



## **The Motorcycle Riders Foundation: 2019 Legislative & Regulatory Priorities**

*At the 2018 Motorcycle Riders Foundation's (MRF) 34th annual Meeting of the Minds Conference held in Denver, CO, a Legislative Strategy Session was hosted by the MRF's Legislative Committee. The purpose of the Session was to establish and prioritize the MRF's Federal Legislative Agenda for 2019. These priorities are categorized below. Note that at any time, an item may move to a different category depending on the likelihood of activity. This list should remain fluid and can be adaptable depending on the issue and political environment.*

### **2019 HIGH PRIORITY OBJECTIVES**

- Continue to lobby for the passage of legislation (H.Res.318 & S.Res.154) promoting public awareness of and condemning instances of motorcycle profiling by law enforcement officials
- Advocate for targeted changes to the Renewable Fuel Standard including the following actions:
  - The indefinite and universal availability of approved fuel blends, containing no more than 10 percent ethanol by volume.
  - Additional research and independent studies concerning the effects of higher blends of ethanol on motorcycles as well as targeted consumer education programs
  - Where higher ethanol blends are available, ensure separate pumps (i.e. no blender pumps) to minimize the risk of damage to motorcycle engines
- Advocate and monitor for motorcyclists concerning laws and regulations related to connected and autonomous vehicles, specifically, (AV START Act, S.1885);
  - Required testing for motorcycle recognition and responsiveness
  - Strong standards to ensure the safety of motorcycle users as it relates to electronic and cyber security systems
  - The inclusion of motorcyclists' perspectives in discussions regarding Intelligent Transportation System (ITS)
  - Clarification of the rights of data ownership of any recorded data in the context of connected and autonomous vehicles
- Fully engage the EPA & Congress on any activity related to motorcycle emission regulations (i.e. RPM Act - H.R.350 & S.203)
- Work with appropriate stakeholders concerning the federal definition of a motorcycle, ensuring that crash and fatality statistics continue to be separate from other classes of vehicles including autocycles, non-motorcycle powered vehicles such as mopeds, scooters, and various cabin-based steering wheel type vehicles
- Consider limiting funding of any federal government entity with increasing involvement in advocating for a universal helmet law or similar initiatives
- Continue to promote our theme of crash avoidance versus safer crashing urging NHTSA to focus on crash prevention and rider education
- Fiercely oppose any federal mandatory helmet, apparel or conspicuity standards
- Pursue legislative language that any collected vehicle data is property of the consumer and in which the consumer has the option to opt out of having their personal data communicated to interested parties
- Pursue and monitor efforts related to the next highway bill (expiring in 2020). Ensure the following provisions are included:
  - Motorcycle Education & Awareness Program Grant Funding
  - Continuation of the NHTSA Lobbying Ban
  - Continuation of Motorcycle Advisory Council (MAC) to advise the FHWA
  - Oppose any motorcycling related federal blackmails or federal sanctions
  - Monitor for any action that would negatively impact motorcycles, motorcycling, and motorcyclists
  - Continuation of ban on federal funding for Motorcycle Only Checkpoints



### **MEDIUM PRIORITY OBJECTIVES**

- Pursue safer roadway design strategies in federal infrastructure legislation or discussions (i.e. MAC)
- Oppose any motorcycling, motorcycle, or motorcyclist-based discriminatory legislation or rules proposed by the U.S. Congress or by any federal agency
- Monitor and ensure that the term “vulnerable roadway users” does not include motorcyclists

### **MONITOR**

- Work to discourage ALL forms of distracted driving
- SAE Motorcycle Roadside Sound Testing (addressed by individual states)
- Continue participation in motorcycle related activity in the European Union, United Nations, and Canada informing membership of key developments
- Continue monitoring any federal studies concerning motorcycles (i.e. Federal Crash Causation Study MSF Naturalistic Study)
- Monitor and strongly oppose any federal standard proposing stamping and certifying of motorcycle exhaust systems
- Monitor private and public organizations that oppose the legislative agenda or mission of the MRF
- Monitor fair tolling concepts on federally funded roadways and projects supported by federal bonds
- Monitor and support federal efforts to study and review the benefits and concerns of lane splitting and lane filtering
- Monitor and respond to federal legislative or regulatory activity concerning the usage of the terms gang, club, known associate, and associate when referring to motorcyclists
- Monitor and report on any litigation related to motorcycle emissions violations