



STATE LEGISLATIVE **AGENDA**



Who is the RV Industry Association?

We are the national trade association representing the diverse manufacturing businesses which build more than 98 percent of all RVs produced in the U.S.—including motorhomes, travel trailers, fifth wheel travel trailers, folding camping trailers, park model RVs, and truck campers. We are the unifying force for safety and professionalism within the RV industry. We work with federal and state policy makers to promote and protect the RV industry and our members.



Government Affairs

Advocates for the RV industry at the federal and state levels to create a favorable business environment and make it easier for consumers to purchase, drive, and own an RV.



Industry Standards & Inspection Program

Utilizes a team of experienced inspectors to audit member manufacturers' compliance with industry standards and educate them on applicable regulations.



Statistics & Research

Drives new research on industry trends and consumer behaviors by providing the most up-to-date industry trends, forecasts, and market information.



Go RVing

Engages with consumers through lifestyle experience events across the nation to build interest in the RV lifestyle.

Looking for specific research or information on the RV industry? The RV Industry Association staff can provide a range of RV-specific research for state analysts and researchers. **Contact Nick Rudowich, Senior Manager, State Government Affairs at nrudowich@rvia.org.**

Economic Impact of the RV Industry

An American Industry and Economic Engine

ANNUAL ECONOMIC IMPACT

\$114 BILLION



\$68 Billion
RV Suppliers & Manufacturers



\$20 Billion
RV Sales & Service



\$26 Billion
RV Travel & Campgrounds



THE RV INDUSTRY SUPPORTS



596,355
Total Jobs



30,363
RV Businesses



\$32 Billion
Wages



427,916
RVs Made
in the USA

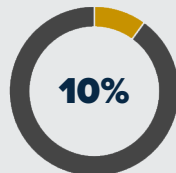


98%
Of RVs Sold in
the USA are
Made in the USA

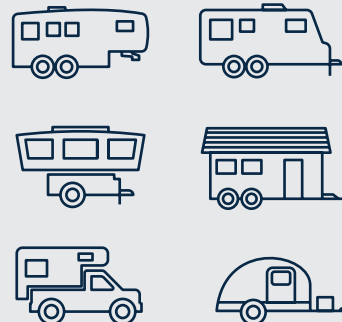
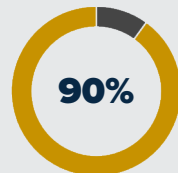


\$12.2 Billion
Total Taxes Paid
by the RV Industry

MOTORIZED



TOWABLE



Economic Impact of the Overall Outdoor Recreation Industry



See the impact of the RV industry in
each state and congressional district
at RVsMoveAmerica.org

65M

Americans who plan to go RVing each year—camping, hiking, boating, fishing—are a critical part of the outdoor recreation economy.

2.1%

OF THE US GDP
IS OUTDOOR
RECREATION

\$788B

IN DIRECT
ECONOMIC
OUTPUT

5.2M

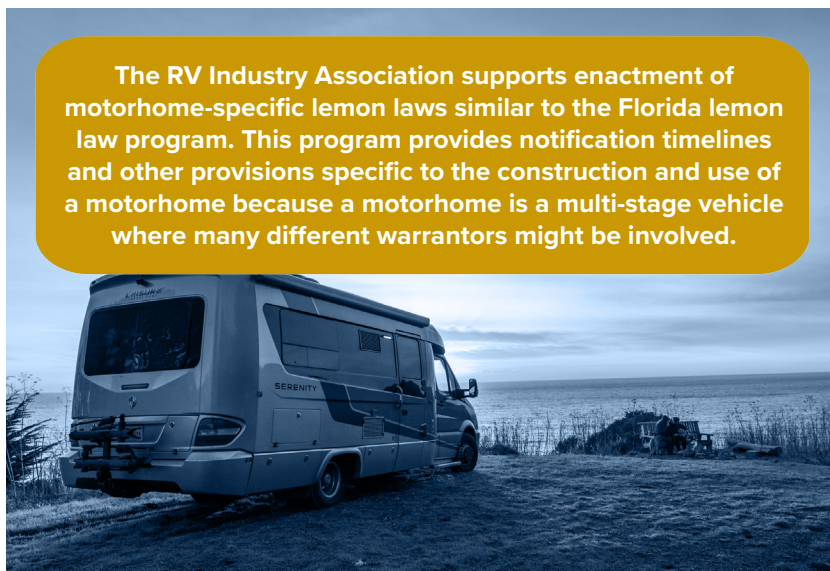
AMERICAN
JOBS

RVs and State Lemon Laws

Lemon laws were developed to assist consumers when the automobile they purchased as a necessary investment for travel to school, work, shopping, and other transportation needs develops defects that cannot be repaired or remedied to conform to the vehicle warranty.

