

MEETING AGENDA

February 2026



1. **PLEDGE of Allegiance**
2. **Introductions – MMA Officers**
3. **General Announcements:**
 - We encourage your participation:
 - Please visit www.mmaofca.org, links are at the top of the page.
 - **The 2026 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. **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:**

Good evening and thank you for your continued participation and support of the Modified Motorcycle Association of California (MMA).

We've made it through another successful annual toy run, and we are now in the process of planning the fireworks booth for this year. Contracts are being signed, permits applied for, dotting the I's and crossing the Ts. Be on the lookout for the sign-up sheet going around to get in on your choice of shifts. We're hoping for a very successful year due to the country's 250-year celebration as well as the 4th of July falling on a Saturday. We will be having a Bike Night on Friday July 3rd so add the date to your schedule. More details as the date gets closer.

This year MMA is also actively working to add an additional certified lobbyist to our organization to better serve the needs of the members.

As always, we are looking for volunteers year-round to help in any way they can. Fresh ideas to improve this organization are always appreciated. Please

contact a board member if you are interested in helping or have any creative ideas to help us move forward in this new year.

Dave (Top Gun) Battles
MMA of California, President

ITEMS TO WATCH:

SB 586: Off-highway electric motorcycles.

The California State Senate has unanimously passed **Senate Bill 586**. The bill creates California's first clear legal framework for registering electric motorcycles (eMotos) as off-highway vehicles (**OHVs**).

Once the law takes effect, eMoto riders will be able to legally register their vehicles and access designated OHV areas safely and responsibly.

"It's no longer the wild west when it comes to these new and exciting vehicles in our OHV areas," Jones said. "This revolutionary legal framework benefits every Californian who goes off-road, whether on an eMoto or a traditional OHV."

The bill was developed with input from OHV enthusiasts across the state. Supporters say the lack of registration rules for eMotos has led to confusion and safety concerns as their popularity has grown.

"OHV technology continues to evolve, and our laws must evolve with it," Jones said. "New machines hit the dirt every year, and we need to make sure everyone stays safe—on and off the highway."

Senate Bill 586 was passed and signed by **Governor Newsom**. The law took effect **January 1, 2026**.

Everything to Know About Lane Splitting

Lane splitting is a riding technique used by motorcyclists to move through traffic more safely and efficiently. It involves riding between two lanes of traffic going in the same direction. **California was the first state to formally allow lane splitting**, as long as it's done safely, responsibly and not exceeding the speed limit.

What Is Lane Splitting?

Lane splitting (also called **lane sharing** or **white lining**) happens when a motorcyclist rides on the line between two lanes of traffic instead of staying fully within one lane. It's most common when traffic is slow or stopped.

Lane filtering is slightly different. It refers to riding between **stopped or very slow-moving vehicles**, usually at intersections or in heavy congestion.

Is Lane Splitting Safe?

Lane splitting is controversial, and opinions vary.

A 2015 **UC Berkeley** study, which helped shape California's policy, found that lane splitting is **relatively safe** when:

- Traffic is moving at **50 mph** or less, and
- The motorcyclist is traveling **no more than** 15 mph faster than surrounding vehicles

Supporters say lane splitting:

- Reduces time spent in traffic
- Helps riders avoid being rear-ended
- Keeps motorcycles out of heavy congestion

Critics worry about:

- Sideswipe collisions
- Drivers being startled and overreacting
- Conflicts between drivers and motorcyclists

California's Lane-Splitting Law

On **January 1, 2017**, California became the first state to update its vehicle code to clearly allow lane splitting.

- Assembly Bill 51 added Section 21658.1 to the California Vehicle Code
- The law defines lane splitting and provides safety guidance.
- Lane splitting is allowed **as long as it's done safely**.

Motorcyclists can still be cited if an officer believes the riding was **unsafe or reckless**. Riding on the **shoulder** is illegal and does not count as lane splitting.

How to Lane Split More Safely

If you choose to lane split in California, keep these safety tips in mind:

- Crash risk increases as the speed difference between the motorcycle and traffic increases.
- Poor weather and low visibility make lane splitting more dangerous.
- It's generally safer to split lanes **between the two far-left lanes** on multi-lane freeways.
- Always consider road conditions, traffic flow, and driver behavior.

Lane Filtering and Lane Splitting in Other States

Some states allow lane filtering under specific conditions:

- **Utah:** Allowed under 45 mph, not on freeways
- **Arizona:** Allowed between stopped vehicles, when posted speed limit is 45 mph, and you ride under 15 mph
- **Montana:** Allowed if the rider stays within 10 mph of traffic and conditions are safe

- **Hawaii:** Allows riding on the shoulder in limited situations

States in a Legal “Gray Area”

These states don't have clear laws allowing or banning lane splitting, leaving it up to law enforcement's discretion:

- Delaware
- Kentucky
- Mississippi
- Nebraska

Waymo's San Francisco outage raises doubts over robotaxi readiness during crises

By Abhirup Roy; SAN FRANCISCO, Dec 27 (Reuters)

A major power outage in San Francisco in December caused dozens of **Waymo self-driving taxis** to stall at intersections, raising new concerns about whether autonomous vehicles are prepared for **large-scale emergencies** such as earthquakes or floods.

The outage happened on **December 20** after a fire at a **PG&E substation**, cutting power to about **one-third** of the city. With traffic lights out, videos on social media showed Waymo robotaxis stopped in intersections with their hazard lights on, worsening congestion.

Waymo said its vehicles are programmed to treat dark traffic signals as **four-way stops**, but some situations require human confirmation. During the outage, vehicles successfully navigated more than **7,000 non-functioning traffic lights**, but the scale of the blackout caused a surge in requests for help. That overwhelmed response systems and led to delays that added to traffic congestion.

The incident has renewed calls for **stricter** regulation of the rapidly growing robotaxi industry, as companies like **Tesla** and **Amazon-owned Zoox** expand their services.

“If a company gets its response to a blackout wrong, regulators would be failing if they didn't require proof that something like an earthquake could be handled safely,” said **Philip Koopman**, a Carnegie Mellon University professor and autonomous-vehicle expert.

“If this had been an earthquake, it would have been a serious problem,” Koopman said. “This is a warning shot.”