2026 Motorcycle Riders Foundation Meeting of the Minds Report
By ABATE of Washington State Representative-Kim Adair

The 2026 Motorcycle Riders Foundation held in Milwaukee, Wisconsin was an incredible gathering of over 400 like-minded motorcycle loving freedom fighters, who come together to ensure that the systematic assaults on our lifestyle do not happen, without a fight. Rocky Fox , our Lobbiest in Washington DC for the last 8 years said it was the largest group he had seen, as of yet.
This means that WE as riders are stepping up for to protect our lifestyle in increasing numbers.

The Motorcycle Riders Foundation in 1985 as a group of individuals in St. Louis Missouri. Leaders of State Motorcyclists' Rights Organizations (SMROs), wanted to catapult to the national scene the clout and effectiveness of SMROs — the strong, effective grassroots of state-based motorcyclists' rights.
The rights fight had to go national because the threat to riders was national.
What started as a 1 issue organization has launched into a full on, national watchdog for riders.

The Motorcycle Riders Foundation has been a steadfast fighter in the US Capitol since.

Organizations across the United States, have been Bridging the gaps between organizations, and coming together in unity to stand for our Right to Ride. Working with the COC and other state motorcycle rights organizations is key to our efforts.
Another focus is bringing the next generation into our organization.

The State of other States-
Lousinana- Passed a Dead Red bill. Sent out a request for a Right to Repair Bill
Georgia- Motorcycle Mobility Bill, , Dead Red, Lane Splitting,
Wisconsin. Stop Level 4 & 5 Autonomous Vehicles Raise awareness on Right to Repair
New York- Suffolk County Police assure their MRF rep that the E-bike incidents are not included in the motorcycle statistics.
Michigan- Insurance bill
Missouri- stopped regulations for Autonomous Vehicles, Right to Repair,-with AG Bills gaining traction
Massachusetts- Asked for 5 questions on the Drivers Licensing course regarding motorcycles, got 1.
Does not want to be Vulnerable User
Idaho- ICMS- Lane Filtering and EBikes
Texas ABATE- Failure to Yield Bill Put together a committee, Penalties
TX COCI- Session is every 2 yrs Internal Combustion Bill passed. Still trying to pass profiling bill.
Working on Autonomous Semi trucks. And lane splitting.
Motorcycle Safety Fund was funding things like Police Rodeos and E-Bike Training, getting that cleared up.

Kansas- Right to Repair Bill stopped Profiling bill died.
IL- Waymo has 13 paid lobbiests, IL motorcyclists have ONE. Waymo hides data, such as accident rates with Busses, kids, bicycles , E-bikes and motorcycles.
They now have a COC Coordinator, appointed by the COC that sits on the Board of Directors. A non-voting position.
Members are dying out.

Dixie ABATE- Lane filtering ,Safe on Red

TN- May is Motorcycle Awareness Month, Working together with COC, CMT and ABATE

MN- has a professional lobbiest. Recommends a Political Action Committee. Topics: Insurance and ALPR cameras, and EBIKES

VA- Shoulder surviving passed House, failed Senate.

St Croix Valley Riders- 500 new members

OK- had over 100 members attend with ABATE representation

PA- 23 yrs no helmets- 780,000 licensed riders. $5 funds their rainy day fund in the Riders Program Operation "Save a Life"

OR- Motorcycle Profiling and Motorcycle Bill of Rights in the Portland City Council and the Oregon legislature.

UT COC and ABATE working together. Also now a 501 C3

FEMA- End of Life Directive update- The Federal European Motorcyclists Union got push back on their End of Life directives. The call "periodic technical inspections." Vote62-2.
On May 21 the moved fwd on roadside inspections and emissions. 369 yes, 120 against, 84 abstained. This is obligatory for all motorcycles and electric vehicles.

The Legislative Agenda/Priorities update from Rocky Fox, our lobbiest for MRF-

Highway Bill has passed the House, but not the Senate. The deadline for the Senate is currently Dec 11th, but will likely get kicked back on that target date.

Autonomous Vehicles- Energy and Commerce Committee included in the "Highway Bill" and that cars and Autonomous vehicles are able to brake for and recognize motorcycles. They are also informing buyers that vehicles are not capable of say…driving them selves with the hands off the wheel.

Goal- like to see a searchable data base so we know where the crashes are happening.

Crash Avoidance- "A crash that never happens is safer than a safe crash" - Jay Jackson Jay isn on the Motorcycle Advisory Council.
Motorcycle Advisory Council has been extended to 2031. A meeting was held in July, but no traction.