Motorhomes are discretionary purchases that are not the primary means of transportation for such daily activities. Instead, motorhomes are designed to provide temporary living quarters for recreational, seasonal, camping, or travel use. Automobile lemon laws are not written to address living quarters items such as appliances, roofing, furniture, or plumbing systems. Most states that include motorhomes in lemon laws exempt the “house half” of the vehicle, but this often leads to confusion for both the state’s lemon law administrator and the consumer. The RV Industry Association is a member of the International Association of Lemon Law Administrators. We work through this organization to help solve motorhome non-conformance issues in the states.

The RV Industry Association supports enactment of motorhome-specific lemon laws similar to the Florida lemon law program. This program provides notification timelines and other provisions specific to the construction and use of a motorhome because a motorhome is a multi-stage vehicle where many different warrantors might be involved.



Connected Automation

Continued advancements in connected and automated technologies promote improvements in safety and mobility in motor vehicles. Currently available technologies, such as adaptive cruise control, blind spot detection, and RV monitoring systems, allow for a safer and more comfortable RVing experience. Connected technology further enhances many of the safety capabilities available on motor vehicles through the ability to communicate vehicle to vehicle (v2v) or vehicle to infrastructure (v2i). Connected technology also assists in the safe operation of autonomous vehicles.

Emerging vehicle technologies are changing the consumer’s expectations about safety, mobility, and convenience. Future RV consumers will likely want an RV experience that includes the amenities of a smart-home along with the safety features of the most advanced automobile. To meet such demands, RV manufacturers and their component part suppliers need clear public policy that encourages new, connected, and automated developments.

The RV Industry Association recognizes that cybersecurity and privacy are integral parts to connected, and automated technology. As new technologies are developed, cybersecurity and privacy will continue to be a top priority.



The RV Industry Association supports policies that promote consistency across all 50 states and innovation for connected and automated technologies that allow for flexibility and do not create unintended consequences for the RV industry. Such a system should allow RV manufacturers to design, produce, and sell the same RVs in every state.

Why All States Should Have Standardized Definitions, Titling, and Registration for RVs

Imagine purchasing a vehicle only to be told at the department of motor vehicles it's not a vehicle by definition and the department will not register or title it. This does happen to RV owners. A consumer can experience this issue when purchasing an RV in one state but then finding they cannot register or obtain title in their home state because of the state's definition of an RV type. Consumers become frustrated, and so do their lenders, who then have no title against which to register their lien. Registration and titling are necessary for every RV type, just as for any other vehicle.

Equally vexing to consumers and regulators alike is titling a motorhome, which is a multi-stage vehicle. RV manufacturers sometimes build a new motorhome on a chassis built by another manufacturer that can be from a different model year, which is a common practice in multi-stage vehicle manufacturing.

The RV Industry Association is a member of the American Association of Motor Vehicle Administrators (AAMVA). Through this organization, we work to educate state departments of motor vehicles that, as included in AAMVA's annual policy statement publication, the generally accepted method for registering a motorhome is to use the model year of the completed vehicle designated by the final stage vehicle manufacturer, not the model year on the chassis vehicle identification number (VIN). But many DMV computer systems are programmed only to accept the VIN date.

The RV Industry Association supports vehicle registration and titling of all types of motorhomes and towable RVs. We support titling multi-stage motorhomes in the model year of the completed vehicle. Because RVs are often purchased, traded, and repurchased across state lines, the RV Industry Association further supports aligning generally accepted industry definitions for all RV types in the motor vehicle codes across all states.



