

Date of Hearing: July 14, 2025

ASSEMBLY COMMITTEE ON TRANSPORTATION

Lori D. Wilson, Chair

SB 692 (Arreguín) – As Amended May 23, 2025

**SENATE VOTE:** 38-0

**SUBJECT:** Vehicles: homelessness

**SUMMARY:** Lessens the procedures a local agency must comply with in order to remove and dispose of specified low-value vehicles that have been determined to be abandoned or are inoperable. Specifically, **this bill:**

- 1) Specifies that procedures for removal of abandoned vehicles also apply to inoperable vehicles.
- 2) Requires a notice of not less than 10 days of the intention to abate and remove a vehicle or part thereof as a public nuisance unless the property owner and the owner of the vehicle have signed releases authorizing removal and waiving further interest in the vehicle or part thereof.
- 3) Exempts from the 10-day prior notice requirement vehicles that are inoperable due to the absence of a motor, transmission, or wheels and are incapable of being towed, and are valued at less than \$200 by a person with the authority to appraise vehicles, if either of the following criteria is met
  - a) The property owner has signed a release authorizing removal and waiving their interest in the vehicle or part; and,
  - b) A local agency determines the vehicle or part is determined to be a public nuisance presenting imminent threat to public health or safety.
- 4) Adds the option for an owner to sign a release waiving the waiting period prior to the final disposition of a vehicle or part by a local agency.
- 5) Adds that the exemption of the 10-day notice requirement for inoperable vehicles only applies to parcels that are zoned for agricultural use in addition to parcels not improved with a residential structure containing one or more dwelling units.
- 6) Expands the exemption from the 72 hour notice before a vehicle is removed by a public agency to apply to abandoned vehicles or parts thereof that are inoperable due to the absence of a motor, transmission, or wheels and incapable of being towed, and are determined by the local agency to be a public nuisance presenting an immediate to public health or safety.

**EXISTING LAW:**

- 1) Gives specified peace officers the authority to make appraisals of the value of vehicles, for the purposes of determining when the vehicle may be subject to removal or disposal, as specified. (Vehicle Code (VC) 22855)

- 2) Authorizes a peace officer and other specified persons to remove a vehicle, subject to specified notice, storage, and release requirements, in a variety of enumerated circumstances, including where a vehicle is left unattended upon a bridge and constitutes an obstruction to traffic, where a vehicle is parked on a highway in a position that obstructs traffic or creates a hazard to other traffic, and if the vehicle is parked so as to block the entrance to a private driveway. (VC 22651 – 22856)
- 3) Authorizes a city, county, or city and county to adopt an ordinance establishing procedures for the abatement and removal, as public nuisances, of abandoned, wrecked, dismantled, or inoperative vehicles, from private or public property. (VC 22660.)
- 4) Requires an ordinance establishing procedures for the removal of abandoned vehicles to:
  - a) Give notice to the Department of Motor Vehicles within five days of removal that identifies the vehicle and any evidence of registration. (VC 22661(a));
  - b) Make the ordinance inapplicable to a vehicle lawfully enclosed within a building in a manner where it is not visible, as specified, or a vehicle lawfully stored in connection with a licensed dismantler, licensed vehicle dealer, or a junkyard, although this does not authorize a public or private nuisance. (VC 22661(b)); and,
  - c) Require the issuing of a 10 day notice of intention to abate and remove the vehicle as a public nuisance, unless the applicable owners have signed a release authorizing removal and waiving further interest in the vehicle, subject to the following:
    - i. This does not apply to a removal of a vehicle that is: 1) inoperable due to the absence of a motor, transmission, or wheels and incapable of being towed; 2) valued under \$200; 3) determined to be a public nuisance presenting an immediate threat to public health or safety; and 4) provided that the property owner has signed a release authorizing removal and waiving further interest in the vehicle.
    - ii. Prior to final disposition of such a low-valued vehicle, if evidence of registration was recovered the agency shall provide notice to the applicable property owners of intent to dispose of the vehicle, and if it is not claimed and removed within 12 days after the notice is mailed, as specified, final disposition may proceed.
    - iii. No local agency or contractor shall be liable for damage caused to a vehicle by removal, as specified.
    - iv. This only applies to inoperable vehicles located upon a parcel that is zoned for agricultural use or not improved with a residential structure containing one or more dwelling units. (VC 22661(c))
- 5) Require the 10 day notice of intention, when required, to be mailed to the applicable property owners, and to contain a statement of the owners hearing rights, including their right to appear in person and to deny responsibility for the presence of the vehicle. (VC 22661(d))
- 6) Provide that an owner may request a public hearing within 12 days of the mailing of the notice of intention or signing of the release, which must be held if requested. If the owner of the land submits a statement denying responsibility for the vehicle within this time period, that statement constitutes a request for a hearing, however, if a request is not received within this time period, the governing body may remove the vehicle. (VC 22661(e))