Data Recording- Vehicle Data belongs to the consumer and should be allowed to be OPTED IN.
There was the Repair ACT Bill that - access to tools and parts, but congress pulled back on the data part of the bill. It is a setback. The Data is the most valuable part to Repair Shops, Rental Car Companies. No ownership law yet on the data. (in WA the data belongs to the consumer.

Definition of a Motorcycle- Keeps motorcycles in one category and auto cycles in another category. We got a bill HR 3385 to force the DOT to update the definition. Bill was blocked by opposition from some motorcycle manufacturers, namely POLARIS. The Committee said we are not putting this in the highway bill. It was a direct result of the manufacturers of autocycles pushback and giving misinformation, such as saying autocycles would be outlawed, for example. We need to decide how much to put behind this, and they opposition has A LOT OF money to push back on this.

Stop CARB CALIFORNIA AIR RESOURCE BOARD- from proposing that 1/2 of all new motorcycles sold in CA had to be electric. CARB removed it and Congress removed some of the CARB provisions.

Attack the internal combustion comes from 3 directions- 1 is from emissions and emission targets being so low that they have to be electric. WA has that type of mandate for 2035.
Fuel Economy is another. They set the MPG so high that the only way it can be met is if 60% of the cars sold are electric. The 3rd way is through CARB. In the 1970's, California gained a unique power in which they could regulate their emission standards above the Federal Standard. Other states are allowed to choose the California standard. CA is 9% of the population, add in another 18 states, yes Washington is one of them, that increases the population to 45% of people living in states that fall under those CARB regulations. Therefore the manufacturers build to the California Standard.
That is why California power is a pretty big deal.

OPPOSE any universal helmet or gear mandate- No federal helmet mandate. There is a bill in the House and Senate, Ride in Freedom Act. Two lawmakers, Van Orton from Wisconsin and Senator from Montana. Van Orton is a motorcycle rider and introduced a bill for DC that would remove the helmet mandate for Washington, D.C., since he didn't want to wear a helmet when he was in D.C.

Internal Combustion Engines- began with ending California waiver authority. President signed it.
EPS has been barred from approving substantially similar rules in the future. RULE MAKING
When Congress revokes the regs that means the president can not go in and change the rules again.
So for at least a decade the handcuffs are on California on forcing electric motorcycles.

Profiling- Highway Bill in 2015 prohibited Federal Funds for motorcycle only checkpoints. What we are trying to do is ensure that they can not profile a biker. Based on what they are riding. This year it was amanded by legislators from Indiana and New Hampshire, and written in the text of the highway bill to say what the rider is wearing, the appearance. Or what a motorcyclist is riding. Many of you may have seen the video a few weeks ago. People were lining up to sign up.
The Highway bill still has to pass.
Probhibits the use of Federal Funds for any of these types of stops.

E10 fuel available everywhere- E15 yr around is coming. (we have it in Washington) We need to be aware of it. We need to ensure that E10 is AVAILABLE. And this will become a state issue. BE AWARE OF THIS.

Right to Repair- Protect riders access to parts, tools, data, diagnostics. Data pulled out.
Highway Bill tried to include it. In 2016, car manufacturers got together and created a Memorandum of Understanding (MOU). The agreement on what they would and wouldn't share. Motorcycles were specifically NOT included. So congress in the Highway Bill says, we are blessing the MOU is good and should be binding. Not great for riders, but then it specifies the definition to MOTOR VEHICLES.
If you look at the federal definition of a motor vehicle. which includes motorcycles. Email [staffer who stated that the MOU is included in the Right to Repair.
Manufacturers of bikes were not happy. Rocky worked hand in hand with the AMA on this, and they were happy about it.

As it stands now, the Highway Bill still needs the Senate. The Transportation Bill is once every 5 years. If it passes it will be a huge win for riders.

Vulnerable Roadway user- the emerging threat is E-bikes and miscoded statistics.
Will turn into a local level issue. However Jay Jackson, Vice president has started a committee on E-BIKES.
The Highway Bill has a lot of our issues wrapped in it.
If we all work together, pay attention and act on the calls to Action, that is what will make the difference. REAL people need to talk to their legislators and fight for this stuff.
Everything exists to fight these battles. The membership, the efforts, is how we support those efforts.

