

At the 2019 Motorcycle Riders Foundation's (MRF) 35th annual Meeting of the Minds Conference held in Bloomington, Minnesota, 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 2020. 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.

2020 HIGH PRIORITY OBJECTIVES

Sustain lobbying efforts for the passage of H.Res. 255 promoting awareness of profiling of motorcyclists by encouraging collaboration and communication with the motorcycling community and law enforcement officials to prevent instances of profiling. This resolution takes the following actions:

- Promotes increased public awareness on the issue of profiling of motorcyclists;
- Encourages collaboration and communication with the motorcycling community and law enforcement to engage in efforts to end profiling of motorcyclists; and
- Urges state law enforcement officials to include statements condemning profiling of motorcyclists in written policies and training materials.

Advocate for targeted changes to the Renewable Fuel Standard (RFS) including the following actions:

- Support the universal availability of approved fuel blends, containing no more than 10 percent ethanol by volume;
- Promote additional research and independent studies concerning the effects of higher blends of renewal fuels on motorcycles;
- Ensure the availability of separate pumps (i.e., no blender pumps) to minimize the risk of damage to motorcycle engines where higher blend of renewable fuel blends is available
- Sustain lobbying efforts for the passage of the Consumer Protection and Fuel Transparency Act of 2019 (H.R. 1024) which requires information to be provided to the public about the risks associated with the improper use of E15 fuel in certain vehicles, engines, and equipment. This legislation:
 - Revises current EPA rule to include warning labeling requirements for fuel pumps that dispense E15;
 - Requires the EPA to create a public education campaign about the risks of unauthorized use to E 15 and the vehicles, engines and equipment prohibited from using E15;
 - Defines blender pumps and requires an additional warning label on blender pumps to warn consumers of the residual gasoline left in gasoline pump hoses from the previous individual dispensing.

Advocate and monitor any legislation or regulations related to motorcycles concerning connected and autonomous vehicles (AV);

- Endorse rulemaking to set new standards specific to seeing, detecting and properly reacting to motorcycles;
- Ensure motorcycles are part of all testing and development procedures;
- Promote that any AV public user advisory committees should include a representative from the motorcycle community and a motorcycle manufacturer;
- Require a public, easily accessible and searchable database where consumers can look up important safety information such as the limitations and capabilities of different products offered by AV manufacturers or service providers;
- Require all AV manufacturers must submit safety evaluation reports to detail and make public how their vehicles identify motorcycles among other road users. Manufacturers must also include human error analysis in safety reports;
- Require all AV manufacturers must report crash data reporting incidents between AVs and motorcycles just as they would incidents between AVs and other road users;
- Protect the safety of motorcycle users with any rules or standards as it relates to electronic and cybersecurity systems including the clarification of rights of data ownership of any recorded data in the context of connected and autonomous vehicles;
- Inclusion of motorcyclists' perspectives in discussions regarding the Intelligent Transportation System (ITS)

Engage the EPA & Congress on any activity related to motorcycle emission regulations (RPM ACT)

Collaborate 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 the theme of crash avoidance versus safer crashing urging NHTSA and the DOT to focus on crash prevention and rider education

Oppose any mandatory federal helmet, apparel or conspicuity standards

Pursue legislative language that any collected or available vehicle data is the property of the consumer and in which the consumer has the option to opt-out of having their personal data communicated to interested parties

Advocate and pursue legislative efforts related to the next highway bill reauthorization (expiring in 2020). Ensure the following provisions are included:

- Preserve the Motorcycle Education & Awareness Program Grant Funding (402 funds);
- Preserve the ban on federal funding for Motorcycle Only Checkpoints;
- Preserve the NHTSA Lobbying Ban and expand to other federal agencies;
- Preserve the Motorcycle Advisory Council (MAC) to advise the FHWA;
- Preserve motorcycles are not considered single-occupancy vehicles for HOV lane access;
- Oppose any motorcycling related federal blackmails or federal sanctions;
- Monitor for any action that would negatively impact motorcycles, motorcycling, and motorcyclists;
- Advocate the integration of an updated federal definition of a motorcycle;
- Advocate a mandate that autonomous vehicles must detect and respond to motorcycles;
- Advocate for expanding opportunities to address motorcyclist profiling

2020 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 governmental agency

Monitor and ensure that the term “vulnerable roadway users” does not include motorcyclists

MONITOR

Work to discourage all forms of distracted driving

Monitor any SAE Motorcycle Roadside Sound Testing (addressed by individual states)

Continue participation in motorcycle-related activity in the European Union, United Nations, and Canada informing the membership of key developments

Continue monitoring any federal studies concerning motorcycles (i.e., Federal Crash Causation Study or MSF Naturalistic Study)

Monitor and vigorously 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

Monitor any congestion tolling concerning motorcyclists by federal, state or local governmental agencies

Monitor any tariffs on imported motorcycles, parts or apparel