
UNFINISHED BUSINESS

Bill No: SB 719
Author: Cabaldon (D), et al.
Chaptered: 6/30/26
Vote: 27 - Urgency

SENATE JUDICIARY COMMITTEE: 13-0, 1/13/26

AYES: Umberg, Niello, Allen, Ashby, Caballero, Durazo, Laird, Reyes, Stern, Valladares, Wahab, Weber Pierson, Wiener

SENATE GOVERNMENTAL ORG. COMMITTEE: 14-0, 1/13/26

AYES: Padilla, Valladares, Archuleta, Ashby, Blakespear, Cervantes, Dahle, Jones, Ochoa Bogh, Richardson, Rubio, Smallwood-Cuevas, Wahab, Weber Pierson

NO VOTE RECORDED: Hurtado

SENATE APPROPRIATIONS COMMITTEE: Senate Rule 28.8

SENATE FLOOR: 39-0, 1/26/26

AYES: 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

NO VOTE RECORDED: Gonzalez

ASSEMBLY FLOOR: 67-0, 6/29/26 - See last page for vote

SUBJECT: Access to connected vehicle service

SOURCE: Author

DIGEST: This bill amends the Connected Vehicle Service law to rework various provisions, slightly narrow the scope, and delay the operative date of specified sections of the law, tying them to technical feasibility.

Assembly Amendments of 6/22/26 gut and amend the previous contents of this bill and place an urgency clause in this bill.

ANALYSIS:

Existing law:

- 1) Defines “vehicle” as a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks. (Vehicle (Veh.) Code § 670.)
- 2) Defines the following:
 - a) “Account holder” means a person who is a party to or a user of services provided under a contract for connected vehicle service with a covered provider, and includes, but is not limited to, a subscriber, customer, or registered user.
 - b) “Connected vehicle location access” is a type of connected vehicle service that allows a person who is outside of a vehicle, excluding a covered provider or vehicle cellular data provider, to view or track the location of the vehicle, including, but not limited to, a location determined by a Global Positioning System (GPS), whether through the internet, an app-based technology, or any other remote wireless connectivity technology.
 - c) “Connected vehicle service” means any capability provided by or on behalf of a vehicle manufacturer that enables a person, excluding a covered provider or vehicle cellular data provider, to remotely obtain data from, or send commands to, a vehicle, which may be accomplished through a software application that is designed to be operated on a mobile device.
 - d) “Connected vehicle service account” means an account or other means by which a person enrolls in or obtains access to a connected vehicle service.
 - e) “Connected vehicle service request” means a request by a driver to terminate a person’s access to connected vehicle service.
 - f) “Covered provider” means a vehicle manufacturer or an entity acting on behalf of the vehicle manufacturer that provides connected vehicle service. (Veh. Code § 28200.)
- 3) Requires, beginning January 1, 2028, a vehicle with connected vehicle service to clearly indicate to a person inside the vehicle that someone outside the

vehicle has accessed the connected vehicle service or the connected vehicle location access. (Veh. Code § 28202.)

- 4) Requires, beginning January 1, 2028, that new vehicles with connected vehicle location access 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. (Veh. Code § 28240.)
- 5) Requires that on July 1, 2026, vehicles manufactured prior to January 1, 2028, that have connected vehicle location access, must 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. (Veh. Code § 28206.)
- 6) Allows manufacturers to require a driver to input a mobile phone number associated with the connected vehicle service account to disable the location access. (Veh. Code § 28242.)
- 7) Prohibits requiring any verification beyond the phone number in order to disable location access, including, but not limited to, the use of a two-factor authentication process. (Veh. Code § 28242.)
- 8) Exempts vehicles owned or operated by a rental company that is subject to the provisions in Civil Code Section 1393.01. (Veh. Code § 20206(c).)
- 9) 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. (Veh. Code § 28206.)
- 10) Requires a driver to submit documentation demonstrating that they have the authority to terminate a person's access to the connected vehicle service. (Veh. Code § 28224.)
- 11) Requires the manufacturer to terminate the service within two business days of receiving the request. (Veh. Code § 28224.)