MRF Accounting- Kris Cook shares that Membership revenue and donations make up the bulk of the funding for the organization. They are down about $30k this year. And she'd like to see them come up. The membership revenue is the most important stream.
Interest income has been 3-4% on the rainy-day fund…. can fluctuate.
Money spent- Looks good for a successful corporation or nonprofit.
The bulk of the MRF money goes to the mission. They spend about 20% on administrative and overhead about 20% and the benchmark is 35% or less.
This is the most Recent 12 months
Strong means having enough to cover a COVID year, or any kind of fall out. It means not going away if times get hard.
Benchmark is 2 yrs worth of expenses. Not quite there yet, but almost.
Donations and memberships, but above all….memberships areimportant for financial stability

Jay Jackson-
Leadership in ridership in one of the most prominent states in the country- Team Oregon was instrumental in developing the NEW curriculum after 40 yrs of MSF dominating the training worldwide.
Oregon created a program, and is one of the most renowned organizations in the country.
Ray Oats- MSF director of curriculum development is retiring.
Lasherelle Jones- ran Maryland and went to work for NHTSA for 2 yrs and then moved to the MSF
Speculation is that she may end up in Ray's position. Good news is that she is pretty reasonable, easy to talk to, and seems to be aligned with doing the right things for the right reasons.

Motorcyclist Advisory Council- MAC
The MAC started 8 yrs ago. It's entire purpose is to represent the motorcycle community.
Version 1 had some meetings and recommendations. The 1st version was to have impact on things like road designs, crash barriers, things of that nature and the recommendations were related to that.
Wanted to hear from the motorcyclists. So not just hearing from a Highway Engineer, but a Highway engineer who is also a motorcyclist.
Recommendations go to the Secretary of Transportation at DOT. Are they required to impliment them or even look at them? No.
At least we are part of the conversation.

MAC 2- named 12 members, but never had a single meeting. They got emails of appointment and 8 months later emails that said they were no longer on the MAC, without ever having a meeting.

MAC 3- criteria is now a 13 member group. 1st meeting in July. Transparency is an issue. There were 12 individuals on the list but they weren't told who the other person was… as they weren't comfortable sharing who #13 is, later found out Robert McCall researcher with Virginia Tech Institute (rider?)
Communication has been lacking. Does not instill confidence. Members were not told about the 1st meeting, it was posted in the Federal Register and that's how they found out about it.
Frequency of meetings is not outlined. Members wanted quarterly meetings, but not received.
Overall consensus is confidence is not instilled with this, thus far.

If you have concerns and solutions about MAC reach out to directly Jay Jackson.
Note- Secretary of Department of Transportation was scheduled to speak at the MOTM and he was "unable to make it"

A committee was established about EBIKES/BSO. Like it or not it has to do with us and we're going to get STUCK with them. Possibly a gateway to motorcycling. Take them under wing and help guide. May be the future of our people . We need to control it, better to be on the front side than the back side.

BSO A Bicycle Shaped Object.

Fred Harrell-

We did not have enemies within our ranks 50 years ago. Everyone was on the same page. The MIC Motorcycle Industry Council is working against the rights of all motorcyclists.
The metric motorcycle manufacturers tend to tow the line for the MIC.
Our MRF Pac that can help represent our interests so we can be heard.

J. **Ryan Hubbard-**

We need to get the right people elected. Don't tell people who you elected, instead share who will work for motorcyclists.
We really want to be left the hell alone so we can ride our bikes. Using the candidate surveys helps
Being boots on the ground for a candidate means more than writing a check. If you are helping them, but putting up road signs, doing public events and such, that means you are creating a relationship. Those relationships matter. They remember who did the work.

I'd like to summarize my briefing with a couple of key points. 1) We need to remember what we are here for, and what brings us all together, the fight for our Right to Ride.
2) John Bilota, former Virginia State Rep shared that Congressman John McGuire, a former motorcycle racer expressed interest, while in the halls at Bikers inside the Beltway and asked the small group to meet with him.
Representative McGuire stated it was the first time that he had heard some of the topics presented.
If a motorcyclist in congress is not familiar with our concerns, how does our own Representative get the information, if we are not providing it to them?

Pay attention to the Calls to Actions. Maintain your memberships with the ABATE and the MRF. There is strength in numbers and in knowledge.

For 50 years, ABATE of Washington has been at work on legislative issues and for nearly 30 years, supporting the Motorcycle Riders Foundation, and the National agenda.
We are all familiar with the trickle-down effect.
What happens in the other Washington, often happens in Washington State.
Our persistence and our dedication to the fundamental mission of ABATE of Washington is the key to the 50-year history we have.
We need to honor that history by improving on our successes, widening our circle, accepting new ideas and bridging the gaps that former rifts created.
Together, WE ALL make a difference.

Kim Adair