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ABATE

Bills At A Glance

Presented by The Lombardo Group, ABATE Lobbyist

AB 43 FRIEDMAN (D – GLENDALE, CHAIR OF ASSEMBLY TRANSPORTATION). TRAFFIC SAFETY: This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill would extend the period of time a prima facie speed limit may be justified by an engineering and traffic survey, as specified, if a registered engineer evaluates the section of the highway and finds that there has been an increase in traffic-related crashes. (TRACKING/MEETINGS WITH STAKEHOLDERS)

*Referred to Senate Transportation Committee, not yet set for Hearing Date

AB 122 BOERNER HORVATH (D – OCEANSIDE) VEHICLES: REQUIRED STOPS: BICYCLES: This bill would require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have stopped at the entrance of the intersection, have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until reasonably safe to proceed. (TRACKING/MEETINGS WITH STAKEHOLDERS)

*Referred to Senate Transportation Committee, not yet set for Hearing Date

AB 232 GALLAGHER (R – YUBA CITY) OFF-HIGHWAY VEHICLES: RECIPROCITY: Existing law requires every off-highway motor vehicle that is not registered under the Vehicle Code to display an identification plate or device issued by the Department of Motor Vehicles, with certain exceptions, including an off-highway motor vehicle with a currently valid identification or registration permit issued by another state. Except as otherwise specified, a violation of the Vehicle Code is punishable as an infraction.

This bill would permit application of that exception only if the other state recognizes an identification plate or device issued by the department as valid for use in that state. (SUPPORTING)

*Passes Senate Transportation Ayes 17. Noes 0. Referred to Committee on Appropriations

AB-1512 BAUER KAHAN (D – ORINDA) OFF-HIGHWAY VEHICULAR RECREATION: CARNEGIE STATE VEHICULAR RECREATION AREA: ALAMEDA-TESLA EXPANSION AREA: This bill would require the department to preserve, in perpetuity, land known as the "Alameda-Tesla Expansion Area," which is currently part of the Carnegie State Vehicular Recreation Area, for conservation purposes, including for nonmotorized public recreation, as provided. The bill would require the department to work with other entities to have \$9,000,000 appropriated, transferred, or donated to the Off-Highway Vehicle Trust Fund for these purposes, as specified. (OPPOSE)

(Dual Similar Bill, SB 799 Glazer, same District - Bill Vetoes by Governor in 2019.)

* In Senate. Referred to Rules Committee for assignment

SB 66 ALLEN (D – SANTA MONICA) CALIFORNIA COUNCIL ON THE FUTURE OF TRANSPORTATION: ADVISORY COMMITTEE: AUTONOMOUS VEHICLE TECHNOLOGY: This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives.

The bill would require the council to gather public comment on issues and concerns related to autonomous vehicles and to submit, no later than January 1, 2024, a report to the Legislature with, among other things, recommendations for statewide policy changes and updates, and to continue to update the report, or submit a new report, of its recommendations biannually thereafter, or more frequently at the secretary's discretion. The bill would require the council to create subcommittees focused on one or more specific topics and to form one subcommittee led by the Office of Planning and Research focused on furthering the state's environmental, public health, and energy objectives, as specified. (TRACKING/MEETINGS WITH STAKEHOLDERS)

*Referred to Committees on Transportation and Communications & Conveyance

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What is ABATE?

ABATE is a Motorcyclists' Rights Organization dedicated to preserving freedom of choice, freedom of the road on or off with emphasis on education and safety. Although not a club, our members are active in programs for public awareness, motorcycle safety and supporting charity events throughout the state. There are no special requirements for joining aside from an interest in promoting motorcyclist's rights and safety through Membership.

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OPEN 3 seats for 2021-2022

Bills At A Glance continued

SB 227 JONES (R – SANTEE) OFF-HIGHWAY VEHICLES: This bill would require, for the issuance or renewal of a competition identification, a specified configuration for the vehicle identification number and product identification number for an off-highway motor vehicle or ATV that is model year 2022 or later and is used solely for competition, not on a public highway. The bill would impose restrictions on the operation of a competition motorcycle or ATV on public lands, including, among others, a requirement that a rider possess a current and valid competition card from a competition-sanctioning organization when practicing for a sanctioned event on public lands. Because operating a competition motorcycle or ATV on public lands in violation of those requirements would be a crime, the bill would impose a state-mandated local program. (SUPPORTING)

* Referred to Committees on Transportation and Water, Parks, & Wildlife

SB 799 GLAZER (D – ORINDA) OFF-HIGHWAY VEHICULAR RECREATION: Carnegie State Vehicular Recreation Area: Alameda-Tesla Expansion Area: This bill would require the Department of Parks and Recreation to preserve the portion of the Carnegie State Vehicular Recreation Area known as the "Alameda-Tesla Expansion Area" for conservation purposes, as specified. The bill would make implementation of this provision contingent upon at least \$9,000,000 being appropriated by the Legislature in the annual Budget Act or another statute, transferred, or donated to the Off-Highway Vehicle Trust Fund for its purposes. (OPPOSING) (Dual Similar Bill, AB 1512 Bauer Kahan, same District as Senator and the Assemblywoman that had their Bill Vetoes by Governor in 2019.)

*Inactive

SR-41 CABALLERO (D – SALINAS) MOTORCYCLE PROFILING: According to the Department of Motor Vehicles, there were 857,273 motorcycles registered in California in 2019. Motorcycle profiling is the illegal use of the fact that a person rides a motorcycle or wears motorcycle-related apparel as a factor in deciding to stop and question, take enforcement action, arrest, or search a person or vehicle with or without legal basis under the Constitution of the United States. Rallies to raise awareness and combat motorcycle profiling have been held in multiple states and six times at the California State Capitol since 2011.

