

Congress of the United States

Washington, D.C. 20515

May 25, 2011

The Honorable John L. Mica
Chairman
Committee on Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Nick J. Rahall
Ranking Member
Committee on Transportation & Infrastructure
2163 Rayburn House Office Building
Washington, D.C. 20515

The Honorable John J. Duncan, Jr.
Chairman
Subcommittee on Highways & Transit
B-376 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Peter A. DeFazio
Ranking Member
Subcommittee on Highways & Transit
B-375 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Mica, Ranking Member Rahall, Chairman Duncan and Ranking Member DeFazio:

We write to you in support of including H.R. 904 and H.Res. 239 in the surface transportation reauthorization bill.

H.R. 904 would prohibit the Secretary of Transportation from providing grants or any funds to a state or local government to be used for programs to check helmet usage or create motorcycle-only checkpoints. Additionally, H.Res. 239 would support efforts to retain the ban on the National Highway Traffic Safety Administration's (NHTSA's) ability to lobby state legislators using federal tax dollars and urge NHTSA to focus on motorcycle crash prevention and rider education and training.

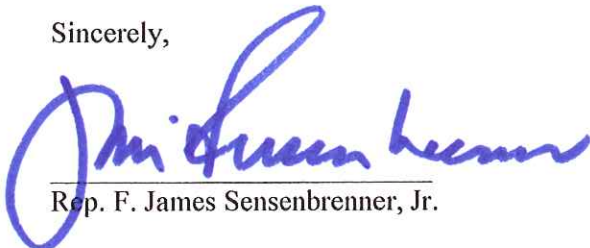
These important pieces of legislation would ensure that the Department of Transportation (DOT) and NHTSA focus on proven methods of motorcycle safety. NHTSA's Motorcycle Law Enforcement Demonstration Program has not proven to be an effective use of taxpayer dollars. Through this program, the State of Georgia was provided a \$70,000 grant to create motorcycle-only checkpoints to inspect rider compliance with DOT-compliant helmet regulations. These checkpoints are not a proven method of ensuring motorcyclist safety, and have certainly not been an efficient use of limited federal taxpayer dollars.

We take motorcycle safety seriously and want NHTSA to focus its safety efforts on proven lifesaving methods. Including H.R. 904 and H.Res. 239 in the surface transportation reauthorization bill would set the record straight, that the House of Representatives supports rider education, driver awareness, training and proper licensing as the best methods of preventing motorcycle crashes, not mandatory federal helmet laws.

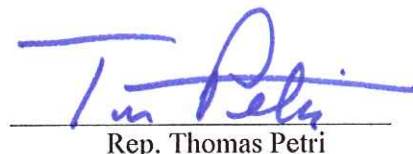
You may know that H.R. 904 currently has 30 cosponsors and H.Res. 239 has 14. Given the vast bipartisan support that these bills have garnered, we are confident that they will help ensure broader support of a surface transportation reauthorization bill.

Thank you for your efforts to help ensure the DOT uses taxpayer dollars wisely and focuses its safety efforts on proven techniques.

Sincerely,



Rep. F. James Sensenbrenner, Jr.



Rep. Thomas Petri

Leonard Boswell

Rep. Leonard Boswell

Reid Ribble

Rep. Reid Ribble

Ron Paul

Rep. Ron Paul

Walter B. Jones

Rep. Walter B. Jones

Roscoe Bartlett

Rep. Roscoe Bartlett

Adam Kinzinger

Rep. Adam Kinzinger

Bob Filner

Rep. Bob Filner

Aaron Schock

Rep. Aaron Schock

Randy Hultgren

Rep. Randy Hultgren

Joe Wilson

Rep. Joe Wilson

Mike Ross

Rep. Mike Ross