

CONCURRENCE IN SENATE AMENDMENTS

CSA1 Bill Id:AB 630 Author:(Mark González)

As Amended Ver:September 4, 2025

Majority vote

SUMMARY

Authorizes the Counties of Alameda and Los Angeles, until January 1, 2030, to implement a program to remove and dispose of an abandoned recreational vehicle (RV) if it is estimated to have a value of \$4,000 or less and the public agency has verified that it is inoperable.

Senate Amendments

- 1) Limit the provisions of this bill to the Counties of Alameda and Los Angeles.
- 2) State that if the agency performing the removal of an RV is unable to collect the information necessary to identify the registered and legal owner of the RV, the agency shall place and affix at least two copies of the notice required pursuant to this subdivision within close geographic proximity to the removal location within 48 hours of removal.
- 3) Require the public agency removing or causing the removal of an RV to be responsible for the costs incurred for towing and storage if it is determined in the hearing that the vehicle was not inoperable or was not a hazard to public health, safety, and welfare.
- 4) Make legislative findings and declarations on why a special statute is necessary for the Counties of Alameda and Los Angeles.

COMMENTS

Under existing law regarding the impoundment of vehicles, public officials who remove a vehicle must transfer it to a garage or tow yard for storage and safekeeping until the owner collects it or a specified period has elapsed during which the vehicle has gone unclaimed. At the time a vehicle is removed by law enforcement or another local governmental entity, that entity is responsible for determining whether that vehicle falls into one of three "estimated value" categories: under \$500, between \$500 and \$4,000, or over \$4,000. This valuation is central to the process of disposing of that vehicle. Existing law grants the owner of the garage or tow yard a lien against the vehicle as a means of providing compensation for towing and storing the vehicle for the period of impoundment. After a specified time period has elapsed, depending on the value of the vehicle and whether the vehicle was abandoned or not, the lienholder may satisfy the lien via a "lien sale," which is essentially a vehicle auction.

Existing law sets forth a specific procedure for vehicles that have been removed by law enforcement after being deemed abandoned, and when the vehicle has been determined to be of "low value" (a valuation of \$500 or less). Under this procedure, law enforcement must attach a notice ("pre-removal notice") to the vehicle at least 72 hours prior to its removal indicating that the removal will take place. Within 48 hours of removal, either the removing agency or the lienholder must send another notice ("post-removal notice") to the vehicle's registered owner at their addresses of record with the DMV, with the following information: contact information for the public agency providing the notice, information regarding where the vehicle is being stored, the legal authority for removal, a statement that the vehicle may be disposed of 15 days from the

date of notice, and a notice that the owners have the opportunity for a hearing to determine the validity of the storage if a request is made within 10 days of the notice.

If, after 15 days from the post-removal notification, the vehicle remains unclaimed and the towing and storage fees have not been paid, and no request for post storage hearing was received, the removal agency must provide the lienholder with authorization to dispose of the vehicle. Existing law requires that disposal of the vehicle may only be to a licensed dismantler or scrap iron processor. It is important to note that if the names and addresses of the registered owners of the vehicle are not available from the DMV, the removing agency may immediately authorize the disposal of the vehicle by the lienholder.

According to the Author

"It is imperative that this process for disposing of low-value abandoned vehicles be amended to address a growing challenge related to abandoned RVs. In an effort to address this issue, this bill authorizes the Counties of Alameda and Los Angeles to implement a program to effect the disposal of an abandoned RV in accordance with the process outlined above if the RV is valued at less than \$4,000. The bill makes other modifications to that process, including requiring that the pre-removal notice include contact information for the removal agency and a statement that a removed RV can be recovered for at least 30 days, and requiring that the post-removal notice include a statement that the registered owner of an RV has up to 30 days from the date of notice to claim the RV. In addition, the bill states that if, after 30 days from the issuance of the post-removal notification, the RV remains unclaimed and the towing and storage fees have not been paid, and if no request for a poststorage hearing was received or a poststorage hearing was not attended, the removal agency shall provide the lienholder with authorization to dispose of the RV. However, the authorization to dispose the RV must include a verification that the RV is inoperable – if the RV is operable, the removal agency can only authorize disposal if the RV was towed due to an environmental or public safety hazard."

Arguments in Support

According to the City of Los Angeles, "The 2024 Greater Los Angeles Point-in-Time Count found more than 13,500 vehicles serving as dwellings, including over 6,800 recreational vehicles. Their presence on city streets blocks sightlines at intersections, occupies scarce parking, and contributes to public health and environmental hazards. At the same time, residents who turn to RVs for shelter remain without access to the stable, affordable housing every Angeleno deserves.