This bill:

- 1) Modifies the definition of “connected vehicle service” to mean a software application that is designed to be operated on a mobile device provided by or on

behalf of a vehicle manufacturer that enables a person, excluding a covered provider or vehicle cellular data provider, to remotely obtain the location of the vehicle or send data from, or send commands to, a vehicle.

- 2) Defines “requestor” to mean any person submitting a connected vehicle service request who has the vehicle identification number and proof of legal possession.
- 3) Adds a new definition of “vehicle” that limits it to motor vehicles having a manufacturer’s maximum gross vehicle weight rating under 6,001 pounds, with connected vehicle service.
- 4) Removes the operative dates from the bill, and instead provides deadlines based on model year and technological feasibility.
- 5) Amends the above law to provide that a vehicle with connected vehicle service shall clearly indicate to a person who is inside the vehicle if connected vehicle location access is enabled.
- 6) Makes other clarifying and technical amendments.
- 7) Includes an urgency clause.

Comments

Domestic violence can take many forms, but generally involves a pattern of behaviors by an abuser to gain and maintain power and control. This can involve emotional abuse, intimidation, economic abuse, coercion and threats, and physical or sexual violence. Abusers can assert control over economic resources, children, and modes of transportation. Escaping domestic violence is often harrowing and beset by fear of being caught or found by the abuser.

With the near ubiquitous nature of connected devices and attendant tracking mechanisms, a new tool for abusers to maintain power and control has caused alarm among survivors and advocates. Research and reporting finds that abusers are increasingly using connected devices in vehicles to harass and terrify their victims even after they have managed to escape.

SB 1394 (Min, Chapter 655, Statutes of 2024) was passed into law to address these concerns and to provide a tool for survivors to regain control of their lives by regaining control of their vehicles. Importantly, the law provides for clear warnings to those inside vehicles when someone outside the vehicle has accessed either (1)

connected vehicle service or (2) connected vehicle location access. This serves the obvious purpose of allowing a driver, potentially a survivor of some form of abuse, to know when someone outside the vehicle is trying to remotely obtain some form of data about the vehicle. This provision is set to come into effect on January 1, 2028.

This bill now provides that such a vehicle must indicate to a person inside the vehicle when connected vehicle location access is enabled. The bill provides that this protection will apply starting with vehicles with a model year of 2031.

Definitions. Some definitions have also been adjusted or added. “Connected vehicle service” is currently defined as any capability provided by or on behalf of a vehicle manufacturer that enables a person, excluding a covered provider or vehicle cellular data provider, to remotely obtain data from, or send commands to, a vehicle, which may be accomplished through a software application that is designed to be operated on a mobile device. This bill slightly narrows this definition including by now encompassing software applications that are designed to be operated on a mobile device rather than any capability that may be accomplished through such a mobile application.

Currently, “vehicle” is defined broadly for purposes of the Vehicle Code as a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks. This bill redefines “vehicle” for purposes of this law to mean a motor vehicle having a manufacturer’s maximum gross vehicle weight rating (GVWR) under 6,001 pounds, with connected vehicle service. While this will still include most passenger vehicles, a number of SUVs, for instance, especially electric models, like Rivians, may be excluded from the law.

Delayed operative dates. In addition to the changes noted above, the bill removes the existing deadlines from the law and establishes a new model-year based metric. SB 1394 provided specific operative dates for the various sections of the law. For instance, Article 2 of the law is already in effect. That part of the law requires a process to be established for a driver to request to terminate a person’s access to connected vehicle service.

Article 3 of the bill requires covered providers to provide a mechanism for a driver inside a vehicle to immediately disable connected vehicle location access that meets certain requirements. This article comes into effect on January 1, 2028, for vehicles manufactured after that date, that have connected vehicle location access. For vehicles manufactured prior to January 1, 2028, that have connected vehicle

location access, and have the capability to receive software updates that provide for the functionality required, the operative date is July 1, 2026.

