



## 2018 BITB Meeting Roadmap & Talking Points

### 1. Provide background and overview on your organization and the Motorcycle Riders Foundation

Founded in the 1980's, the Motorcycle Riders Foundation (MRF) is the ONLY national motorcycle riders association dedicated to on-street riding. They have members across the U.S. as well as the majority of states through local motorcycle riders' associations and clubs. With these networks, their outreach is over 220,000 motorcycle riders and enthusiasts across the U.S.

The overall objective of the MRF is to provide leadership at the federal level for states' motorcyclists' rights organizations as well as motorcycle clubs and individual riders. The MRF and its members are committed to serving as a national advocate for the advancement of motorcycling and its associated lifestyle. Though there are many issues that affect riders, this year we are highlighting four of the most critical: **1. Support for a resolution** that discourages motorcycle profiling, **2. Modifications to the Renewable Fuel Standard** to protect motorcycle engines, **3. Consideration of the RPM Act** which protects my ability to modify my motorcycle for racing, and **4. Ensuring that motorcycles** are a key contributor and factor in legislation and regulations governing **highly automated vehicles** (HAVs).

### 2. Find a connection to the office you are speaking with

Find out if they have supported the MRF or motorcycling issues in the past and thank them for it! Are they a co-sponsor of the RPM Act? The Profiling Resolution? Did they attend last year's SMART Trainer Motorcycle Event? Are they a member of the Motorcycle Caucus? Have they attended a local motorcycle event or ride in your home state? Do they ride a motorcycle? Do their friends or family ride? This is your chance to make a memorable connection with the office.

### 3. Briefly discuss each issue and outline what you would like the office to do (see issue backgrounders for more information)

- Pass the RPM Act (S.203 and H.R.350)
- Make sensible changes to the Renewable Fuel Standard
- Co-Sponsor the Anti-Profiling Resolution (H.Res.318 and S.Res.154)
- Identify the AV START Act (S.1885) as the only federal legislation that requires motorcycles as a component of the Safety Evaluation Report

### 4. Share your story

Take the opportunity to share with the Member or staffer how the issues above impact you as a rider. Do you know someone that has been profiled? Are you concerned that there have been incidents in Arizona and California in which motorcycles have been struck by cars in 'autopilot' mode? What could happen to your motorcycle if you used a higher blend of ethanol-gasoline in your motorcycle?

### 5. Ask the office if any of the issues you discussed resonated with them and if so, will they support the MRF? And if not, why? What could be done to gain their support?

### 6. End the meeting by thanking them for their time and invite them to drop by the Virtual Reality Motorcycle Event, taking place from 11am-4pm in 2103 Rayburn hosted by the Congressional Motorcycle Caucus.

# MOTORCYCLE RIDERS FOUNDATION

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## **PASS THE RECOGNIZING THE PROTECTION OF MOTORSPORTS ACT (S.203, H.R.350)**

### **Background:**

Members of both the House and Senate have advanced legislation that would protect the rights of Americans to modify their vehicles and motorcycles for racing purposes. Dubbed the Recognizing the Protection of Motorsports Act or RPM Act, this legislation would ensure that converting any motor vehicle (including street motorcycles) into a competition-only vehicle remains legal. This proposed legislation became necessary after the U.S. Environmental Protection Agency (EPA) insisted they had the authority to regulate racing motorcycles under the Clean Air Act. The Agency continues to state they have this enforcement authority and have the ability to strip motorcyclists of the rights to modify their motorcycles as they see fit.

### **MRF Position:**

Members of the Motorcycle Riders Foundation (MRF) along with its colleagues from the Specialty Equipment Market Association (SEMA) and others are not satisfied with the EPA response. To ensure that the EPA makes no further attempts to erode motorcyclists' rights, we are advocating for the passage of the RPM Act. The RPM Act will provide clarity to industry and enthusiasts that the Clean Air Act allows motor vehicles, including motorcycles, to be converted into dedicated race vehicles by affirming that it has always been legal to modify a street vehicle into a race vehicle used exclusively at the track and confirms that modifying these vehicles for exclusive track use would not be considered tampering.

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## CONGRESS MUST MAKE CHANGES TO THE RENEWABLE FUEL STANDARD

### **Background:**

Because of the expansion of the Renewable Fuel Standard, oil companies are required to blend increasing volumes of renewable fuels (like ethanol) with gasoline and diesel into the nation's fuel supply. As a result, there are increasingly higher blends of ethanol like E15 showing up at the pump. However, these higher blends, like E15 and E85, have not been approved by the U.S. Environmental Protection Agency (EPA) for use in small engines like those in motorcycles. This is due to concerns for potential damage to fuel lines, injectors, seals, gaskets, and valve seats, as well as to carburetors. As a result, many of the manufacturers of smaller engine vehicles and equipment started including statements that warranties would be voided if E15 was used.

### **MRF Position:**

The MRF believes that, until higher blends of ethanol can be approved for use by both the EPA and motorcycle manufacturers, the federal government must guarantee the availability of fuel blends containing no more than 10 percent ethanol by volume at fuel stations across the U.S. as well as separate fuel pumps for gasoline with higher blends of ethanol. In addition, because so much public confusion on this issue exists, there should be a comprehensive consumer-focused set of resources warning about the dangers and legality of using E15 through improving signage and labeling at gas stations and conducting official outreach to small-engine consumers like bikers.

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## PASS THE MOTORCYCLE ANTI-PROFILING RESOLUTION H.RES.318 & S.RES.154

### 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 wear 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 shows a growing national trend when compared with similar surveys conducted since 2014. The stereotype of the “criminal biker” has been exacerbated by television shows such as “Sons of Anarchy” that depict motorcyclists as dangerous and unlawful citizens, and our communities are suffering the consequences.

### 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 and bicameral bill introduced to address this critical issue. H.Res. 318 & S.Res.154 were introduced to address concerns over the profiling of motorcyclists. Though these are resolutions, they promote public awareness of motorcycle profiling and encourage collaboration and communication between law enforcement and the motorcycle community. Further, the legislation urges state law enforcement officials to condemn motorcycle profiling in written policies and training materials.

**Support these measures and the motorcycle community  
by signing on as a co-sponsor!**

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## PASS THE AV START ACT S.1885

### 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 crashes each year. However, motorcycles must be considered in any regulatory activity that governs autonomous vehicles. The U.S. House of Representatives introduced H.R.3388, the SELF DRIVE Act last year, while the Senate introduced its own legislation, S.1885, the AV START Act. While both bills aim to regulate autonomous vehicles, only the Senate version (S.1885) has language specific to motorcyclists concerning autonomous vehicles. In the bill, an automaker must 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 motorcyclists. 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. The only proposal that currently contains such language is S.1885, the AV START Act, currently pending in the Senate. Similar language was NOT included in the H.R.3388 nor were motorcycles mentioned in this context in draft DoT Guidance 2.0 as it relates to object and event detection.

The MRF is working directly with DoT as well as Congress to ensure the viewpoints of bikers across the country are represented on this emerging issue and urge Congress to take up and pass the AV START Act, S.1885.

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