"Current law allows impounded vehicles valued at \$500 or less to be dismantled without first going through a lien sale. Because most derelict RVs exceed that threshold, they enter lien sales where so-called "vanlords" purchase them—sometimes for as little as fifty dollars—only to return them to the streets and rent them out, perpetuating the very conditions communities are struggling to remedy. AB 630 would raise this threshold to \$4,000 for RVs left unclaimed 30 days after notice, thereby closing this loophole."

Arguments in Opposition

According to a broad coalition, including the Western Center on Law and Poverty, "The intent of AB 630 is to enable the disposal of abandoned RVs. Unfortunately, RVs that are being used as housing of last resort are often wrongly towed as "abandoned." By lowering the due process requirements for disposing of abandoned vehicles, AB 630 will incentivize deeming an RV abandoned, even when there is no reasonable basis to conclude it is. Towing and disposing of

people's temporary homes will not improve the houselessness crisis in California; it will only exacerbate it, harming many Californians in the process.

"Importantly, as noted in the Senate Committee on Appropriations fiscal analysis, the bill has potentially broad fiscal impact, including significant costs to the state funded trial court system, state and local law enforcement agencies, and workload cost pressures to the Department of Motor Vehicles – all to implement a policy that will increase unsheltered houselessness and the multitude of associated costs – financial, social, and moral – to our state. Sean Geary, who became unsheltered when he lost his RV, stated in a CalMatters opinion piece, "for many Californians, RVs are their only remaining refuge. Removing these mobile homes directly threatens their personal health and safety.""

FISCAL COMMENTS

According to the Senate Appropriations Committee:

Unknown, potentially significant costs to the state funded trial court system (Trial Court Trust Fund, General Fund) to adjudicate petition for a writ of mandates challenging agency decisions to dispose of recreational vehicles under this bill. As a result of making it easier to tow and dispose of recreational vehicles, subject to judicial review, this bill may lead to additional case filings that otherwise would not have been commenced with attendant workload and resource costs to the court.

Costs pressures (General Funds, local funds) to state and local law enforcement agencies, including the California Highway Patrol, sheriffs, police, University of California Police Department, and more associated with potentially increased appraisals of the value of recreational vehicles for purposes of this bill.

Unknown, potential workload cost pressures to the Department of Motor Vehicles (DMV) to the extent additional lienholders are required to obtain copies of the names and addresses of all persons having an interest in the recreational vehicles from the DMV.

VOTES:

ASM TRANSPORTATION: 15-0-1

YES: Wilson, Davies, Aguiar-Curry, Ahrens, Carrillo, Harabedian, Hart, Hoover, Jackson, Lackey, Lowenthal, Macedo, Papan, Rogers, Ward

ABS, ABST OR NV: Ransom

ASM APPROPRIATIONS: 15-0-0

YES: Wicks, Sanchez, Arambula, Calderon, Caloza, Dixon, Elhawary, Fong, Mark González, Hart, Pacheco, Pellerin, Solache, Ta, Tangipa

ASSEMBLY FLOOR: 70-0-9

YES: Addis, Aguiar-Curry, Ahrens, Alanis, Alvarez, Arambula, Ávila Farías, Bains, Bauer-Kahan, Bennett, Berman, Boerner, Bonta, Calderon, Caloza, Carrillo, Castillo, Connolly, Davies, DeMaio, Dixon, Elhawary, Ellis, Flora, Fong, Gabriel, Gallagher, Garcia, Gipson, Jeff Gonzalez, Mark González, Hadwick, Haney, Harabedian, Hart, Hoover, Irwin, Jackson, Lackey, Lowenthal, Macedo, McKinnor, Muratsuchi, Ortega, Pacheco, Papan, Patel, Patterson, Pellerin, Petrie-Norris, Quirk-Silva, Ramos, Ransom, Celeste Rodriguez, Michelle Rodriguez, Rogers, Blanca Rubio, Schiavo, Schultz, Solache, Soria, Stefani, Ta, Tangipa, Valencia, Wallis, Ward, Wilson, Zbur, Rivas

ABS, ABST OR NV: Bryan, Chen, Kalra, Krell, Lee, Nguyen, Sanchez, Sharp-Collins, Wicks

UPDATED

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CONSULTANT: Aaron Kurz / TRANS. / (916) 319-2093

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