



Motorcycle Riders Foundation 2026 Legislative Priorities

2026 HIGH PRIORITY OBJECTIVES

Autonomous Vehicles:

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 that 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 that all AV manufacturers publicly report crash data and share incidents between AVs and motorcycles just as they would incidents between AVs and other road users.
- Protect the safety of motorcyclists with any rules or standards as they relate 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).
- Work to ensure motorcycles are a separate classification of vehicle and road user for purposes of regulation and testing of AVs.
- Protect the set aside radio spectrums necessary for Dedicated Short Range (DSRC) vehicle to vehicle communications.
- Protect additional spectrum as needed for Vehicle to Everything technology (V2X).

Crash Avoidance:

Continue to promote the theme of crash avoidance versus safer crashing urging the National Highway Traffic Safety Administration (NHTSA) and the U.S. Department of Transportation (DOT) to focus on crash prevention and support rider education by providing funding and other resources.

Data Recording:

Pursue legislative language that any collected or available vehicle data is the property of the consumer.

The consumer should have the choice of whether to opt-in to having their personal data communicated to interested parties.

Definition of a Motorcycle:

Educate policymakers and ask for a change to the current definition that better reflects the current two and three-wheel motorcycle landscape. 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, motorized bicycles, and various cabin-based steering wheel type vehicles.

Emission Regulations:

- Engage the Environmental Protection Agency (EPA) & Congress on any activity related to motorcycle emission regulations.
- Work against any efforts by the California Air Resources Board (CARB) or any other agencies or boards that endanger the future of motorcycling.

Helmet Laws/Equipment Mandates:

Oppose any mandatory federal helmet or personal protective equipment/apparel mandates. Advocate for limiting funding of any federal government entity with increasing involvement in advocating for a universal helmet law or similar initiatives.

Internal Combustion Engines:

Work to ensure the survival of internal combustion engines, including elimination of the California air quality exemption waivers which allows California to enact different standards and threatens internal combustion engine production. Pursue similar policies for other state or federal agencies or boards as needed.

Profiling:

Sustain lobbying efforts for the passage of resolutions or legislation that promote awareness related to, and prohibit the practice of, the profiling of motorcyclists. Seek opportunities to include legislative language that:

- Monitors and responds to federal legislative or regulatory activity concerning the usage of the terms gang, club, or any derogatory term when referring to motorcyclists.
- 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.
- Urges state law enforcement officials to include statements condemning profiling of motorcyclists in written policies and training materials.
- Outlaws the practice of profiling of motorcyclists.

- Opposes any motorcycling, motorcycle, or motorcyclist-based discriminatory legislation or rules proposed by the U.S. Congress or by any governmental agency.
- Protects U.S. citizen motorcyclists reentering the country from undue detainment based on their associations, apparel or lifestyle.

Renewable Fuels:

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 renewable fuels on motorcycles.
- Ensure the availability of separate pumps (i.e., no multi-dispensing, 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 legislation which requires information to be provided to the public about the risks associated with the improper use of E15 fuel (or higher) in certain vehicles, engines, and equipment.

Right to Repair/Modify:

Protect and advocate for “Right to Repair” provisions that allow consumers the ability to repair and modify their own products or allow a designee selected by the consumer to repair or modify the consumer’s property.

- Promote access to parts, tools, diagnostic equipment and other technology that allows the consumer or their chosen designee the ability to repair and/or modify motorcycles.
- Advocate for the availability of reproduction parts by third party vendors, ensuring consumer choice in the selection of products.
- Monitor California Air Resource Board or any other state, agency or board’s policies on parts approval process and transparency.

Surface Transportation Reauthorization (Highway Bill):

Advocate and pursue legislative efforts related to the next highway bill reauthorization (the current act is set to expire 2026). Ensure the following provisions are included:

- Promote Motorcycle Education & Awareness Program Grant Funding. (Renewed Every 5 years)
- Preserve the ban on federal funding for Motorcycle Only Checkpoints.
- Preserve the NHTSA Lobbying Ban and expand to other federal agencies.
- Reestablish the Motorcyclist Advisory Council (MAC) to advise the U.S. Department of Transportation. (Renewed Every 5 years)
- 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.
- Ensure motorcycles are not banned from federally funded roads.
- All high priority MRF Legislative priorities and emerging technologies

Vulnerable Roadway User Terminology:

Monitor and ensure that motorcycles and motorcyclists are a specific and unique category or classification.

2026 MEDIUM PRIORITY OBJECTIVES

Lane Filtering and/or Lane Splitting:

Monitor and support federal efforts to study and review the benefits and concerns of lane splitting and lane filtering.

Taxes:

Encourage fair treatment of motorcyclists in any change to federal taxes related to transportation. Vehicle miles traveled and other tax proposals must account for the different impact motorcycles have on infrastructure.

2026 MONITOR ITEMS

Distracted Driving:

Work to discourage any/all forms of distracted driving.

End of Life Directives:

Oppose any program that seeks to limit the like usage of motorcycles based on manufacture date.

EV Incentives:

Seek fair tax rebate and or credits for the purchase of electric motorcycles similar to those offered for electric automobiles.

Exhaust Systems:

Monitor and vigorously oppose any federal standard proposing stamping and certifying of motorcycle exhaust systems.

International Partnerships:

Continue participation in motorcycle-related activity in the European Union, United Nations, Canada, India, China and other relevant global markets informing the membership of key developments.

National Studies:

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

Opponents:

Monitor private and public organizations that oppose the legislative agenda or mission of the MRF.

Sound Testing:

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

- Monitor any action by the EPA Office of Noise Abatement.

Tariffs:

Monitor any tariffs on imported motorcycles, parts, or apparel.

Tolling:

- Monitor fair tolling concepts on federally funded roadways and projects supported by federal bonds.
- Monitor any congestion tolling concerning motorcyclists by federal, state, or local governmental agencies.
- Ensure that tolling technology is safe for use by motorcyclists.