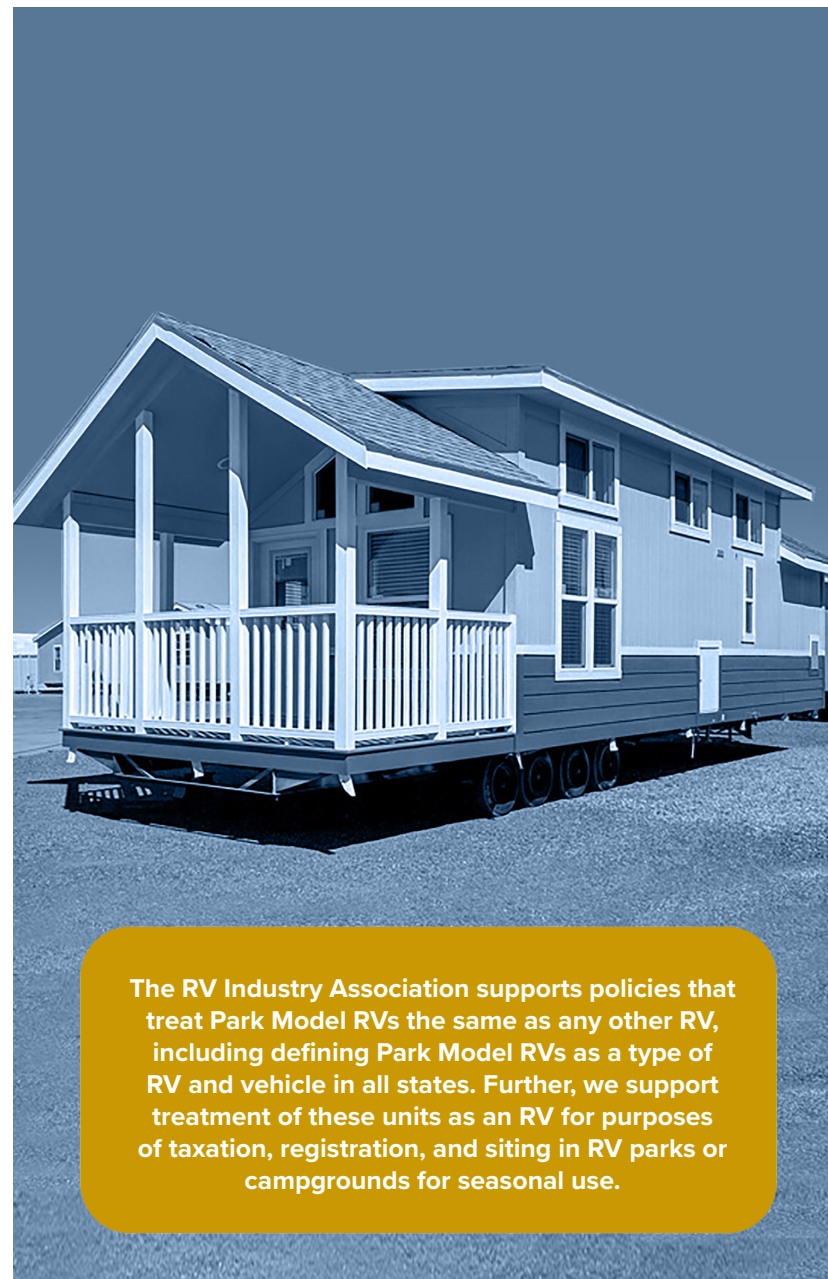
Park Model RVs are Vehicles

Why Park Model RVs Aren't Manufactured Housing

A Park Model RV is a unique towable RV designed to provide temporary living quarters for recreational, seasonal, camping, or travel use. Park Model RVs (previously referred to as recreational park trailers) are built on a single trailer chassis, mounted on wheels and have a gross trailer area not exceeding 400 square feet in the set-up mode. They are certified by their manufacturers to comply with the American National Standards Institute (ANSI) A119.5 Park Model Recreational Vehicle Standard. Park Model RVs are most often sited in RV parks or campgrounds for seasonal use. The campground might own the units and rent them to guests, or an individual Park Model RV owner might site their unit on a space leased from an RV park or campground. Park Model RVs by definition are not meant to be affixed to real property. Park Model RVs are neither designed nor intended by their manufacturers to be used as permanent residences.

