

Region 11 Meeting 2-28-18

Meeting called to order at 7:01 pm
The Pledge of Allegiance led by Reggie
Legislation read by Alice;

We had a nice turn out at the Pizza Luncheon with the State Legislature in Lansing. Thank you for everyone that attended.

HB5040-HB5046= This package of bills deals with various aspects of the Driver Responsibility Fees. Fees charged to a person when convicted of various driving offenses. All bills have been passed into law, and anyone who is paying such fees should be getting notification come October of this year, that all these fees have been repealed. In place of the fees for new offenders are traffic “drunk” court, and community services.

Do not forget, 2018 is a local election year. This election is more important than the federal elections. We will be voting in a governor. Candidates will be hosting fundraisers and walking neighborhoods. Don’t ignore them if they come knocking on your door; invite him/her in and ask questions about how they would vote on motorcycle issues. Then pass that info along to Alice Jacob, or any other officer. The state needs that type of information to develop the ABATE voting list.

To facilitate getting to know the most out of Region 11 candidates, last meeting authorized cash for members to attend those fundraisers. So, if you receive an invite, and are willing to go, let Alice Jacob know and she will arrange to reimburse you for the fundraiser entry fee. State/Federal Laws prohibit a check coming directly from ABATE of Michigan; all checks must be from individuals, so that is why we cannot pay in advance for your attendance.

Election year also means that all legislation ABATE favors, need to be passed by the end of the year. In 2019 we start all over with a new legislature, and all bills not passed by then will die; then we start over.

CURRENT ABATE LEGISLATION:

HB4480= Motorcycle Handlebar height; modify from 15 inches to 30 inches. Still in Transportation & Infrastructure committee; reported out of committee & referred for seconded reading in the House, on 2.20.18.

SB-568= Senate version of the bill; shortened to one paragraph. Passed by the Senate, sent to the House, and it was assigned to the House of Transportation & Infrastructure Committee, on 12.13.17. No further action by that committee.

HB4466= Distracted driving; prohibits using hand-held devices while driving. Clarifies what “distracted” is, and specifies vehicles manufactured with “hands-free” are exempt from the ban. Still in Transportation & Infrastructure committee. No change in bill status as of this date.

HB4919= Give “motorcycle procession” same right of way as funerals. Introduced by Rep. Tom Barrett (R) on September 12, 2017. Gives “motorcycle processions” the same right of way as funeral processions, which means that other drivers must allow the entire procession to pass

before entering or crossing traffic. The bill does not define “motorcycle procession”. Sent to House of Transportation & Infrastructure committee. No change in status of this bill of this date.

HB4997= Eliminate ORV helmet mandate. Introduced by Rep. Jeff Noble (R) on September 20, 2017. To eliminate a helmet mandate on adults operating an off-road vehicle. Introduced and referred to Transportation & Infrastructure Committee on 9.20.17. No change in bill status of this date.

NEW LEGISLATION OF INTEREST:

HB5628= Repeal no-fault auto insurance and unlimited PIP mandate.

Introduced by Rep. Steve Marino (R) on 2.22.18, to repeal the requirement that drivers have proof of auto insurance, which is part of the proposal in HB5627 to repeal the state’s no-fault auto insurance law, and the mandate that vehicle owners must obtain unlimited personal injury coverage as a condition of registering a vehicle.

HB5629= Repeal no-fault auto insurance and unlimited PIP mandate.

Introduced by Rep. Beau LaFave (R) on 2.22.2018, to revise a law establishing insurance requirements for limousines, taxicabs, and transportation network company vehicles, and drivers, so that it aligns with the proposal in HB5627 to repeal the states no fault auto insurance law.

HB5630= Repeal no-fault auto insurance and unlimited PIP mandate.

Introduced by Rep. Peter Lucido (R) on 2.22.18, to revise the law that establishes a stat regulating regime for bus service so that it aligns with the proposal in HB5627 to repeal the states no-fault auto insurance law.

HB5517-HB5523= is another set of bills to eliminate no-fault insurance laws.

HB5627 & HB5628= Repeals the mandatory requirement to carry auto insurance on your vehicles.

