

Submitter: Karra Blair  
On Behalf Of:  
Committee: House Committee On Climate, Energy, and Environment  
Measure, Appointment or Topic: HB3119

I would like to express my concerns regarding the implementation of the Advanced Clean Truck (ACT) rule in Oregon. I believe this rule presents several potential challenges that warrant further consideration and SUPPORT HB3119 to prohibit DEQ from implementing or enforcing the Advanced Clean Trucks regulations before January 1, 2027.

As an RV dealership owner, there are many concerns and considerations that need to be addressed for our industry:

For Towing Trailers:

- **Limited Electric Towing Capacity:** Currently, electric trucks and SUVs have significantly lower towing capacities compared to their diesel or gasoline counterparts. This is a major issue for customers looking to tow large travel trailers or fifth wheels, which often require substantial towing power.
- **Range Anxiety:** Towing drastically reduces the range of electric vehicles. This could make long-distance RV travel impractical due to the need for frequent charging stops and limited charging infrastructure along common RV routes. Oregon is a beautiful state and there is much to see, but the infrastructure to support recreational tourism with electric vehicles is not there yet.
- **Payload Capacity:** Electric trucks often have lower payload capacities due to the weight of the batteries. This could limit the amount of gear and supplies RVers can carry in the truck bed while towing.
- **Cost:** Electric trucks with sufficient towing capacity are likely to be significantly more expensive than traditional trucks, making them less accessible to many RV buyers. RV's have traditionally been a very affordable option for exploring our great state.

For Motorhomes:

- **Lack of Electric Motorhome Options:** The market for electric motorhomes is currently very limited. Manufacturers are still in the early stages of developing viable electric chassis for larger RVs.
- **Charging Infrastructure:** Finding charging stations that can accommodate large motorhomes will be a challenge. Many existing charging stations are designed for smaller vehicles and may not have the space or power capacity to handle motorhomes.

- Impact on RV Lifestyle: The need for frequent charging stops and limited range could significantly alter the RV lifestyle, making spontaneous travel and off-grid camping more difficult and less appealing.
- Resale Value: Uncertainty about the long-term viability and performance of electric RVs could affect the resale value of both new and used models.

Overall Impact on RV Dealers:

- Inventory Challenges: Dealers may face challenges in stocking and selling new RVs if manufacturers are unable to produce sufficient numbers of electric models that meet customer needs; for which is currently almost non-existent.
- Customer Hesitation: Potential buyers may be hesitant to purchase RVs due to concerns about range, charging infrastructure, and cost, leading to decreased sales.
- Service and Maintenance: Dealers will need to invest in new equipment and training to service and maintain electric RVs, adding to their operating costs.
- Economic Impact: The transition to electric RVs could have a significant economic impact on RV dealers, particularly smaller businesses that may struggle to adapt to the changing market.

I urge the House Committee to carefully weigh these potential drawbacks and SUPPORT HB3119 to Support Oregon and Oregonians now.

Thank you for your attention to this important matter.

Sincerely,

Karra Blair, Owner/CEO  
Curtis Trailers, Inc.