

Date of Hearing: January 22, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

AB 647 (Mark González) – As Amended January 5, 2026

Policy Committee: Housing and Community Development
Transportation

Vote: 8 - 2
15 - 0

Urgency: No

State Mandated Local Program: No

Reimbursable: No

SUMMARY:

This bill expands to any public agency within the County of Alameda or the County of Los Angeles, and to any state agency, the authority to implement a program to dispose of recreational vehicles (RVs) within the County of Alameda or the County of Los Angeles, pursuant to existing law, and extends the existing authority by two years, from January 1, 2030, to January 1, 2032.

FISCAL EFFECT:

1) Annual cost pressures (General Fund (GF) or Trial Court Trust Fund (TCTF)) of an unknown, but potentially significant amount, to the courts in additional workload to adjudicate challenges to agency decisions to dispose of RVs pursuant to the authority provided by this bill. The estimated workload cost of one hour of court time is \$1,000. Although courts are not funded based on workload, increased pressure on staff and the TCTF may create a demand for increased court funding from the GF to perform existing duties.

For its part, Judicial Council concludes any such workload “would not be categorized as significant on our end.”

2) Both the Department of Motor Vehicles (DMV) and California Highway Patrol (CHP) anticipate any costs to be minor and absorbable with existing resources.

COMMENTS:

State law allows a local government to establish rules governing the circumstances that allow the removal of abandoned, wrecked, dismantled or inoperative vehicles. The law provides that, when a peace officer or any other employee of a public agency removes, or causes the removal of, a vehicle and the lienholder determines the estimated value of the vehicle is \$500 or less, the public agency that removed, or caused the removal of, the vehicle shall cause the disposal of the vehicle. As homelessness has increased in California, dramatically, many more people are living in vehicles. One result is people using a greater number of large RVs as shelter.

According to Karen Bass, Mayor of the City of Los Angeles, the use of RVs as shelter and laws regarding impounded RVs create a number of problems:

While RVs provide a makeshift shelter for people experiencing homelessness, they result in harms to the environment and public health and safety including reducing roadway space on narrow streets; impeding

line of sight at intersections and driveways; illegal discharge of hazardous substances into storm drains; occupying parking spaces in parking-scarce neighborhoods; and, in certain instances, contributing to crime and heightened risk of fire...The California Vehicle Code states that the owner of any vehicle that has been impounded must be notified and given 10 days to reclaim the vehicle. If the impounded vehicle is valued at \$501 to \$4,000, the operators of the impound lot have 15 days to prepare the vehicle to enter a lien sale. The RVs are commonly bought by “vanlords”, who purchase multiple lien sale RVs for extremely low costs, sometimes as low as \$50. They then bring RVs back onto the streets and rent them out, perpetuating a challenging cycle.

In response, last year, the Legislature considered, and approved, AB 630 (Mark Gonzalez, Chapter 699, Statutes of 2025), which authorized the counties of Alameda and Los Angeles, until January 1, 2030, to implement a program within their respective jurisdictions to remove and dispose of an abandoned RV if the lienholder (in effect, the public entity that causes the towing of the RV) estimates the RV to have a value of \$4,000 or less and the public agency has verified that the RV is inoperable. The bill was supported by many of California’s larger cities, including the City of Los Angeles.

In December of last year, the Los Angeles City Council, acting on authority it believed AB 630 provided to it, voted to establish a program of RV disposal consistent with AB 630. The city ordinance was challenged in court, with plaintiffs—many of whom opposed AB 630—contending state law authorized only the counties of Alameda and Los Angeles to implement expanded RV towing programs, but not other local governments within those counties. The author of this bill, and of AB 630, asserts his intention was to authorize local agencies within the counties, and the counties themselves, to implement expanded RV towing pilot programs. The author describes this bill as correcting a “drafting error” in AB 630 and as “clarifying,” so that “local governments within Los Angeles County and Alameda County are allowed to implement this pilot program.”

AB 647 is opposed by many of the same entities that opposed AB 630, and some of which challenged the Los Angeles city ordinance in court. Many of these opponents contend the Legislature, in passing AB 630, intentionally limited the expanded RV towing authority to the counties of Alameda and Los Angeles, and that this bill, as described by the Western Center on Law and Poverty, for example, represents:

a drastic expansion of a brand-new pilot program...from two entities to over 100 local agencies before that pilot has even begun and before its impacts can be evaluated. This significant expansion of a new, untested initiative risks creating confusion and conflicting policies and practices and jeopardizes vehicularly housed people’s most valuable asset.

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