

SENATE THIRD READING
SB 719 (Cabaldon)
As Amended June 22, 2026
2/3 vote. Urgency

SUMMARY

This bill provides clean-up to SB 1394 (Min), Chapter 655, Statutes of 2024 by extending and aligning current implementation deadlines for vehicle manufacturers who are required to modify automobiles that have a connected vehicle service.

Major Provisions

- 1) Modifies the definition of "connected vehicle service" to mean a software application that is designed to be operated on a mobile device.
- 2) Adds the following definitions:
 - a) "Requestor" means any person submitting a connected vehicle service request who has the vehicle identification number and proof of legal possession.
 - b) "Vehicle" means a motor vehicle having a manufacturer's maximum gross vehicle weight rating under 6,001 pounds, with connected vehicle service.
- 3) Changes the current January 1, 2028, operative date to the 2031 model year for requiring all vehicles with a connected vehicle service to clearly indicate to a person inside the vehicle if connected vehicle location access is enabled.
- 4) Changes the current January 1, 2028, operative date to the 2031 model year for requiring all vehicles with a connected vehicle service to include a mechanism within the car that allows a driver to disable that access and only allows it to be re-enabled in the same manner.
- 5) Changes the current July 1, 2026, operative date for vehicles manufactured prior to January 1, 2028, that have connected vehicle location access, to be updated with the ability for a driver to disable that access if the vehicle has the capability to receive software updates that provide for that functionality to the following:
 - a) For 2028, 2029, and 2030 model year vehicles, as soon as practicable after the vehicle is sold unless technologically infeasible.
 - b) On or before July 1, 2027, for 2027 model year or older vehicles unless technologically infeasible.
- 6) States that this act is an urgency statute in order to allow automobile manufacturers sufficient time to carefully and safely redesign and update automobiles to provide the technology required by SB 1394 (Min, Ashby, Weber-Pierson), Chapter 655, Statutes of 2024.

COMMENTS

In 2024, the Legislature passed, and the Governor signed SB 1394 (Min, Ashby, and Weber-Pierson; Ch. 655, Statutes of 2024). That bill required that automakers assist women fleeing

violent men in their lives by providing them with a way to disconnect a vehicle's remote location services from inside of a car, thus stopping their perpetrator from tracking their movements and location.

That bill required a vehicle manufacturer that includes connected vehicle services in its automobiles, beginning January 1, 2028, to notify a driver if a person outside the car accessed their connected vehicle service or connected vehicle location access. In addition, after January 1, 2028, a manufacturer will need to include a mechanism that allows a driver to disable the connected vehicle location access from inside the car. This Committee found that the policies contained in SB 1394 were critical for the safety of women and would significantly improve their ability to escape an abuser.

While supportive of the bill, some automakers ran into challenges meeting the timeframes that were included. This bill adjusts the time frames in statute and aligns them with vehicle model years, rather than specific dates. The Alliance for Automotive Innovation, along with a coalition of car dealers, writing in support of the bill, describe the challenges in this way:

As automakers have worked to implement the law, it has become clear that certain deadlines cannot be met. While automakers have already implemented the webpage-based termination requirement, the timelines associated with in-vehicle features do not align with the realities of vehicle production.

Vehicle development begins nearly a decade before a particular model hits the road. The process requires extensive engineering, testing, validation, and coordination across complex global supply chains. Each aspect of a vehicle is designed with the entire system in mind. Both hardware and software must function safely and reliably as an independent component and as part of a greater whole. As a result, vehicle systems cannot be redesigned and deployed on the timelines required by SB 1394.

For example, the requirement that vehicles include an in-vehicle mechanism to terminate location services takes effect on July 1, 2026. This date provides less than two years between final bill language going into print and the effective date for manufacturers to review, design, test, and deploy updates. These changes must seamlessly integrate into the extensive network of existing software and hardware without disrupting any capability currently relied upon by consumers. Without careful development, a rushed update could impair a host of functions including safety features, GPS, or Advanced Driver-Assistance Systems.