*Introduced. Referred to Senate Rules

Executive Director Report by Rick Robison

Well, here we are! The first half of 2021 is in the books. Here at ABATE of California we have been struggling through 2021. We need the support of our members throughout California to continue this fight!

In May, myself and a small crew from ABATE of California (Local 20), Jody Maxwell (Board member) and Jeff Sterling, went to the MRF Bikers on the Beltway in Washington DC. Compared to previous years, it was a very different trip as DC was heavily affected by Covid-19. At this event, we normally meet face-to-face with many representatives from California to speak to them about our rights as motorcyclists in the great state of California.

This year it was all about Zoom meetings and Conference calls. The Capitol and the other 3 associated buildings were essentially on "lock down" There were a few States that did have in-person meetings with their representatives, though. Those were States that ABATE/MRF representatives have built relationships with over the years. For California, we made phone calls and sent out emails for a few weeks before the event trying to get some in-person meetings.

We faced the same thing that most attendees to this event got "Due to Covid-19, at this time we are not conducting in-person meetings" We did have a couple of calls with representatives, but nothing like it had been in the past...CONTINUED NEXT PAGE



ABATE of California Inc. neither endorses nor promotes the services of any particular Law Firm. We are committed to working with all MROs including NCOM, MRF, AMA, MMA, BOLT and any other motorcycle rights organization that strengthens our lobby on legislative issues and on motorcycle safety.

Mission Statement

ABATE of California is committed to protect and promote the interests of the Motorcycle community. ABATE exists to preserve and safeguard the individual rights and liberties of all riders thru political and legislative action. ABATE promotes motorcycle safety through] education, training and public awareness.

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Latest Legislative Information From ABATE



California has always allowed valid "out of state" DHV registered vehicles to use our public lands. It has come to our attention that some of our neighboring states have recently implemented a "non-resident" fee for DHV's being operated in their state. By no longer honoring our California registration these states are reneging on a long standing tradition in the DHV community. These new regulations will be expensive and prove onerous to every legally licensed DHV owner that travels and recreates in other states. Our ABATE OHV Division is asking for your help and financial support in fighting this type of legislation. Assembly Bill 2761 sponsored by Assemblyman Gallagher (Republican—Yuba City) seeks to remedy this issue of reciprocity and ABATE of California is asking you to help the OHV communities of our states restore equal access to OHV areas for all legally licensed users.

In addition to AB 2761, Abate of California is proposing two other bills for our elected official's to consider this year. Our first bill would require DMV to allow rider's to take both the M/C skill's test and their DMV written exam during their CHP certified M/C training classes. After a rider successfully completes and passes both tests the school would submit the information to DMV and they would issue a valid M/C endorsement card by mail to the rider that is valid for the duration of their current California drivers license. Upon license renewal the M/C endorsement would then be added to their new license thereby saving the student the time and expense associated with visiting and testing at their local DMV office.

Our second bill would seek to exempt all M/C riders and especially our Military Veteran riders from being accessed a toll fee when traveling on a toll road within the state of California.

Please help us help you by either joining or making a contribution to ABATE today to help protect your right to ride!

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Lobbyist's Legislative Report

Lobbyist's Report
by James Lombardo, Sr, Lobbyist
The Lombardo Group - Government Relations
916.424.1148 info@lombardogroup.net

Senator Caballero introduced Senate Resolution SR 41 the Motorcyclists Anti-Profilng Resolution! SR 41 is set in Senate Rules Committee July 8th. We're urging all members to send letters/emails to your Senate member - <http://findyourrep.legislature.ca.gov> - to support SR 41. If passed, it helps the passage of Congress HR 255 "Promoting awareness of motorcycle profiling and encouraging collaboration and communication with the motorcycle community and law enforcement officials to prevent instances of profiling" BACK IN DC!

When ABATE's Lobbyist met with Rocky Fox, MRF's Lobbyist, he was excited if we could pass SR 41. He said it would be of GREAT HELP getting more California Congress Members to sign on as Co Authors of HR 255. So, let's get to work!!!!

The Legislature Passed the State Budget on time for the 5th consecutive year since the voters passed the initiative that allows for a 41/21 simple majority vote by both Houses! One incentive was the Legislators would not be paid until the Budget was passed - that being said, it didn't make the States' Budget any better just on TIME! Flush with cash due to President Biden bailout money, California and other States are flush with CASH! Which of course means NEW government programs, however when the state income drops there's a big fight on what and where to cut of course after all these new state programs.

Legislative Policy Committees are meeting and hearing the other Houses' bills, for instance AB 232 Gallagher (R - Yuba City) Off-highway vehicles: reciprocity and SB 227 Jones (R - Santee) Off-highway vehicles. Take a look at our Bills at Glance Section for in depth update on potential new laws for 2022.

Thank you, ABATE Members and Locals that contribute to the dedicated Lobbyist Fund. Every bit helps keeping us at the Capitol fighting for your Rights and Freedoms.



