling eligibility date with a fixed cutoff of model year 1999. While we understand the desire to address misuse of historic vehicle registration, a static cutoff effectively declares that no vehicle produced after 1999 can ever qualify as a collector or historic vehicle. Over time, this approach becomes increasingly disconnected from how collector vehicles are defined and treated in most states and within the enthusiast community.

Collector vehicles are defined by age, condition, limited use, and cultural significance. A rolling eligibility date recognizes that vehicles age into that status over time, while a fixed date permanently excludes entire generations of vehicles regardless of how carefully they are maintained or how infrequently they are driven. HB 4 restores a reasonable, time-tested framework that better reflects the reality of the collector vehicle market.

SEMA agrees that abuse of historic vehicle registration should be addressed. Vehicles used for daily transportation or that do not meet the intent of historic registration undermine public confidence in the program. Reining in that abuse is appropriate. However, permanently freezing eligibility at 1999 is an overly blunt solution that penalizes legitimate collectors and small businesses without directly targeting misuse.

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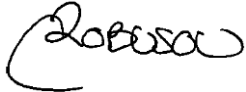
E-mail: [sema@sema.org](mailto:sema@sema.org)  
Website: [www.sema.org](http://www.sema.org)

Maryland's specialty automotive aftermarket industry is an important part of the state's economy. It generates \$3.24 billion in economic impact, supports 14,946 jobs, provides \$1.19 billion in wages and benefits, and contributes \$530.24 million in state and local taxes. Policies that recognize and support legitimate collector vehicles help sustain this economic activity, including restoration shops, specialty parts manufacturers, and small retailers across the state.

For these reasons, SEMA respectfully urges the Committee to give HB 4 a favorable report. The bill strikes a better balance by preserving the integrity of historic vehicle registration while ensuring that Maryland's laws continue to reflect the evolving nature of the collector vehicle hobby and the small businesses that support it.

Thank you for your consideration, and we appreciate the opportunity to serve as a resource to the Committee.

Sincerely,

A handwritten signature in black ink, appearing to read "Robinson", with a stylized flourish at the end.

Christian Robinson  
Senior Director, State Government Affairs  
Specialty Equipment Market Association