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

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

I am writing to express my strong support for HB 3119 and to highlight the significant challenges that Oregon's RV industry will face if the state adopts California's Advanced Clean Truck (ACT) rules. These regulations, while well-intentioned, are not yet practical for those who rely on RVs for travel, work, or full-time living.

A major concern is the current limitations of electric trucks. Compared to traditional diesel and gasoline models, electric trucks have significantly lower towing capacities, making them unsuitable for hauling large travel trailers or fifth wheels. Additionally, towing drastically reduces an EV's range, leading to frequent charging stops—something that is neither convenient nor feasible given the state's limited charging infrastructure along popular RV routes. Electric trucks also tend to have lower payload capacities, restricting the amount of gear and supplies that RVers can bring on their journeys. Furthermore, the high cost of electric trucks capable of towing an RV will put additional financial strain on consumers, potentially making RV ownership unattainable for many.

For motorhome owners, the lack of available electric models is a pressing issue. Even if more models become available, the infrastructure needed to support them—such as charging stations designed for large vehicles—is practically nonexistent. The limited range and extended charging times would fundamentally change the RV lifestyle, making it difficult for travelers to camp off-grid or take spontaneous trips. Additionally, concerns about resale value and the long-term performance of electric RVs could make buyers hesitant to invest in them.

RV dealerships will also face serious economic impacts. If manufacturers cannot produce electric RVs that meet consumer demands, dealers will struggle to maintain inventory and generate sales. Uncertainty surrounding range, charging availability, and cost will likely lead to decreased interest from potential buyers. On top of that, dealerships will need to invest in costly new equipment and specialized training to service electric RVs, creating financial strain—especially for smaller businesses.

The reality is that Oregon is not yet equipped to handle a rapid transition to electric RVs. Until the technology, affordability, and infrastructure can realistically support this shift, forcing the industry to comply with ACT rules will create unnecessary hardships for consumers, businesses, and the broader RV economy. That is why I urge the

House Committee to support HB 3119, ensuring a more balanced and practical approach for Oregon's RV industry and the people who depend on it.