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ABATE Events & Bike Nights for 2021

2021 Events:

- July 4th Weekend – ABATE Local 38 - No Host Breakfast run to Alpine
- July 10th – ABATE of CA 3rd Quarter Board Meeting, Ontario CA (see flyer this issue)
- July 17th – ABATE Local 24 – Glenda’s Run (see flyer this issue)
- July 23rd-25th – NCOM Convention (see flyer this issue)
- July 25th – ABATE Local 2 – 25th Anniversary Sweaty Buns Poker Run (see flyer this issue)
- August 7th – ABATE Local 17 – Summer Bingo
- August 20th-22nd – Shagger’s 7th Annual Tehachapi Mt Run & Campout (see flyer this issue)
- August 29th – ABATE Local 17 – 21st Annual Sara’s Run (see flyer this issue)
- October 9th – ABATE Local 17 – 9th Annual Texas Hold ‘Em Poker Tournament



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Bike Nights:

- ABATE Local 3/13
1st Thursday of the month
(see flyer this issue)
- ABATE Local 23
3rd Wednesday of the month
(see flyer this issue)

If you have a date for your event, and no details or flyer yet, you may still submit your dates, so others can pencil it in on their social calendar. Then submit your flyer in time for the Bailing Wire and to be posted on ABATE's website.

ALL ABATE Events must have event insurance Contact the ABATE State office for information.



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Donations to the PAC Fund:

Steve MacDonald, Local 17
From ABATE Locals: 25 & 38

Thank YOU for your contributions in helping to preserve “Freedom of the Road” by supporting ABATE’s paid Lobbyist and the General Fund! Our Members that renew thier Membershis and those that join us - that too helps in preserving and fighting for Motorcyclists Rights! And of course, the Locals that contribute to the funds regularly when they do events, THANK YOU. It’s a Team effort, so we thank you for being a part of the ABATE Team!

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- Steve Driscoll, Local 44
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Sporty's Rides

Hello All! When I write this report for the Bailing Wire, I have to remember all the bells and whistles of the month's riding. My hope is that you enjoy these roadside chats about the adventures I have on the road. At this point in my career, I have been giving reports about adventures and miss-adventures about my two Sportys, a 2002 883/1200 and my other bike a 2007 1200L Sportster. Both have over 131,000 miles on the speedos. In fact, my 2002 883/1200 is about 30 miles short of 140,000 at the writing of this column. I will say that it's on its third set of pistons and had only one leak, which was manageable.

I have been getting my repair work done at Born Free Cycles in Burbank. Alex, the owner, is a factory trained machanic as are his employees. They are all very knowledgeable on engine and bike repairs. They are located in Burbank. If you need some work on your older Evo Harley Davidson and your Evo Sporty, look them up, they are your guys.

Good news on the legislative front. We now have an anti-profiling resolution in California - SR 41. It is sponsored by state Senator Anna Caballero. A big thank you for taking a big risk in supporting this vital piece of legislation and thanks to our lobbyists, Jim & James Lombardo, for getting it out so quickly. You need to find out if your state Senator will support this resolution.

Support our ABATE lobbyists by donating to keep them working for bikers' rights in Sacramento. To donate, go to the ABATE website, www.abate.org. Once there go to "Join ABATE" and you will see "Donate". Donate to the lobbyists fund your spare 20 spot. Sporty Milligan, Chairman of the ABATE Board of Directors, thanks you.

Onto the ride portion of this column. I will start out with May 31st. It was the Blessing of the Bikes at Mulholland HD. The Blessings were done by the Black Sheep MC. We served a pancake breakfast. I was in charge of the coffee. I also sold membership raffle tickets for my ABATE group. Sometimes you just have to pick good spots when selling tickets. This event lasted for a couple of hours. After we cleaned up the event area, I rode to the Rock Store and sold more raffle tickets. After being there awhile, I took a ride, then went home.

The following Thursday, June 3rd, was a bike night at Mulholland HD. I helped sell raffle tickets at the HOG Chapter booth and sold more ABATE membership raffle tickets. Linda was not really thrilled with that. Woops. The bike night was okay. Some of those high dollar riders could have forked out some cash for the raffle, but what can I say. I might throw out a table and chair at their next bike night.

June 4th, 5th & 6th was the Messengers of Recovery campout hosted by the San Fernando Valley Chapter, which is an ABATE Local 1 business member. I stayed on Friday night and only part of Saturday because I had to leave for a memorial for Geep's dad, my Shaggers president of the Mother Chapter in Lancaster. The Messengers know how to throw out the welcome mat for fellow riders and the food was great. I slept in one of the old-style Boy Scout canvas tents on a cot with my sleeping bag on top.

Saturday going to Geep's cousin's house in Chatsworth I got lost, but finally made it there. Life is sad when you get older. There is the constant reminder of death to your love ones. But that's life. Service was very thoughtful and kind.

The next run was Saturday, June 12th. The destination was Buena Park. The run was put on by the Kanaka Hekili MC. This run benefits the CHOC Children's at Mission Hospital. It started at Rock and Brews in Buena Park and wound up at the American Legion in Westminster. They had a good turn out and I ran into Lonnie Bliss and his guys from Soldiers of Jesus and Larry Shelton aka "Noneck" from his club. They're ABATE Local 1 members.