This time crunch is exacerbated by the application of some requirements to existing vehicles at the same time as new vehicles. Different makes, models, and trim levels have offered unique mixes of capabilities and have done so through different technologies. This range of technical considerations prevents developers from employing any one-size-fits-all solution. Producers are spread thin attempting to develop an extensive range of backwards looking software solutions all at once.

Opponents of the bill argue the following:

SB 719 is problematic and dangerous because it not only seeks to delay the auto industry's obligation of protecting [Domestic violence] DV victims by another five years, but this bill also allows industry to unilaterally determine if the technology in question is "technologically infeasible." This is a power that should not solely lie with the auto industry.

Industry has the capability to notify drivers if their location is being accessed and this bill allows them to further evade accountability to consumers and their social responsibility of protecting victims of domestic violence.

It appears that the opposition misunderstands the impact of the bill. The delay in implementation is not a five-year delay. As it pertains to the current July 1, 2026 deadline for cars that are capable of being updated remotely, that deadline will be extended one year to July 1, 2027.

For new cars, the current January 1, 2028, deadline is being aligned with the 2031 model year release, rather than with a calendar date. New model year cars are generally released in the late Summer/early Fall of the prior year. As a result, this change will delay the implementation date by approximately 18 months. However, the bill also adds a new deadline by requiring that 2028, 2029, and 2030 models be updated as soon as practicable after the vehicle is sold unless that is technologically infeasible. Given the fact that model 2028 cars will begin being sold in mid to late 2027, the net effect of this change is to bring the deadline forward rather than extending the deadline.

In addition, current law required auto manufacturers, by July 1, 2025, to develop a clear process for allowing drivers to submit a request to have any connected vehicle service connection account severed and to obtain a new connected vehicle service account. That process has been implemented so women experiencing abuse at the hands of their current or former male partners are able to have the connected vehicle service severed so that they can use the car to escape from their abuser. Therefore, the assertion that "DV victims will have to wait another five years for protection" is inaccurate. SB 1394 ensured that women fleeing their abusers would have that ability within six months after enactment of the bill.

According to the Author

In 2024, SB 1394 made an important commitment to survivors of domestic abuse by providing victims with the power to disable the connected vehicle features that perpetrators use to track and harass them. However, the short timeline did not give automobile manufacturers enough time to make these changes within the multi-year vehicle design and manufacturing process.

SB 719 does not remove any victim safety requirements of the law. It clarifies technical aspects, adjusts the law's implementation dates to better align with the multi-year design and manufacturing process for vehicles, and is consistent with similar laws in other states.

Arguments in Support

See comments from support above.

Arguments in Opposition

See comments from opposition above.

FISCAL COMMENTS

No significant state costs. The bill's requirements apply to private vehicle manufacturers and entities acting on their behalf, and the bill creates no new state program, agency duty, or appropriation.

VOTES**SENATE FLOOR: 39-0-1**

YES: Allen, Alvarado-Gil, Archuleta, Arreguín, Ashby, Becker, Blakespear, Cabaldon, Caballero, Cervantes, Choi, Cortese, Dahle, Durazo, Grayson, Grove, Hurtado, Jones, Laird, Limón, McGuire, McNerney, Menjivar, Niello, Ochoa Bogh, Padilla, Pérez, Reyes, Richardson, Rubio, Seyarto, Smallwood-Cuevas, Stern, Strickland, Umberg, Valladares, Wahab, Weber Pierson, Wiener

ABS, ABST OR NV: Gonzalez

ASM PRIVACY AND CONSUMER PROTECTION: 15-0-0

YES: Bauer-Kahan, Macedo, Bryan, DeMaio, Hoover, Irwin, Lowenthal, McKinnor, Ortega, Patterson, Pellerin, Petrie-Norris, Ward, Wicks, Wilson

ASM APPROPRIATIONS: 15-0-0

YES: Wicks, Hoover, Aguiar-Curry, Calderon, Caloza, Dixon, Fong, Mark González, Krell, Pacheco, Pellerin, Sharp-Collins, Solache, Ta, Tangipa

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