



March 3, 2022

The Honorable Carrie L. Ruud
Chair
Senate Committee on Environment and Natural
Resources Policy and Legacy Finance
95 University Avenue West
MN Senate Office Building, Room 3233
St. Paul, MN 55155

The Honorable Bill Weber
Vice-Chair
Senate Committee on Environment and Natural
Resources Policy and Legacy Finance
95 University Avenue West
MN Senate Office Building, Room 2109
St. Paul, MN 55155

The Honorable Fong Hawj
Ranking Member
Senate Committee on Environment and Natural
Resources Policy and Legacy Finance
95 University Avenue West
MN Senate Office Building, Room 2201
St. Paul, MN 55155

Re: ROHVA supports SF 3687

Dear Chairwoman Ruud, Vice-Chairman Weber, and Ranking Member Hawj:

The Recreational Off-Highway Vehicle Association (ROHVA) is a national, not-for-profit trade association formed to promote the safe and responsible use of recreational off-highway vehicles (ROVs – sometimes referred to as side-by-sides or UTVs) manufactured or distributed in North America. ROHVA is also accredited by the American National Standards Institute (ANSI) to serve as the Standards Developing Organization for ROVs.¹

SF 3687 increases the maximum weight of an “all-terrain vehicle” (this includes ROVs by definition) from 2,000 pounds to 3,000 pounds dry weight. **ROHVA supports SF 3687 and urges swift passage.**

ROHVA’s industry position calls for ROVs up to 3,500 pounds dry weight and 80 inches wide to be registered and operated on at least a portion of a state’s public trail systems. SF 3687 falls within this standard. Allowing for heavier vehicles is particularly necessary in response to consumer demand for cabs as standard equipment and as heavy electrified ROVs will soon come on the market.

ROHVA respects Minnesota’s ability to manage its public trail system as it sees fit by setting maximum weight limits for particular trails, which is generally achieved with public input through regulatory oversight of land management agencies. ROHVA also supports legislation that favorably impacts registration and legal access to public trail systems that is consistent with consumer sentiment. ROHVA’s goal is to ensure that current and future ROV owners will be allowed to properly register their vehicles and operate them on public trail systems where appropriate, and this legislation advances those goals.

¹ An ROV is a motorized off-highway vehicle that is compliant with the ANSI/ROHVA 1 standard. More information on the standard can be found at <https://rohva.org/ansi-standard/>. ROVs are designed to travel on four or more tires, intended by the manufacturer for use by one or more persons and having the following characteristics: a steering wheel for steering control; a Roll Over Protective Structure complying with ANSI/ROHVA-1; an Occupant Retention System complying with ANSI/ROHVA-1; non-straddle seating; maximum speed capability greater than 30 mph; less than 80 inches in overall width, exclusive of accessories; and engine displacement of less than 1,000cc. Current models are designed with seats for a driver and one or more passengers.

Thank you for your consideration of these comments. Should you have any questions, please contact me at 703-416-0444 ext. 3202.

Sincerely,



Scott P. Schloegel
Senior Vice President, Government Relations

Cc: Senate Committee on Environment and Natural Resources Policy and Legacy Finance Members
Senator Thomas M. Bakk
Senator Mark Johnson
Senator Justin D. Eichorn