

Date of Hearing: August 5, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

SB 692 (Arreguín) – As Amended June 25, 2026

Policy Committee:	Public Safety	Vote:	9 - 0
	Transportation		16 - 0

Urgency: No State Mandated Local Program: No Reimbursable: No

SUMMARY:

This bill authorizes a local public agency to dismantle an abandoned vehicle in place, subject to specified conditions and procedures, and revises the requirements for local ordinances governing removal of low-value abandoned vehicles.

Specifically, this bill:

- 1) Authorizes a public agency of a city, county, or city and county to dismantle, or cause the dismantlement of, an abandoned vehicle in the place the vehicle was abandoned if the vehicle cannot be towed or otherwise moved and has been declared a nuisance or hazard by the local fire marshal, environmental health director, or public health officer.
- 2) Defines an abandoned vehicle for these purposes as either a vehicle that does not have signs of human habitation and that the local agency reasonably believes is not being used for human habitation based on recently conducted outreach, or a vehicle that is inoperable due to the absence of a motor, transmission, or wheels and incapable of being towed.
- 3) Requires specified notice to the registered and legal owners, an opportunity for a hearing, and compliance with disposition requirements before in-place dismantlement may occur.
- 4) Revises the content requirements for local abandoned vehicle abatement ordinances to provide that the exemption from certain procedural requirements for low-value vehicles applies where the vehicle either has been released by the property owner or has been determined to be a nuisance, rather than requiring both conditions.

FISCAL EFFECT:

- 1) Minor costs to the Department of Motor Vehicles (Motor Vehicle Account) to approve the form authorizing dismantlement and to process requests for vehicle ownership records, likely absorbable within existing resources.
- 2) Cost pressures (Trial Court Trust Fund) of an unknown, but likely minor amount, to the extent owners or interested persons seek judicial review of local dismantlement decisions pursuant to Government Code Section 11523.

COMMENTS:

- 1) **Purpose.** According to the author:

SB692 would provide local governments with a narrowly tailored tool to abate and remove abandoned or inoperable vehicles that have become a serious public health and safety hazard but are incapable of being towed. In many cases, abandoned vehicles are in such poor condition and pose serious health and safety risks to the community, with local towing companies refusing to take the vehicles given the conditions. The current Vehicle Code prohibits local governments from abating and addressing imminent health and safety risks when these conditions occur in a vehicle.

SB 692 is a moderate change in the Vehicle Code that will allow local governments to take action when an abandoned or inoperable vehicle is posing an imminent threat to public health or safety, thereby delivering the results that California communities are demanding.

- 2) **Background.** Existing law establishes a comprehensive framework for the abatement, removal, and disposal of abandoned vehicles, including authority for local agencies to adopt abatement ordinances meeting specified content requirements. Existing law generally contemplates that an abandoned vehicle will be towed to a storage or dismantling facility before disposal. Some abandoned vehicles, however, cannot practicably be towed — vehicles stripped of motors, transmissions, or wheels, or vehicles located where towing equipment cannot reach — and remain in place as fire, environmental, or public health hazards. This bill creates an express pathway for local agencies to dismantle such vehicles where the vehicles sit, conditioned on a nuisance or hazard declaration by a designated local official, a habitation-related definition informed by recently conducted outreach, and notice, hearing, and disposition procedures. As passed by the Assembly Public Safety and Transportation Committees in July 2025, this bill contained broader provisions, including authorization for local vehicle buyback programs and related changes to the Homeless Housing, Assistance, and Prevention program. The June 25, 2026, author’s amendments removed those provisions; the bill in print contains only the in-place dismantlement authority and the ordinance-content revisions described above.

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