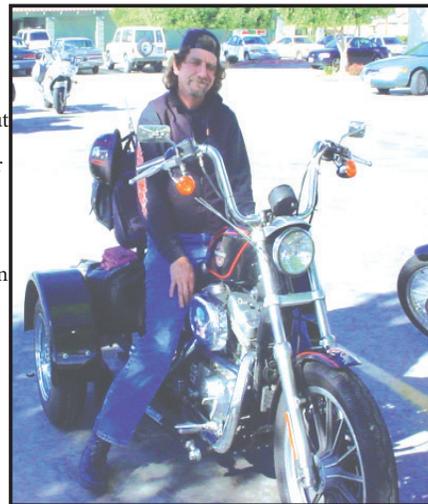
Rode with a couple of different groups. One group I rode with, their leader told us not to go through the caution light as they take pictures of you resulting in A TICKET. When we got to an intersection close to the next check point, a lady rider in our group tried to stop, turned her front wheel right, slammed on her brakes, then accidentally hit the gas. She flew off the bike and landed on her back. The bike crashed into the turn lane island. We called for ambulance and police and a fire truck came. When things were secure, I took off for the next check point. Left that check point by myself and proceeded to get lost. When I arrived at the end spot, I was still able to get lunch. Nice day, decent ride, but a reminder that you have to be careful on the road as stuff happens. Easy ride home to a wonderful dinner of pork ribs, salad and corn on the cob.

The final ride for this column was my ride to the Shaggers clubhouse in Lancaster. Before getting on the freeway, I gassed up at Hubbard and Truman at the Arco station. After gassing up, going to the freeway via San Fernando Road, I checked in my rear-view mirror. Two of LAPD's finest motors were following me. Bam! Lights went on and I pulled over and sat on my bike. One officer requested that I step off the bike. Ok I did that. He stated that they were doing a safety check in the area. They said my helmet looked illegal. I said it had a stamped dot emblem on the it with a secure number as well. They ran my license. I guess everything checked out. But that's how I got a late start getting on the road to Lancaster for the meeting.

After the meeting I went to Lancaster HD and dropped off camp-out flyers. Then went on the freeway toward home. Stopped at Crazy Otto's for lunch. Had a patty melt, too many French fries and decaf coffee. Then headed home via Sierra Hwy. The final stop before home was Cycle Gear in Newhall. Dropped off flyers for the Tehachapi Mountain run. I finally got home. Later I rode over to my AA hall for a small meeting.

That is all for this installment of Sporty's Rides. Be good, be Blessed and attend ABATE runs & events. If you aren't an ABATE member, please join!

Scribe Sporty reporting.



SB What? AB Where?

Want more details about a bill? Whether it's in the Senate or Assembly in Sacramento go to:

<http://www.leginfo.ca.gov/>

www.abate.org

ABATE of Washington April Safety & Education by Texas Larry Walker

“Texas” Larry Walker is a Nationally Certified Rider Coach for novice, intermediate, and advanced training. He is the Senior Instructor for Navy Region Northwest, a long-time motorcyclist rights advocate, with well over 40 years of riding experience.

May, it's always declared to be Motorcycle Awareness Month, but what does that really mean, and where do we fit in that picture?

We have all heard the stories, “That dirtbag came out of nowhere.” “That idiot just cut me off so that he could get his precious latte.” “The moron just pulled out in front of me.”

My question is this; are they really so cavalier as to not care about riders or is there some underlying reason as to why they do not see us? The answer can get really complex if you let it, debating various situational scenarios, but it normally distills down to a couple of factors.

The first one is that many drivers simply do not see motorcycles because they do not have any sort of connection to motorcycles. When their brains are telling them to search for potential points of conflict in traffic, motorcycles are not really in their consciousness, ergo they do not land on the immediate scan list. The primary thrust of declaring May to be Motorcycle Awareness Month is to get motorcycles in the minds of the driving public so that we make their immediate scan list. Nuff said on that factor.

The other factor hits a bit closer to home. When someone tells me, either in person or on some media platform, about their near miss, pucker moment, or crash, I almost always ask them what they did to get into that situation. My bottom line being did they give the other driver any chance at all to locate them in the mix? It is a proven fact that there is a 1.5-2 second lag from the time the image hits our optic nerve until it can be translated into actual action.

If we want to have other drivers see us, how can we help them do that? Do we get too close to the box truck or other large object so that we are hidden from view of oncoming or entering traffic? That may create the optical illusion that there is a huge hole behind said large object, which may result in someone moving into our path of travel.

Are we moving so rapidly that we become hard to detect and track? On a rural road we need to have a bare minimum of 2 seconds to allow a decent driver to detect us and take, or not initiate, action. At 60 MPH that translates to needing a minimum of 180 feet of clear space ahead of us. When we are doing the banzai through freeway traffic, using the cars as slalom pylons, when do the drivers actually perceive our presence? I'll go more deeply into this game of “traffic chess” at a later date, but I hope that you get the picture.

We need to make it easier for the rest of the motoring public to find us in the mix as quickly as they can.



Sarah Renee Phillips

21st Annual Memorial Run

Sunday, August 29th, 2021



First Stop (Sign-In): Miss Darla's - 8 a.m., 110 Peabody Rd., Vacaville

**Ride through
Sarah's Garden**

2nd Stop:
Suisun Valley Filling Station
2529 Mankas Corner Rd., Fairfield

3rd Stop: **Turtle Rock**
2000 Capell Valley Rd., Napa

Run pins for first 50

*Please join us for a day of reflection
and fun in the name of our daughter.*

God bless us all!



Sarah ~ 6/8/86 to 4/6/00

• BBQ Lunch & Live Music

Included with your \$20 donation

**• Live Band:
Savannah Blue**

**All proceeds benefit
Sarah Renee Phillips
Memorial Scholarship**

Info: (707) 624-6310

FINAL STOP: Green River Brewing & Taproom, 4513 Putah Creek Rd, Winters

LOCAL NEWS

Local #01 Report - Los Angeles

Hi All! ABATE Local 1 is still around. I am hopeful we will get a decent turnout to our June meeting as the May meeting turnout was a bit dismal.

