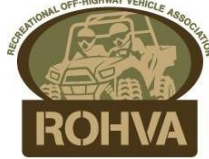




**MOTORCYCLE  
INDUSTRY  
COUNCIL®**



February 5, 2026

House Committee on Climate, Energy, and Environment  
900 Court St NE  
Salem, OR 97301

**Re: HB 4144 – MIC, SVIA, and ROHVA Request Specific Off-Highway Vehicle Exclusion**

Dear Chairman Lively, Vice-Chairs Gamba and Levy, and Members of the Committee:

The Motorcycle Industry Council (MIC)<sup>1</sup>, the Specialty Vehicle Institute of America (SVIA)<sup>2</sup>, and the Recreational Off-Highway Vehicle Association (ROHVA)<sup>3</sup> collectively represent hundreds of companies within the powersports industry. We are writing to request a specific exclusion of off-highway vehicles (OHVs) from HB 4144.

HB 4144 proposes a battery stewardship program for covered batteries, with certain exclusions, such as those used in motor vehicles. While we believe OHVs generally fall under the “motor vehicle” category and may already be excluded, some electric youth OHVs may have batteries small enough to be considered “medium format batteries” as defined by the bill. Likewise, some of these batteries may be designed for swapping, which could lead to their inclusion in the stewardship program if interpreted as “easily removable.” This introduces uncertainty regarding the program’s applicability to OHVs.

To avoid any ambiguity, we request a specific exclusion for OHVs in the legislation, similar to the explicit exclusion of all-terrain vehicles in the comparable [Illinois law](#) or in recently amended Florida legislation ([SB 912](#)) that was favorably reported by the Senate Committee on Environment and Natural Resources. This exclusion could be accomplished as suggested below:

*(E) A battery designed to power a motor vehicle or a part of a motor vehicle, including a part of a motor vehicle assembled by, or for, a motor vehicle manufacturer or motor vehicle dealer or a replacement part for use in a motor vehicle. Class I, II, III, and IV all-terrain vehicles are considered motor vehicles for the purposes of Sections 2 to 17 of this 2026 Act.*

Erecting additional barriers and cost requirements through legislation only serves to create an environment for powersports businesses where options become more limited to respond to economic challenges. Ultimately, when the cost of doing business increases, it hurts everyone – consumers, manufacturers/distributors, and dealers – and Oregon residents will likely seek alternatives such as

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<sup>1</sup> The Motorcycle Industry Council (MIC) is a not-for-profit, national trade association representing several hundred manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods, and allied trades.

<sup>2</sup> The Specialty Vehicle Institute of America (SVIA) is the national not-for-profit trade association representing manufacturers and distributors of all-terrain vehicles (ATVs) in the United States. SVIA’s primary goal is to promote safe and responsible use of ATVs.

<sup>3</sup> The Recreational Off-Highway Vehicle Association (ROHVA) is a national, not-for-profit trade association formed to promote the safe and responsible use of recreational off-highway vehicles (ROVs – sometimes referred to as side-by-sides or UTVs) manufactured or distributed in North America. ROHVA is also accredited by the American National Standards Institute (ANSI) to serve as the Standards Developing Organization for ROVs. More information on the standard can be found at <https://rohva.org/ansi-standard/>.

purchasing from neighboring states/communities where goods won't be subject to expensive compliance costs. Electric powersports vehicles are sold in much lower volumes than automobiles. Any added cost pressures, including any costs that producers would be responsible for through an extended producer responsibility-style program, would be burdensome and costly when applied to OHVs.

Thank you for your consideration of these comments.

Sincerely,



Scott P. Schloegel  
Senior Vice President, Government Relations