

Good morning, Chair and Members of the Committee,

25-1-5
Melina Rochin

Thank you for the opportunity to address you today regarding the California Air Resources Board's (CARB) Advanced Clean Trucks (ACT) regulation and its impact on the recreational vehicle (RV) industry. My name is Melina Rochin, and I am the Controller and COO of ET Quality RV, Inc., a family-owned business that has proudly served our community for over three decades.

First and foremost, I want to acknowledge the importance of reducing greenhouse gas emissions and improving air quality for the health and well-being of all Californians. These are goals we share as business owners, parents, and community members. However, as stakeholders in the RV industry, we must ensure that the implementation of these regulations is equitable, practical, and does not unintentionally harm small businesses or limit consumer access to recreational vehicles.

The ACT regulation, while well-intentioned, presents significant challenges for our industry. Many RVs rely on specialized chassis and engines that are not yet available in zero-emission or hybrid models. The current timeline for compliance does not align with the pace of technological advancements needed to produce viable, clean alternatives for this segment of the market. This creates a gap that jeopardizes not only our ability to sell and service RVs but also the livelihoods of countless employees and vendors who depend on this industry.

Moreover, the cost implications of transitioning to zero-emission vehicles are substantial. Small businesses like ours operate on tight margins and cannot absorb these expenses without passing them on to consumers. This risks making RV travel—a cherished pastime for many Californians—unaffordable for middle- and working-class families. Additionally, the infrastructure required to support electric RVs, such as charging stations at campgrounds and along highways, is not yet adequately developed.

We believe there is a path forward that balances environmental goals with economic realities. We urge CARB and this committee to consider the following recommendations:

1. **Extend Timelines for Compliance:** Allow manufacturers and dealers more time to adapt to the regulations by aligning compliance deadlines with the availability of viable technologies for the RV sector.
2. **Incentivize Innovation:** Provide grants, tax credits, or other incentives to encourage the development of zero-emission technologies specifically tailored to the unique needs of RVs.
3. **Support Infrastructure Development:** Invest in expanding charging and refueling infrastructure to ensure that RV owners can transition to cleaner technologies without sacrificing convenience or accessibility.
4. **Engage Stakeholders:** Establish a working group that includes representatives from the RV industry, small businesses, and environmental experts to collaboratively address challenges and identify practical solutions.

By taking these steps, we can achieve our shared environmental objectives while preserving the vitality of the RV industry and the jobs it supports.

Thank you for your time and consideration. I am happy to answer any questions you may have.

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Thank you for the opportunity to address you today regarding the California Air Resources Board's (CARB) Advanced Clean Trucks (ACT) regulation and its impact on the recreational vehicle (RV) industry. My name is Melina Rochin, and I am the Controller and COO of ET Quality RV, Inc., a family-owned business that has proudly served our community for over three decades.

While we share CARB's commitment to reducing greenhouse gas emissions and improving air quality, I want to highlight some critical considerations regarding the practicality and unintended consequences of the ACT regulation on the RV industry and working-class families.

One major challenge is the significant difference in utility between a full tank of gas on a truck hauling a trailer and a full charge on an electric truck. The range and convenience offered by gasoline or diesel-powered vehicles make weekend camping trips and long-distance RV travel feasible for families. Current electric truck models, even at full charge, cannot match the range or refueling speed of traditional vehicles, creating logistical challenges for RV owners. Without a robust charging infrastructure—especially at campgrounds and along remote highways—electric RV travel remains impractical for most consumers.

This limitation disproportionately affects working-class families, for whom RV travel is an affordable and cherished way to spend quality time together. The increased costs associated with transitioning to electric RVs, coupled with the lack of charging infrastructure, risk pricing these families out of recreational travel altogether. As a result, the economic impact on our industry—from dealerships to service providers—could be devastating.

Additionally, it is important to contextualize the emissions produced by RVs and the trucks that tow them. These vehicles are not used daily; their emissions are a fraction of those generated by other sectors. Meanwhile, California's wildfires emit far more greenhouse gases and harmful particulates than the entire RV sector. In 2020 alone, wildfires in California released more than 100 million metric tons of CO₂—an amount that dwarfs the emissions of RVs and towing vehicles. Addressing wildfire emissions by investing in forest management and fire prevention strategies would have a far greater impact on air quality and climate goals than targeting a niche segment like RVs.

We believe CARB should focus on comprehensive solutions that address these broader issues while supporting the transition to cleaner technologies. We recommend the following actions:

1. **Prioritize Infrastructure Development:** Invest in the expansion of EV charging networks, particularly in remote and recreational areas, to make electric RV travel viable.
2. **Balance Regulations with Practicality:** Recognize the unique usage patterns of RVs and their tow vehicles, and adjust timelines and requirements accordingly to avoid undue burdens on families and businesses.
3. **Address Wildfire Emissions:** Dedicate resources to forest management, fire prevention, and emergency response strategies to mitigate the substantial emissions caused by wildfires.

4. **Support Economic Equity:** Provide incentives and financial assistance to working-class families and small businesses to help them adapt to these changes without sacrificing affordability or accessibility.

By adopting a more holistic approach, we can achieve meaningful environmental progress while ensuring that families can continue to enjoy the outdoors and small businesses like ours can thrive.

Thank you for your time and consideration. I welcome any questions you may have.