For the time being, we're still having our meetings at the Devil's Disciples' club house in North Hollywood. The Elks Lodge has not had their Sunday breakfast on the third Sunday of the month for awhile but we hope they will open soon.

Our June meeting is on the 27th. I am hoping we can have more of the members show up to the meeting at the DD's clubhouse.

Hopefully all the ABATE Locals are back to having live meetings - so I can consider showing up as a guest! I hope your Local is meeting its commitments to the Lobbyist & General funds and attending ABATE runs & events!

That's all from Sporty Milligan, President, ABATE Local 1

SoCal Cycle Swap Meet (Pictures Below)

by Steve Howe, Local 8

ABATE Local 8, Orange County, had a very successful day at the SoCal Cycle Swap Meet on May 23, 2021. We had a steady flow of buyers that were anxious to support our cause and learn more about how ABATE supports motorcycle rights.

Some of our loyal members that showed up were D-Man, John and Cheryl, Daniel, and Ryan. Also, ABATE's Executive Director, Rick Robison, and ABATE's Chairman of the Board of Directors, Sporty Milligan, came and participated.

Sporty had his Membership hat on and sold a new membership for Local 8. Welcome to ABATE Local 8!

A very big thanks to Russ Brown for providing new ez-ups. They helped us look a bunch more professional than in years past.

Thanks to all that participated and to those who donated items to sell.



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JULY 23-25
DES MOINES, IOWA

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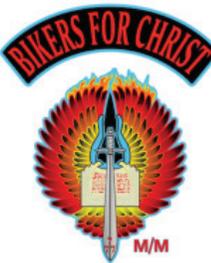
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\$40.00 Registration (ONLINE) (Breakfast included)

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Senate Resolution 41 - By Senator Caballero (D - Salinas) Motorcycle Profiling

Anna M. Caballero
12th Senate District
SR 41 – Motorcycle Anti-Profiling Resolution

SUMMARY
SR 41 will establish a meaningful and constructive dialog between representatives of the motorcycle riding community and local and state law enforcement agencies around the issue of motorcycle profiling, and to work towards reasonable and realistic solutions to prevent it. SR 41 urges local and state law enforcement agencies to include statements condemning motorcycle profiling in written policies and training materials.

PROBLEM
According to the National Motorcycle Profiling Survey, there are several thousand reported incidents by motorcycle riders of law enforcement officers unreasonably stopping and detaining them for long periods for reasons unrelated to any traffic violation. These traffic stops are an effort to collect intelligence on motorcycle clubs and members, as well as search riders and their vehicles for items that law enforcement claims are illegal, all without this process. In many cases, riders were placed in handcuffs or ordered to sit on the ground while officers search their clothing and motorcycle. In some cases, field information cards (PIC) are used to collect information that is later turned over to gang unit officials who use the information to document associations and sometimes add names to the CalGang State Database without any justification.

BACKGROUND
As of January 2021, the annual National Motorcycle Profiling Survey conducted in 2020 by the Motorcycle Profiling Project found that of those who reported being profiled by law enforcement in California, 45 percent were members of religious clubs, 10 percent were members of veteran clubs, 28.57 percent were members of traditional motorcycle clubs, and 34 percent were independent riders.

The National Motorcycle Profiling Survey also showed that between 2014 and 2019, participants reported that they felt that the reason they were profiled was because they were either riding a motorcycle or wearing motorcycle-related clothing or colors. In addition, the number of riders who felt this way increased from nearly 20 percent in 2014 to nearly 50 percent in 2019.

SOLUTION
SR 41 will bring together representatives of the motorcycle riding community and representatives from state and local law enforcement agencies to discuss the issue of motorcycle profiling and to work towards reasonable and realistic solutions to prevent it. This resolution also encourages law enforcement agencies to include statements condemning the profiling of motorcycle riders in their official policies and training materials.

SUPPORT
ABATE Of California
American Motorcyclist Association
Motorcycle Riders Foundation
California Motorcycle Anti-Profiling Coalition
Modified Motorcycle Association

CONTACT
Maximus Gomez
Maximus.Gomez@sen.ca.gov | (916) 651-4012

SR 4000 (Caballero) | Updated: 6/14/2021

CALL TO ACTION – Support: SR 41 Motorcycle Profiling

June 14, 2021
California Motorcycle Anti-Profiling Coalition
Legislative Committee
antiprofilingbill@abate.org



Motorcycle profiling is a pervasive problem in California. Motorcyclists are often targeted because of an overly-broad outlaw biker stereotype. The historical pattern of evidence is documented and irrefutable. Individuals and groups of motorcyclists are regularly the victims of selective enforcement from coast to coast, particularly California, even during political and charitable events, solely based on their appearance, not their conduct.



Motorcycle Profiling is Unconstitutional: Profiling relies on appearance to establish suspicion as opposed to the legal requirement of conduct. A motorcycle pretextual stop may lead to the motorcyclist being detained, cited, motorcycle seized, or both because of constitutionally protected expression and / or association.

The Solution: Motorcycle Profiling Senate Resolution 41 (SR 41) is being introduced to the CA Senate by Senator Anna Caballero on June 10, 2021. Resolutions are a highly effective method to bring awareness to issues like Motorcycle Profiling and serves as a stepping stone to future mandated legislation. This resolution seeks to create awareness of the state-wide issue of motorcycle profiling in CA and open doors of communication between state and local law enforcement agencies and our motorcycle community in an effort to establish a dialog to discuss the issue and how to prevent it going forward. This non-binding bill requires no training, presents no fiscal impact and doesn't prevent law enforcement from doing their job. In addition, the language is similar to Senate Resolution (S. Res 154) which passed unanimously in Washington DC last December and is expected to be re-introduced in the House of Representatives during the 2021 legislative session.