Park Model RVs are titled as vehicles in many states just like other RV types. Park Model RVs are unique among other types of RVs because these units can be up to 15 feet wide and 26 feet in length, with a peaked roof. Park Model RVs are sometimes designed with porches or decks built within the footprint of the unit.

Although the distinctive appearance of a park model RV sometimes leads people to think it looks like a small manufactured home, Park Model RVs are specifically excluded from the definition of a manufactured home under regulations issued by the U.S. Department of Housing and Urban Development (HUD) in November 2018, because they are recognized by HUD as a type of RV (24 C.F.R. § 3282.15). This regulation clearly establishes a bright line definitional difference between RVs, including Park Model RVs, which are not regulated by HUD, and manufactured housing which is regulated by HUD.



The RV Industry Association supports policies that treat Park Model RVs the same as any other RV, including defining Park Model RVs as a type of RV and vehicle in all states. Further, we support treatment of these units as an RV for purposes of taxation, registration, and siting in RV parks or campgrounds for seasonal use.

Outdoor Recreation

Campground Modernization and Expansion

Campground modernization, particularly as it relates to RV camping, is needed throughout state campground systems. Although many states have begun modernizing their campgrounds, there are still many campgrounds that were not built or equipped to handle today's motorhomes and travel trailers.

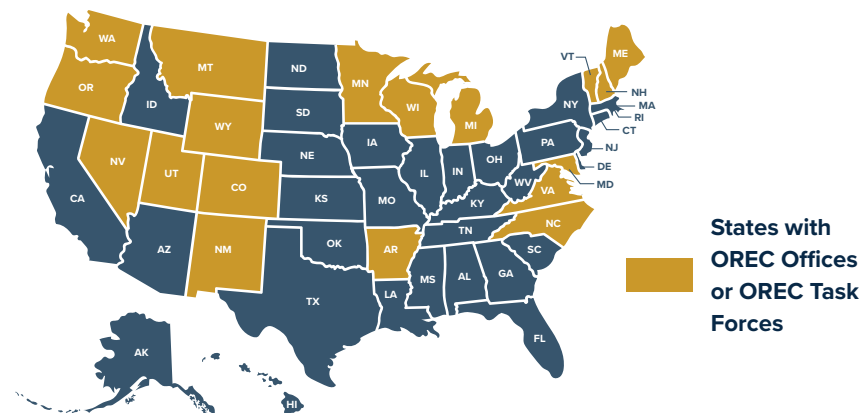
The demographics of the next generation of campers, which includes a diverse mix of Millennials, minorities, and urban residents, is creating a shift in expectations and uses of RV campgrounds. For example, many who enjoy outdoor recreation also want modern, full-service amenities and the ability to share resources with each other. They prefer to use digital means to access reservations, schedule activities, obtain equipment, and more. RV campgrounds must meet those expectations to remain a relevant source of recreation experiences for current and upcoming generations. Our public campgrounds are in danger of becoming irrelevant without important improvements that will maintain them as favored destinations.



Offices of Outdoor Recreation

Outdoor recreation currently accounts for 2.1% of the U.S. GDP and supports more than 5.2 million jobs—but this powerhouse sector of the economy has the potential to grow even larger when states focus on strategically growing the outdoor recreation economy in their state. Offices of Outdoor Recreation (OREC) do just that by bolstering outdoor recreation business opportunities while helping to conserve and provide access to the iconic public lands that millions of Americans enjoy each year.

OREC offices play a critical role in increasing outdoor recreation participation by working with local communities to improve infrastructure, coordinating recreation efforts statewide, and promoting the benefits of engaging in outdoor recreation among the citizens of their state. These offices have proven to be exceptionally effective at encouraging increased participation in outdoor recreation and that means a stronger economy.



