

# MEETING AGENDA

## September 2025



1. **PLEDGE of Allegiance**
2. **Introductions – MMA Officers**
3. **General Announcements:**
  - We encourage your participation:
  - **Please visit [www.mmaofca.org](http://www.mmaofca.org)**, links are at the top of the page.
  - **The 2025 profiling survey** is available on the MMA website. Please take a moment to look it over. It only takes two minutes.
  - **CalGANG letters: - AB 90** If you receive a letter, immediately contest it with your local sheriff's department within 14 days of the date on the letter. The authorities do not go by the date that you receive it. After contesting the letter, contact any MMA board member for further assistance. You can also email us at [mmaofca@yahoo.com](mailto:mmaofca@yahoo.com). **Do not** delay getting assistance.
  - **The new and improved MMA website is up and running. You will find meeting locations, days and times on the MMA homepage.**
  - **Bike nights and open houses will also be listed on the MMA homepage.** Only events will be listed on the calendar, but any announcements are welcome at meetings.
4. **President's Notes:**

Thank you for your continuing support of MMA of California. The Executive Board and I have had a very busy month. We have been working out most of the kinks to the new website. Please take a look at [mmaofca.org](http://mmaofca.org) and let a board member know if you find any issues and we will get it fixed as soon as possible. We are also working on securing a new corporate sponsor for the MMA of California that will be helping with the funding of our lobbying efforts as well as our annual Toy Run this December 7, 2025. (A big thank you goes out to Scotty G.)

September 25-28 the Secretary, V.P., and myself will be traveling to Shreveport, Louisiana for the Motorcycle Riders Foundation (MRF) annual Meeting of the Minds conference. We will be learning techniques to work with our legislators to better accomplish our goals.

Planning for the annual toy run is now under way and the boards' primary focus is to make this the best toy run yet. Our business manager has procured a large number of toy collection boxes. A list of the collection locations will be available on our website and more details to come. Start

planning now to attend. As always, we appreciate volunteers. Please contact a board member if you are interested in helping.

Dave (Top Gun) Battles, President

### **ITEMS TO WATCH:**

Our general membership does not see what goes on behind the scenes of the MMA daily. Our legislative priorities are very much in line with the Federal priorities of the MRF. We would like to highlight our top legislative priorities at this time:

#### **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 must publicly report crash data 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 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).
- 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 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 and in which the consumer has the choice of whether to opt-in to having their personal data communicated to interested parties.

## **Emission Regulations:**

- Engage the Environmental Protection Agency (EPA) & Congress on any activity related to motorcycle emission regulations including the RPM ACT or similar legislation.
- Work against any efforts by the California Air Resources Board (CARB) that endangers the future of motorcycling.

## **Helmet Laws:**

Oppose any mandatory federal helmet, apparel, or conspicuity requirements. 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 combustion engine production.

## **Profiling:**

Sustain lobbying efforts for the passage of resolutions or legislation that promotes awareness and prohibition of motorcyclists profiling. Seek opportunities to include legislative language that:

- 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 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.
- Oppose any motorcycling, motorcycle, or motorcyclist-based discriminatory legislation or rules proposed by the U.S. Congress or by any governmental agency.

## **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.

- Promote access to parts, tools, diagnostic equipment and other technology that allows the consumer or their chosen designee the ability to repair and 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 policies on part approval process and transparency.

### **Vulnerable Roadway User Terminology:**

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

So, these priorities are our daily focus, and we are very much on top of any new legislation that threatens or even mentions any of these.

### **SB 791 Vehicle dealers: document processing charge.**

Existing law authorizes a dealer to charge the purchaser or lessee of a vehicle a document processing charge for the preparation and processing of documents, disclosures, and titling, registration, and information security obligations imposed by state and federal law. Existing law authorizes a dealer that has a contractual agreement with the Department of Motor Vehicles (DMV) to be a private industry partner to set the document processing charge up to \$85, and authorizes all other dealers to set the document processing charge at up to \$70.

This bill would authorize a dealer to charge a document processing charge that exceeds those amounts if the charge does not exceed 1% of the total price of the vehicle and does not exceed \$500. The bill would exempt the sale of vehicles to the State of California from these provisions.

### **AB 30 State Air Resources Board: gasoline specifications: ethanol blends.**

Existing law requires the State Air Resources Board to adopt and implement motor vehicle fuel specifications for the control of air contaminants and sources of air pollution. Existing law prohibits the state board from adopting any regulation that establishes a specification for motor vehicle fuel unless that regulation, and a multimedia evaluation conducted by affected agencies

and coordinated by the state board, are reviewed by the California Environmental Policy Council.

This would, notwithstanding that prohibition, authorize blends of gasoline containing 10.5% to 15% ethanol by volume to be sold in the state for use as a transportation fuel until (1) the California Environmental Policy Council completes its review of those blends and (2) the state board either adopts a regulation establishing a specification for those blends or posts an assessment on its internet website demonstrating that it is not possible for a regulation establishing a specification for those blends to meet specified requirements.

10% ethanol is damaging to your modern motorcycle. It is terrible for your older motorcycles. 15% would certainly render older motorcycles inoperable, even irreparable. And it would cause so many maintenance and upkeep issues for modern motorcycles that they would be financially burdensome.

### **AB 486 Crimes: burglary tools.**

This bill amends California Penal Code Section 466 to expand the definition of burglary tools by adding three new categories of devices: key programming devices, key duplicating devices, and signal extenders. Specifically, these new devices include any tools that can access a vehicle's computer to create additional keys, delete existing keys, remotely start a vehicle, capture key codes or signals, or extend the signal range of a keyless entry car fob. Under the proposed law, possessing these devices with the intent to feloniously break into or enter a vehicle, building, or other structure would be considered a misdemeanor.

The bill aims to provide more comprehensive legal protection against potential vehicle theft and unauthorized vehicle access by broadening the existing definition of tools that can be used for criminal purposes. The legislation also includes technical language clarifying the definitions of these new device categories and maintains the existing misdemeanor penalties for possession of such tools with criminal intent.

### **Support The Stop CARB Acts (Stop California from Advancing Regulatory Burden): (MRF)**

The Clean Air Act, passed by Congress in 1970, created a process by which the State of California can seek a waiver from the Environmental Protection Agency (EPA) to enact its own emissions standards rather than follow federal standards. Additionally, other states are allowed to tie their emissions standards to those enacted by California.

Many in Congress think it is time for this special power California wields to end. The Motorcycle Riders Foundation agrees! In the U.S. House and U.S. Senate, bills were introduced that would eliminate the waiver process and prevent other states from adopting California standards.

Rep. Troy Nehls of Texas and Sen. Mike Lee of Utah is leading the charge to prevent bureaucrats in Sacramento, CA from killing the internal combustion engine. If you agree it's time for California to play by the same rules, tell your

Representative and Senators to cosponsor “The Stop California from Advancing Regulatory Burden (Stop CARB) Acts.”

**Not your usual traffic jam:**

If you have been stuck in a traffic jam around the bay area, or even closer to Sacto, it can be an exercise in patience and even bladder control. Well, think of those couple or few hours of hell you had to spend, and realize the longest traffic jam ever recorded was in August 2010, on China’s G110 Highway. The jam grew to 60 MILES and ended lasting 12 days! Granted, most folks were not stranded more than 5 DAYS, but it took a total of 12 days to clear the mess... If they were only on motorcycles, they could have split through that mess....