Link to SR 41 on the California Legislative Website
https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SR41

The Time to Act is Now. *Contact your local legislator (Senator in your district) and request their support of this important resolution.*

- Find your district Senator at the following link
 - <http://findyourrep.legislature.ca.gov/>
- Fill out the required fields (note: your home address is required to obtain your Senator's name and official website)

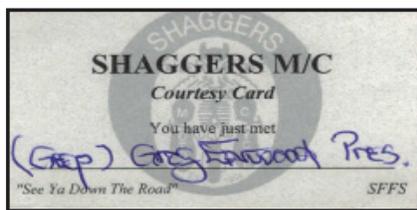
- On your legislator's home page, locate the "Contact Me", "Email Me" or "Request a Meeting" button or pull-down link and select EMAIL ME.
- Fill all out required data fields (Name, Address, Email, etc.)
- On the "Select an Issue:" pull-down field, select the option for commenting on legislation, New Bill Idea, General Comment or "Other"....
- Cut / Paste the below scripted message in the "Comments" box – OR – write a personal message in your own words asking for his/her support in a professional and respectful manner.

----- TO USE OUR SCRIPTED MESSAGE, CUT / PASTE THE MESSAGE BELOW -----
Motorcycle Profiling is a real and pervasive problem in California. The historical pattern of evidence is documented and irrefutable. Individuals and groups of motorcyclists are regularly the victims of selective enforcement solely based on their appearance, not their conduct even during funerals, political and charitable events. Motorcycle Profiling is Unconstitutional: Profiling relies on appearance to establish suspicion as opposed to the legal requirement of conduct. A motorcycle pretextual stop may lead to the motorcyclist being detained, cited, assets being seized, or both. The costs to the state and local municipalities, as well as to law-abiding citizens of not addressing the issue of motorcycle profiling continue to mount as the problem gets worse. A Senate Resolution (SR 41 - Senator Caballero, Author) seeks to create statewide awareness of the issue and open doors of communication between local and state law enforcement agencies and the motorcycle community. This resolution models the language used in Congressional Bills (S. Res. 154) passed the U.S. Senate with unanimous consent on December 11, 2018 and (H. Res 366) introduced in the House on April 30, 2021. As a taxpayer, voter and concerned constituent of your district, I respectfully request your support and commitment to passing this resolution as a positive step in creating awareness and establish a coalition of concerned citizens to work though the issue with law enforcement. Thank you for your consideration and action on this issue important civil rights issue.

- Click the "Submit" button to send your message.
- PLEASE FORWARD/SHARE THIS CALL TO ACTION WITH ALL YOUR FRIENDS AND FAMILY MEMBERS WHO ALSO LIVE HERE IN CALIFORNIA and ask them to send an email to antiprofilingbill@abate.org to be added to our Call-To-Action distribution list.
- Contact us at antiprofilingbill@abate.org if you have problems or need assistance completing this process.

For activities and updates related to this our coalition activities, please follow us on...
<https://www.facebook.com/CAMOTORCYCLEANTIPROFILINGCOALITION>

Thank you in helping to END MOTORCYCLE PROFILING IN CALIFORNIA!



NCOM Biker Newsbytes

THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. If you've been involved in any kind of accident, call us at 1-(800) ON-A-BIKE or visit www.ON-A-BIKE.com.

NCOM BIKER NEWSBYTES

Compiled & Edited by Bill Bish,
National Coalition of Motorcyclists (NCOM)

NCOM CONVENTION WELCOMES RIDERS TO AMERICA'S HEARTLAND: Mark your calendar now for July 23-25, and plan on joining hundreds of fellow bikers' rights activists from across the country at the 36th annual NCOM Convention at the Holiday Inn Des Moines - Airport, located at 6111 Fleur Drive in Des Moines, Iowa.

Some of the nation's finest Freedom Fighters will address legal and legislative topics of concern to all riders, from helmet laws to anti-profiling to lane-splitting, autonomous vehicles, the fate of internal combustion and much more.

In the meantime, the National Coalition of Motorcyclists is requesting that MROs, motorcycle clubs, and riding associations submit the names of those members and supporters who have passed away over the past year, since last October's NCOM Convention in Indianapolis, so that we may honor their memories with the traditional "Ring of the Bell" tribute to fallen riders during the opening ceremonies. Dedications should be emailed in advance to Bill Bish at NCOMBish@aol.com, or can be hand-delivered at the Convention to "Doc" Reichenbach, NCOM Chairman of the Board.

Reserve your hotel room at (515) 287-2400, and mention NCOM for Special Room Rates.

Registration fees for the NCOM Convention are \$85 including the Silver Spoke Awards Banquet on Saturday night, or \$50 for the Convention only. For more information, or to pre-register, call the National Coalition of Motorcyclists at (800) 525-5355 or visit www.ON-A-BIKE.com.



OREGON LANE SPLITTING BILL GOES TO THE GOVERNOR: After years of legislative attempts, Oregon may soon join with neighboring California and a host of other states that have approved of lane splitting for motorcyclists. The state House of Representatives on Monday, May 17, gave its blessing to Senate Bill 574, a bipartisan proposal that allows motorcyclists to operate in between lanes of traffic under certain circumstances. After a 42-14 vote in the House, preceded by an 18-6 vote in the Senate, the bill now heads to the desk of Governor Kate Brown (D) for her consideration.

