

January 28, 2025

To: The House Committee on Climate, Energy, and Environment:

The proposed adoption of California's Advance Clean Truck (ACT) rules in Oregon presents significant challenges for the RV industry, particularly for those who tow trailers, own motorhomes, or own businesses. I am in support of HB3119 and urge the House Committee to find in its favor.

Currently, electric trucks have significantly lower towing capacities than their diesel or gasoline counterparts, making it difficult to tow large travel trailers or fifth wheels. Towing drastically reduces the range of electric vehicles, creating range anxiety and making long-distance RV travel impractical due to the need for frequent charging stops and limited charging infrastructure along popular RV routes. Electric trucks also often have lower payload capacities, limiting the amount of gear and supplies RVers can carry. Additionally, electric trucks with sufficient towing capacity are likely to be significantly more expensive than traditional trucks; potentially impacting the individual budgets to also purchase an RV.

For motorhomes, the market for electric models is currently very limited, and finding charging stations that can accommodate large vehicles will be a significant challenge. The need for frequent charging stops and limited range could significantly alter the RV lifestyle, making spontaneous travel and off-grid camping more difficult. Uncertainty about the long-term viability and performance of electric RVs could also negatively impact resale values of these RVs.

These challenges will impact RV dealers as well. Dealers may struggle stocking and selling new RVs if manufacturers are unable to produce enough electric models that meet customer needs (for which there are currently none). Potential buyers may be hesitant to purchase RVs due to concerns about range, charging infrastructure, and cost, leading to decreased sales. Dealers will also need to invest in new equipment and training to service and maintain electric RVs, adding to their operating costs.

The transition to electric RVs will have a significant economic impact on RV dealers, particularly smaller businesses that may struggle to adapt to the changing market. Oregon is not ready for the Advanced Clean Truck act. Therefore, I urge the House Committee to support HB3119 to protect Oregon and Oregonians.

Sincerely,

Shawn Turner, President  
Portland Metro RV Dealers Association