This bill provides new deadlines, as follows:

- Beginning with the 2031 model year, all vehicles with connected vehicle location access.
- For 2028, 2029, and 2030 model year vehicles, as soon as practicable after the vehicle is sold unless technologically infeasible.
- On or before July 1, 2027, for 2027 model year or older vehicles unless technologically infeasible.

As indicated below, opposition has raised strong concerns with the “technological feasibility” element being inserted.

According to the author:

In 2024, the legislature passed SB 1394, an important domestic violence protection that provided survivors with two safeguards against the misuse of connected vehicle features. First, it created a website that allows victims to remove an abuser's remote access to their vehicle, a protection that is now in effect. Second, it required an in-car notification alerting drivers when their vehicle is being tracked, along with the power to shut that access off.

The in-vehicle shutoff requirement is set to take effect on July 1, 2026. Given the multi-year vehicle design and manufacturing cycle, that deadline is not feasible. Without the delayed implementation, California would prohibit the sale of most new and used vehicles that don't meet these standards, disrupting consumers, dealers, and the broader market.

SB 719 does not remove any victim safety requirements of the law. It clarifies technical definitions, 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.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

SUPPORT: (Verified 6/28/26)

Alliance for Automotive Innovation
California New Car Dealers Association

CarMax
Carvana

OPPOSITION: (Verified 6/28/26)

Consumer Federation of California
Consumers for Auto Reliability and Safety (CARS)

ARGUMENTS IN SUPPORT: The industry coalition writes:

This measure provides important clarifications and implementation updates to SB 1394 (Min, 2024) which addressed vehicle safety features intended to prevent the misuse of connected vehicle services and location data by perpetrators of domestic abuse.

This measure aligns the requirements of SB 1394 with a timeline that reflects the reality of vehicle design and manufacturing. The measure does not remove any victim safety requirements currently in law. It simply clarifies technical aspects and adjusts the law's implementation dates to better fit the multi-year vehicle development process.

Modern vehicles increasingly offer connected features that improve driver convenience and safety. These features can include vehicle location services, remote vehicle controls, and vehicle-connected cellphone applications. These technologies generally provide substantial consumer benefits, including theft prevention and increased control over vehicle functions.

ARGUMENTS IN OPPOSITION: Consumers for Auto Reliability and Safety writes:

This bill will allow auto manufacturers to continue putting victims of domestic violence in danger by delaying the implementation of safety technology that would prevent abusers from tracking victims through connected vehicle services. This is simple technology that should not take seven years to implement, and should be implemented as required under existing law -- on July 1, 2026.

The auto industry should not be preventing consumers from having the ability to control who can access and use their own personal data. This is a privacy issue that creates a very real threat to consumer

safety and, in the case of domestic violence (DV) survivors, could lead to a life-or-death situation.

SB 719 is problematic and dangerous because it not only seeks to delay the auto industry's obligation of protecting 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.

ASSEMBLY FLOOR: 67-0 6/29/26

AYES: Addis, Aguiar-Curry, Ahrens, Alanis, Alvarez, Arambula, Ávila Farías, Bauer-Kahan, Bennett, Berman, Bonta, Bryan, Calderon, Caloza, Carrillo, Castillo, Chen, Davies, DeMaio, Dixon, Ellis, Flora, Fong, Garcia, Gipson, Jeff Gonzalez, Mark González, Hadwick, Haney, Harabedian, Hart, Hoover, Irwin, Jackson, Johnson, Krell, Lowenthal, Macedo, McKinnor, Nguyen, Pacheco, Papan, Patel, Patterson, Pellerin, Petrie-Norris, Quirk-Silva, Ramos, Ransom, Celeste Rodriguez, Michelle Rodriguez, Rogers, Blanca Rubio, Sanchez, Schultz, Sharp-Collins, Solache, Soria, Ta, Tangipa, Valencia, Wallis, Ward, Wicks, Wilson, Zbur, Rivas

NO VOTE RECORDED: Bains, Boerner, Connolly, Elhawary, Gabriel, Kalra, Lackey, Lee, Muratsuchi, Ortega, Schiavo, Stefani

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