According to one news source, SB 574 has received more testimony than nearly any other piece of legislation this session, as proponents flooded legislators' inboxes clamoring for the idea. Their argument: That allowing motorcyclists to bend the normal rules during traffic jams would be good for both safety and improving congestion. Oregon state representative Ron Noble (R-McMinnville), who is himself a rider and who also carried the bill in the House, told Oregon Public Broadcasting KVAL, "It will provide me personally with another option to ride safe."

As described in a Legislative staff report: "Lane Filtering" is "meant to allow motorcycles to continue moving when the general flow of traffic is slowed or stopped, and is meant to prevent overheating of motorcycle engines, rider fatigue, and protect the safety of riders by preventing them from being rear-ended in areas with high levels of traffic congestion."

Under SB 574, motorcyclists are allowed to split lanes only on multi-lane highways with a speed limit of at least 50 mph. When traffic slows to 10 mph or less on those roads, motorcyclists are permitted to ride between cars, at no more than 10 mph faster than the flow of traffic. The law does not apply in school zones or work zones.

California has long allowed lane splitting, under different circumstances than Oregon's bill, and Montana recently passed a law of its own. Utah allows lane filtering when traffic is stopped at an intersection. Hawaii permits motorcyclists to utilize the shoulder when traffic is congested.

BIKER ANTI-PROFILING MEASURE INTRODUCED IN CONGRESS: More than two years ago, the U.S. Senate unanimously passed a nonbinding resolution condemning the discriminatory profiling of motorcyclists by law enforcement (S. Res. 154), and now the U.S. House of Representatives has once again introduced a similar bipartisan measure in the 117th Congress, H. Res. 366; "Promoting awareness of motorcyclist profiling and encouraging collaboration and communication with the motorcycle community and law enforcement officials to prevent instances of profiling."

Sponsored once again by Rep. Tim Walberg (R-MI), the anti-profiling resolution was introduced in the U.S. House of Representatives on April 30, 2021 to thwart "the illegal use of the fact that a person rides a motorcycle or wears motorcycle related apparel as a factor in deciding to stop and question, take enforcement action, arrest, or search a person or vehicle with or without legal basis under the Constitution of the United States," as profiling is defined in the resolution.

H.R. 366 acknowledges nationwide motorcycle registrations "growing from 3,826,373 in 1997 to 13,158,100 in 2018," and notes that "complaints surrounding motorcyclist profiling have been cited in all 50 States."

Co-sponsored by Congressman Michael Burgess (R-TX), Congresswoman Cheri Bustos (D-IL) and Congressman Mark Pocan (D-WI), the bipartisan resolution denotes three actionable items: (1) promotes increased public awareness on the issue of motorcyclist profiling; (2) encourages collaboration and communication with the motorcyclist community and law enforcement to engage in efforts to end motorcyclist profiling; and (3) urges State law enforcement officials to include statements condemning motorcyclist profiling in written policies and training materials.

All concerned motorcyclists are encouraged to contact their Congressional Representatives to ask that they join their colleagues as a cosponsor of H.Res.366 and help put a stop to law enforcement unfairly targeting motorcycle riders for traffic stops, questioning and citations.

In the meantime, efforts are underway to again include anti-profiling language among other pro-motorcycle provisions in the Biden Administration's multi-trillion dollar federal highway bill.

U.S. MOTORCYCLE SALES WAY UP: New-model motorcycle sales among leading brands increased more than 37.2% in the first quarter of 2021, according to the Motorcycle Industry Council Retail Sales Report. The Q1 sales, compared to the same period last year, were up by double digits in every category: on-highway, off-highway, dual-purpose, and scooter.

"This is the fourth straight quarter of strong sales numbers, indicating continued and growing interest in riding among new and returning riders," said Erik Pritchard, MIC president and CEO. "Combine the new-motorcycle sales performance with the pace of tire sales and we know that more riders are putting on more miles."

Year-to-date sales of dual-purpose motorcycles were up the most, by 47%. Off-highway sales were up 45.4%. Scooter sales rose 34.6%, and on-highway motorcycle sales increased 31.4%.

QUOTABLE QUOTE:

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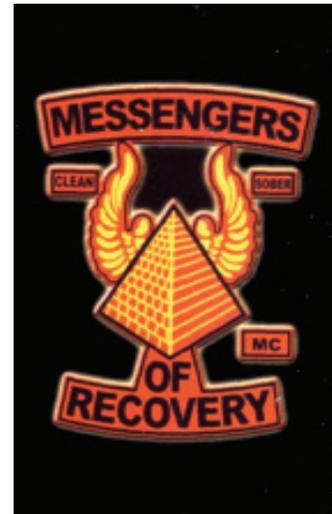
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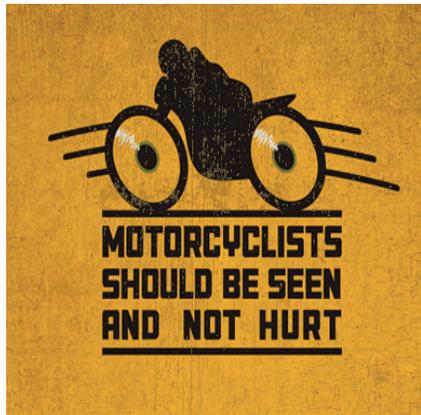