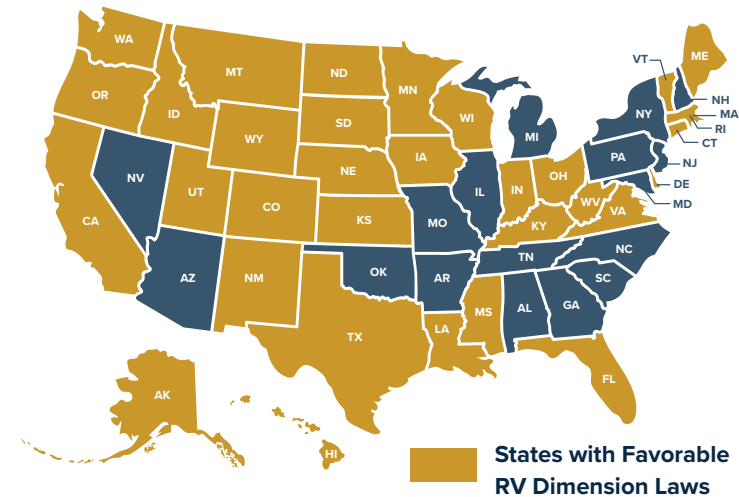
The RV Industry Association supports the creation of an Office of Outdoor Recreation in every state.

RV Dimensions

Maximum Length and Width for RVs

RVs are built to be road-worthy and comply with applicable Federal Motor Vehicle Safety Standards (FMVSS), as well as the NFPA 1192 Standard for RVs or the ANSI A119.5 Standard for Park Model RVs. RVs have a special exception for “appurtenances” on the width of an RV, such as retracted side awnings or mirrors situated to provide a safe view for the driver along the sides of the RV. These federal exemptions have been adopted by almost every state. Universal laws of this type mean that manufacturers can build to the industry standard and they and consumers will comply with highway laws as they travel across the U.S.

For several years, RVs have been built up to 45 feet long and 8.5 feet (102 inches) wide in travel mode, not including appurtenances (side-view mirrors, retracted awnings, or truck camper tie downs for example), in response to consumer demand for roomier RVs. These longer RVs have not had any impact on RV accident statistics, which continue to bear out the fact that RV owners are among the safest drivers on the road.



The RV Industry Association supports a maximum length of 45 feet for a motorhome, a maximum allowable width of 102 inches plus up to six inches additional for appurtenances for all RVs, and a maximum RV combination length of 65 feet.



RV Types, Terms, and Prices

Motorized RVs

Living quarters are accessible from the driver's area in one convenient unit.

MOTORHOMES

Class A Motorhomes

Generally roomiest of all RVs.
Luxurious amenities.
Sleeps up to ten.
Typically \$100,000 to \$140,000 new.



Class B Motorhomes

Commonly called van campers.
Drive like the family van.
Sleeps up to four.
Typically \$95,000 to \$135,000 new.



Class C Motorhomes

Similar amenities to Type As.
Optional sleeping space over the cab.
Sleep up to eight.
Typically \$80,000 to \$120,000 new.



Towable/Motorized

RV units available in both motorized and towable.

Sport Utility RV

Built-in garage for hauling cycles,
ATVs, and other sports equipment.
Sleeps up to 8.
Average Cost: \$30,000 to \$60,000 new.



Towable RVs

Designed to be towed by family car, van or pickup truck, Can be unhitched and left at the campsite while you explore in your auto.

TRAVEL TRAILERS

Conventional Travel Trailer

Wide range of floor plans and sizes.
Affordable homelike amenities.
Sleeps up to ten.
Typically \$25,000 to \$30,000 new.



Fifth-Wheel Travel Trailers

Spacious two-level floor plans.
Towed with a pickup truck
Sleeps up to six.
Typically \$43,000 to \$63,000 new.



Travel Trailer with Expandable Ends

Ends pull out for roomy sleeping.
Lightweight towing.
Sleeps up to 8.
Average Cost: \$9,000 to \$15,000 new.



Folding Camping Trailers

Fold for lightweight towing.
Fresh-air experience with RV comfort.
Sleeps up to eight.
Typically \$5,000 to \$25,000 new.



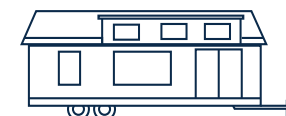
Truck Campers

Mount on pickup bed or chassis.
Go wherever your truck can go.
Sleeps up to six.
Typically \$6,000 to \$55,000 new



Park Model RVs

Movable resort unit designed exclusively
for part-time recreational use.
Sleeps up to ten.
Typically \$20,000 to \$80,000.





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