SB787= Allows individuals over the age 65 to select a level of Personal Injury Protection on their auto insurance policies. The choice is either a cap of \$50,000, or unlimited (as it is now).

Products for sale

Awareness signs update (Bruce); we put the signs up at the end of April and tear down in at the end of May, we need volunteers. Tiny brought one sign he had, and we are going to ask Chickie if she wants to have it at the bar.

Horseshoes update (Cowboy); it will be a bonus stop in the Summer tour book. It will be at Adair Bar.

Trilogy Runs (Cowboy); He will have flyers for each run, also they will be in the shops. It will be a bonus stop in the Summer Tour book.

Summer Tour update; It will be at the printer on 3.2.18. We were waiting for Spartan. We have 52 stops.

Tiny has the Harley tickets for sale \$10.00 each or you can get a book to sell. If you do not want the ones mailed to you please give to Tiny or send back, they go to our rocker.

Upcoming events:

April 6th- COC Meeting at Westside Outlaws (Warren& E. of Southfield)

April 8th- Bowling at Shores Lanes on Harper

May 14-16th- Bikers on the Beltway (MRF) in Washington DC

May 20th- Horseshoes at Adair Bar

June 8-10th- Field Meet

June 10th- Trilogy Run 1

July 29th- Trilogy Run 2

Aug. 19th- Trilogy Run 3

Sept. 16th- Summer Tour Party at Amvets in Mt. Clemens

March 12, 2018

Motorcycle Riders Foundation Responds to NHTSA Document on Motorcycle Fatalities

WASHINGTON, DC – Today, the Motorcycle Riders Foundation released its latest iteration of “Fact or Fiction” a document that takes a closer look at a government fact sheet concerning motorcycle injuries and fatalities.

In February, the National Highway Traffic Safety Administration released a Traffic Safety Facts document specific to motorcycles. The information is extrapolated from the Fatality Analysis Reporting System (FARS) which is a census of fatal crashes in all 50 States. Though the information in the fact sheet is contained in a larger agency document, motorcycle-specific information is collated into its own publication.

After reviewing and analyzing the document, the Motorcycle Riders Foundation (MRF) quickly issued a statement and updated its “Fact or Fiction” paper, reacting to the NHTSA publication. Since 2010, the group has made a conscious effort to understand, analyze and provide additional context to government-issued statistics. According to the MRF’s Director of Motorcycle Safety and Vice-President of the Board of Directors Jay Jackson, this effort helps set the record straight and gives the broader motorcycle community a better understanding of where potential concerns may be identified.

The latest iteration of Fact or Fiction drills down on the data itself, raising concerns that the statistics also include mopeds, scooters and off-road bikes and therefore is not necessarily indicative of a factual problem. Further, that data should not be used in any serious discussion on ways to reduce motorcycle traffic fatalities because its bringing in very different classes of motorbikes, some of which are not even used for street riding. Another interesting statement from the publication takes a deeper dive on alcohol impairment and motorcycles. Though NHTSA cites that 25% of motorcyclists were killed in a crash involving alcohol, it does not mention that in passenger vehicles this figure was 28% in comparison. By not including this, it suggests to the reader that impaired driving is unique to motorcycles when in fact, it’s a broader passenger vehicle problem.

When asked for comment, President and Chairman of the Board for the Motorcycle Riders Foundation Kirk ‘Hardtail’ Willard explained, “We think its important for the public to understand the full context of these kinds of government publications. I view it as a knowledge versus wisdom argument: knowledge is knowing that a tomato is a fruit. Wisdom is not putting it in a fruit salad.”

The NHTSA publication can be viewed here:

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812492>

The MRF’s 2018 Fact or Fiction document can be viewed here along with previous iterations:

<https://www.mrf.org/fact-or-fiction/>

About Motorcycle Riders Foundation

The Motorcycle Riders Foundation (MRF) provides leadership at the federal level for states' motorcyclists' rights organizations as well as motorcycle clubs and individual riders. The MRF is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists. The MRF is committed to being a national advocate for the advancement of motorcycling and its associated lifestyle and works in conjunction with its partners to help educate elected officials and policymakers in Washington and beyond.

Meeting adjourned at 7:47pm