
ORVDA SUPPORTS HOUSE BILL 3119

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OREGON RV DEALERS ASSOCIATION

Chair Lively and Members of the Committee:

The Oregon RV Dealers Association (ORVDA) represents Oregon franchised RV Dealers across the state.

ORVDA supports House Bill 3119, and/or any legislative or executive action which withdraws or delays Oregon's adoption of California's Advanced Clean Truck Rules (ACT). Please note, while the title is the "Advanced Clean *Truck* rule", the rule is actually *much broader* than just trucks and includes self-propelled Recreation Vehicles.

House Bill 2119 And Delayed Implementation

House Bill 2119 does not prohibit Oregon from adopting the Advanced Clean Truck rules. It merely simply delays the implementation until the start of 2027. This will allow an important pause so technology and infrastructure can catch up to the ambitious goals.

Impact On Oregon RV Dealers

The Advanced Clean Truck (and RV) rules will substantially impair Oregon's RV dealers. Due to manufacturer distribution restraints, Oregon dealers will receive fewer RVs in high demand, while also being compelled to accept delivery of ZEV RVs even if there is no market to sell SEV vehicles. In order to obtain popular models, Oregon dealers may even be forced to sell ZEV RVs below cost to assist manufacturers in meeting the rule's ratio obligations. Furthermore, Oregon customers may choose to purchase more popular, and more available, models outside of Oregon.

Please also note that constraining the availability of medium and heavy duty trucks for sale in Oregon will also impact the sale of RVs with are towed. ZEV vehicles are less able to pull heavy trailers, and they have a much shorter range. And diesel and gasoline powered medium and heavy duty trucks will be scarcer in Oregon, likely driving up their purchase price.

Impact on the RVing public and in-state tourism

Oregon benefits greatly from RV tourism. RV tourism is heavily driven by people who wish to leave urban areas to fish, hunt and recreate in remote parts of Oregon. ZEV RVs and ZEV medium and heavy duty trucks are only be able to travel one half their roundtrip range from the closest available charging station. Since ZEV RVs have a substantially shorter range, and since the availability of charging stations in Oregon (especially in rural areas, and remote areas where RV owners prefer to be) large portions of rural Oregon will be out of range to an increasing number of RV, medium and heavy duty truck owners.

If a combustion powered vehicle runs out of fuel in a remote area, obtaining fuel from a nearby station is not too difficult. But if a ZEV RV or medium or heavy duty truck recreator miscalculates their ability to reach the nearest charging station, getting a mobile charge in remote parts of Oregon may be daunting.

Mandating an increasing number of ZEV medium and heavy duty truck sales before the state has made the needed investment in charging infrastructure is quite simply putting the cart before the horse.

Please support House Bill 3119 and push the “pause” button for two years. Thank you.