

MOTORCYCLE RIDERS FOUNDATION

2221 S Clark Street, Arlington, VA 22202
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PASS THE MOTORCYCLIST ANTI-PROFILING RESOLUTION H. RES 255

Background:

Responsible and law-abiding motorcyclists across the country continue to report instances of being harassed and singled out by law enforcement simply because they are riding a motorcycle or wearing motorcycle-related apparel. In fact, according to a recently conducted national survey, over thirty percent of the respondents felt they had been profiled by law enforcement despite not committing any traffic infractions. Instances were reported in all 50 states and also showed a growing national trend when compared with similar surveys conducted since 2014.

In December of 2018, the United States Senate passed, by unanimous consent, the Senate version of this resolution with identical language to the current H. Res 255.

MRF Position:

We believe that, through education and awareness, this issue can be addressed and mitigated. The MRF has worked with federal lawmakers in getting a national bipartisan bill introduced to address this critical issue. H. Res 255 helps address the concerns over the profiling of motorcyclists. This resolution promotes public awareness of motorcyclist profiling and encourages collaboration and communication between law enforcement and the motorcycle community. Further, the legislation urges state law enforcement officials to condemn the profiling of motorcyclists in written policies and training materials.

The House of Representatives should join their colleagues in the Senate and go on record regarding the need to end the profiling of motorcyclists.

Ask:

Support H. Res 255 and the motorcycling community by signing on as a co-sponsor

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THE DEFINITION OF A MOTORCYCLE

Background:

Currently the National Highway Traffic Safety Administration (NHTSA) defines the term “motorcycle,” for the purpose of the statute and regulations it administers, as “a motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with ground” (49 CFR 571.3). This has not been revised or amended since initially defined back in 1967.

In recent years, a new type of vehicle has entered our roadways, commonly called autocycle. These autocycles are classified as motorcycles but have little resemblance or operational characteristics to that of a motorcycle. This ambiguity about autocycles has created a patchwork of rules and regulations regarding insurance, registration and training courses from state to state.

MRF Position:

The MRF encourages NHTSA to review and update the definition of a motorcycle carefully. This year a bipartisan group of Congressmen sent a letter to NHTSA asking for clarification of the current definition and whether a revised definition might be appropriate. The lead author of the letter was Congressman Michael Burgess of Texas.

Ask:

When your office has dealings with DOT and NHTSA, please consider asking about the current definition of a motorcycle and whether this 40-year-old definition is appropriate in 2019.

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AUTONOMOUS VEHICLE TECHNOLOGY

Background:

Motorcyclists believe that autonomous technology in other vehicles could yield substantial safety benefits for riders by helping to eliminate “human error” which, on average, causes over 90% of the crashes each year. However, motorcycles must be considered in any regulatory activity that governs autonomous vehicles.

Last year, the House and Senate had two different bills addressing autonomous vehicle technology. The House bill H.R. 3388 (SELF DRIVE ACT) passed the House but failed to be considered in the Senate, while the Senate version S. 1885 (AV START ACT) was never voted on.

While both bills aimed to regulate autonomous vehicles, only the Senate had language specific to motorcycles. In the bill, an automaker was required to submit a Safety Evaluation Report prior to the autonomous vehicle being released on the market. In that report, the automaker must attest that the vehicle can identify and respond to motorcycles. Further, these reports can be made available to the public upon request.

MRF Position:

The MRF maintains that federal authorities must require robust testing for manufacturers of autonomous vehicles, guaranteeing they have accounted for motorcycle recognition and responsiveness.

Any legislation introduced in this session of Congress in either the House or the Senate should specifically mention motorcycles in the bill language. The MRF continues to meet with House Energy and Commerce Committee staff as well as Senate Commerce, Science and Transportation Committee staff to ensure motorcyclists are considered in any legislation involving autonomous vehicles.

Ask:

Demonstrate that your office is fully committed to the safety of motorcyclists by reaching out to committee staff and asking them to ensure motorcycles are mentioned by name in any legislation surrounding autonomous vehicles. Any autonomous vehicle on the road should be required to identify and respond to motorcycles.

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US HOUSE MOTORCYCLE CAUCUS US SENATE MOTORCYCLE CAUCUS

Background:

There is a motorcycle caucus in both the House and Senate. These caucuses represent lawmakers from diverse ideological and geographic backgrounds. The caucuses host educational seminars and press events that shine a light on the issues facing the motorcycle community.

MRF Position:

We proudly work with both the Senate and House caucuses to achieve legislative support, understanding or awareness for the motorcycle community. The bipartisan group of the caucus members allows us to know who our champions on Capitol Hill are and which legislators are committed to standing with us on critical issues.

Ask:

Join the motorcycle caucus and help fight for the issues of importance to the motorcycle community. Contact Congressman Michael Burgess (R-Texas) office in the House and Senator Gary Peters (D-Michigan) office in the Senate to join.

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CONSUMER PROTECTION AND FUEL TRANSPARENCY ACT OF 2019 H.R.1024

Background

In the summer of 2018, the Environmental Protection Agency (EPA) released a proposed rule that aims to require 19.88 billion gallons of biofuels to be blended into the U.S. fuel supply in 2019. Later in the fall, the EPA allowed a year-round E-15 gasoline blend which was previously prohibited during the summer due to air pollution concerns. As a result, there are increasingly higher blends of ethanol showing up at the fuel pumps.

The growing prevalence of E-15 fuel in the United States is of concern to a diverse group of consumers. This fuel blend is problematic for engines and equipment in a wide variety of products including boats, lawnmowers, chainsaws, motorcycles and snowmobiles. In fact, these higher blends have not been approved by the EPA for use in small motors such as those listed above. Unfortunately, most consumers are not aware that these fuel blends may be causing damage to their product.

A bipartisan group of Representatives has introduced H.R. 1024 which seeks an educational campaign about E-15 and new labeling at fuel pumps warning consumers to check their owner's manual when using E-15 fuel.

MRF Position:

This simple educational campaign and warning label will alert consumers that further education on their part may be needed. By encouraging consumers to check their owner's manual consumers will have the necessary knowledge to make informed decisions about the fuel they put in their engines. An educated consumer is empowered to make the right decision for their specific circumstances.

Ask:

Support consumer education and cosponsor H.R. 1024

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