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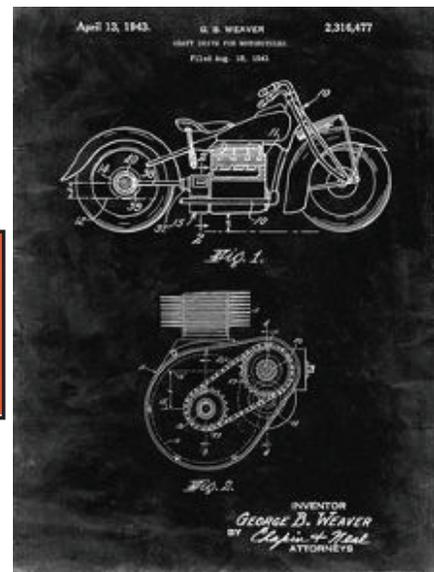
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Glenda's Run

Saturday, July 17

-  Meet at Neighbors Bar & Grill for breakfast
-  KSU @ 10 for a ride up the mountain!
 1st stop is Pub 'n Grub in Shaver
 2nd stop is China Peak
 3rd stop is Huntinton
 finish at the Roadhouse
-  \$20 a vehicle (half the fee going to the Cancer Society)
 Poker hands * 50/50 Raffle* Refreshment Vehicle

Glenda Ross was a great MC enthusiast and is fairly missed by the ABATE chapter 24 of Fresno. This was her favorite day ride.

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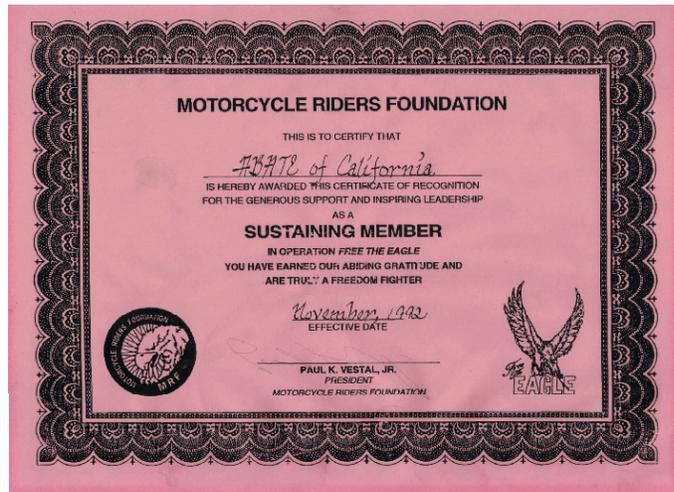
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ABATE MEETINGS

Los Angeles County - Local #01

Sporty Milligan 3rd Sun - 9AM
818/361-8800 44
13026 Saticoy St
Unit 12
N.Hollywood
91605

Simi Valley - Local #02

Jim Kibbe 2nd Tues 7:30PM
VFW Post #10049
4242 E Los Angeles Ave.

jimkibbe53@gmail

Thousand Oaks/Ventura Local#03-13

Chuck Pederson 3rd Thurs - 7:00 PM
kath55344@gmail.com

San Diego County Local #06

Snowman 1st Sun - 12 Noon
P O Box 501946 Kate Sessions Park
San Diego CA 92150 Pacific Beach
619/855-9981 92109

Orange County Local #08

Daniel Pfaffly 2nd Mon.7:30PM
714/365-5907 American Legion #354
dpfaffly@ 8071 Whitaker St.
gmail.com Buena Park - 90622

Alameda, Contra Costa, Solano & Napa Counties Local #17

Sal De Renzi 3rd Sunday - 10:00 AM
707/483-7445 Judy's Wild
Wrangler Saloon
4823 Midway Rd
Vacaville CA 95688

Pomona Valley Local #19

Jeff Bassler 4th Wed - 7:00 PM
909/596-9685

Orange County - Local #20

Rick Robison 2nd Mon. - 7:00 PM
714-315-1150 American Legion Post 132
local20abate 143 Lemon St.
@gmail.com 92866

San Bernardino - Local#23

Ron Morris 1st Sunday 9:00 AM
909/768-0355 Jenny's Diner
7750 Palm Ave #R
Highland CA 92346

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2021 Regional Representatives

Region #8
(Local 1 & Local 19)
Sporty Milligan
818/361-8800

Fresno - Local#24

Joel Ross 2nd Wed 7:00PM
559/298-0650 Seven Cafe & Grill
jross1@ 25 Shaw Ave
myedgmail.com Clovis, CA 93612

Sacramento - Local#25

Lil' David Morena 3rd Thurs - 7:00 PM
916/616-9605 Denny's
3520 Auburn Blvd
Sacramento CA 95821

Riverside - Local#27

Bob Marshall 1st Tues - 7:00 PM
drbobmarshall@yahoo.com @ abatelocal27

Yuba City - Local #33

Steve Katan 1st Tues - 7:00 PM
530-749-1003

Imperial Valley - Local#38

Ed Aranda Last Thurs - 6:30 PM
760-554-8843 LaFonda Bar/Grill
Edward_A12@ 1950 South 4th St.
yahoo.com El Centro - 92243

Bakersfield - Local#40

Darren Billesbach Jr. 3rd Tues. 7:00 PM
360/296-9335
darrenzemail17@gmail.com

High Desert Local 44/47

Dave Hastings 2nd Sat. 9:30 am
760-947-4700 davesautorpair@aol.com
Fraternal Orders of Eagle
16195 Main St.
Hesperia 92345

Region #11
(Local 8 & Local 20)
D-Man
714/833-9508

Region #12
(Local 6 & Local 38)
Dave Connors
760/208-7232



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