

ASSEMBLY THIRD READING  
AB 647 (Mark González)  
As Amended January 5, 2026  
Majority vote

## SUMMARY

Expands implementation authorization of the recreational vehicle (RV) disposal program to any public agency, or a state agency, within the counties of Alameda and Los Angeles, and extends the program authorization until January 1, 2032.

## Major Provisions

- 1) Expands the RV disposal program created by AB 630 (Mark Gonzalez), Chapter 699, Statutes of 2025, to include any public agency, or state agency, within the counties of Alameda or Los Angeles.
- 2) Extends the pilot program until January 1, 2032.

## COMMENTS

*Existing law.* Public officials who remove or cause the removal of 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.

- 1) 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.
- 2) 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.

*Clarifying authority.* In 2025, the California Legislature passed AB 630 (Mark Gonzalez) which authorizes the Counties of Alameda and Los Angeles to implement a program to dispose of RVs subject to specified requirements. This bill clarifies that any local agency, or state agency, within the counties of Alameda and Los Angeles have the authority to implement the RV disposal program.

*Current lawsuit.* On December 9, 2025, the Los Angeles City Council voted to instruct the City Administrative Office, in coordination with the Department of Transportation, Los Angeles Police Department, and the City Attorney, to immediately implement AB 630. On January 5, 2026, a coalition of civil and human rights groups, CD 11 Coalition for Human Rights, filed a lawsuit against the City of Los Angeles in the Superior Court of the State of California in and for the County of Los Angeles. The lawsuit argues that AB 630 authorized the Counties of Los Angeles and Alameda, and not the City of Los Angeles, to implement the RV disposal program.

*Extending the pilot.* The current law that authorizes this program sunsets on January 1, 2030. This bill extends the sunset for additional two years.

*According to the author.* "Abandoned and inoperable vehicles pose significant public health, safety, and environmental challenges across California. I authored AB 630 last year to address these issues to allow local agencies in LA County & Alameda County to implement a pilot program to dispose recreational vehicles valued at \$4,000 or less if the vehicle is declared inoperable and is public safety/environmental hazard before disposal. However, due to a drafting error, additional clarity is needed to ensure that local governments within Los Angeles County and Alameda County are allowed to implement this pilot program and AB 647 gives that clarity."

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### **Arguments in Support**

According to the City of Los Angeles, the sponsors of this bill, "Unsheltered homelessness can take on many forms, including people living in vehicles. The 2024 Greater Los Angeles Point in Time Count found more than 13,500 vehicles being used as dwellings, including more than 6,800 RVs. These oversized vehicles are designed for recreational use, not long-term urban dwelling, and they pose significant environmental, public health, and safety risks both to those living inside and to all city residents. Most importantly, people living in their RVs deserve access to a safe and affordable home."

AB 647 clarifies that the authority created under AB 630 may be utilized by local agencies within Los Angeles and Alameda Counties. It also amends AB 630's sunset date of January 1, 2030 to January 1, 2032 to maintain the pilot program's intended implementation time of 5 years.

For these reasons, I am proud to SPONSOR AB 647 and respectfully request your support of this essential bill."

### Arguments in Opposition

According to the Western Center on Law and Poverty, opponents of the bill, "AB 647, as amended, is a dramatic expansion of the pilot program established in AB 630 that just went into effect January 1, 2026. AB 630 authorized the Counties of Alameda and Los Angeles to create pilot programs to increase the threshold for dismantling some recreational vehicles (RVs), rather than requiring them to be impounded and sold at auction. The Legislature specifically found that the Counties of Alameda and Los Angeles were uniquely equipped to address issues related to abandoned RVs, justifying a time and jurisdiction-limited pilot program.

The Legislature limited this new pilot in scope, allowing two jurisdictions to develop and evaluate the impacts of the new pilot program before it is expanded. AB 647 expands this pilot program to "authorize any public agency within the Counties of Alameda and Los Angeles or a state agency [...], to implement a program to dispose of these recreational vehicles within the County of Alameda or the County of Los Angeles." (Emphasis added) AB 647 would expand this pilot program from two jurisdictions to more than a hundred. Los Angeles County alone contains eighty-eight separate cities; Alameda County includes fourteen separate cities. Both counties contain separate parks districts, universities, and other distinct "public agencies.""

### FISCAL COMMENTS

1) According to the Assembly Appropriations Committee, "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.

### VOTES

#### ASM HOUSING AND COMMUNITY DEVELOPMENT: 8-2-2

**YES:** Haney, Ávila Fariás, Caloza, Garcia, Kalra, Lee, Quirk-Silva, Wicks

**NO:** Ta, Tangipa

**ABS, ABST OR NV:** Patterson, Wilson

#### ASM TRANSPORTATION: 15-0-1

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

**ABS, ABST OR NV:** Lowenthal

**ASM APPROPRIATIONS: 15-0-0**

**YES:** Wicks, Hoover, Stefani, Calderon, Caloza, Dixon, Fong, Mark González, Krell, Bauer-Kahan, Pacheco, Pellerin, Solache, Ta, Tangipa

**UPDATED**

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