- 7) Prohibit a vehicle, after it has been removed, from being reconstructed or made operable, unless as otherwise specified. (VC 22661(f))
- 8) Provide that if an owner of the land denies responsibility for the presence of the vehicle and it is determined the vehicle was placed on the land without the consent of the landowner and that they have not subsequently acquiesced to its presence, the local authority shall not assess costs of administration or removal of the vehicle against the property upon which the vehicle is located or otherwise attempt to collect those costs from the owner. (VC 22661(g))
- 9) Provides that vehicles may be disposed of by removal to a scrapyard, automobile dismantler's yard, or any suitable site operated by a local authority for processing as scrap, or other final disposition, consistent with the above requirements. (VC 22662)
- 10) Authorizes peace officers or other designated person who have reasonable grounds to believe that the vehicle has been abandoned, to remove the vehicle from a highway or from public or private property. (VC 22669(a))
- 11) Declares motor vehicles that are parked, resting, or otherwise immobilized on any highway or public right-of-way and which lack an engine, transmission, wheels, tires, doors, windshield, or any other part or equipment necessary to operate safely on the highways of this state, to be a hazard to public health, safety, and welfare, and authorizes their removal, immediately upon discovery by a peace officer or other authorized person. (VC 22669(d))
- 12) Provides that when a peace officer or other authorized person removes a vehicle because they have reasonable grounds to believe that the vehicle has been abandoned or because the vehicle constitutes a hazard to public health safety and welfare, and where the estimated value of the vehicle is \$500 or less, the agency that removed the vehicle shall cause its disposal, subject to the following:
  - a) The peace officer or authorized person must securely attach to the vehicle a distinctive notice stating that the vehicle will be removed at least 72 hours before the vehicle is removed, unless it is an abandoned vehicle valued at \$300 or less that is a hazard to public health, safety, and welfare, as specified. (VC 22851.3 (a))

**FISCAL EFFECT:** According to the Senate Appropriations Committee, "Unknown, potential cost savings (local funds) to the extent that local governments are able to abate vehicles without a 10-day notice of intention if the owner signs a release."

**COMMENTS:** Californians have consistently cited homelessness as a top issue facing the state, and in 2024, homelessness reached record highs. Based on the 2024 point-in-time (PIT) count of people experiencing homelessness on a given night, over 24% (187,000) of the nation's people experiencing homelessness were in California, a 3.1% increase from 2023. Two in three of those experiencing homelessness in California were unsheltered.

Homelessness arises from an interaction between structural factors, such as the shortage of affordable housing and deficiencies in the social safety net, and individual factors, such as substance use and childhood adversity. According to the National Low Income Housing Coalition, in 2021 there were 33 units of affordable housing available for every 100 extremely low income households, defined as those earning less than 30% of the area median income.

Regions where affordable housing is particularly scarce have elevated rates of homelessness. Only one in four US households that are eligible for a housing choice voucher (a rental subsidy also known as Section 8) receive one, because of a lack of federal funding to provide subsidies for all who are eligible. Rising home prices and rent have outpaced home building in the state, and California has among the lowest homeownership rates in the country. Over a quarter of Californians, including four in ten lower-income adults, worry about their housing costs every day or almost every day. Within this context, people with individual vulnerabilities, such as having a substance use disorder, severe mental illness, or a history of incarceration, are at heightened risk for homelessness.

Unhoused individuals are increasingly policed and subject to criminal penalties. As summarized by a peer reviewed journal, *Transport Reviews*:

“[There has been] a general trend of increasing criminalization of homelessness over the last three decades; transit environments are no exception. Broadly, this has entailed the adoption of ordinances restricting activities associated with homelessness (such as camping, loitering, and panhandling), more intensive policing, and the use of hostile architecture in public spaces [citation omitted]. For example, a number of municipalities have enacted since the early 1990s “sit-lie” ordinances, which prohibit individuals from lingering, sitting, or sleeping in public spaces.”

This is particularly true following the 2024 U.S. Supreme Court decision in *City of Grants Pass v. Johnson*, which overturned legal precedent and permitted local governments to arrest and fine unhoused persons in public spaces, even when no alternative shelter is available. (*City of Grants Pass v. Johnson* (2024) 603 U.S. 52.) Following this court case, there has been an uptick in criminal penalties associated with being unhoused. For example, the City of Fresno has since made it a misdemeanor to camp anywhere, even if no shelter is available. As of September, 2024, at least 15 local jurisdictions in California modified their ordinances to further punish conduct associated with homelessness.

*Who is experiencing homelessness?* According to the 2024 PIT in California, of those experiencing homelessness, 36.9% identified as Hispanic or Latino, 36.4% white, 22.2% Black, African American or African, 3.0% American Indian or Alaska Native, 2.0% Asian or Asian American, and 0.9% Native Hawaiian or other Pacific Islander. Sixty-four percent were men, 33.7% were women, and the remaining people identified as transgender, gender questioning, culturally specific identity, different identity, non-binary, or more than one gender. Additionally, the homeless population is aging reflecting a nationwide trend. In 2023 almost half of single homeless adults in California were ages fifty and older, compared with 11% in San Francisco in 1990. Research has shown that homeless adults experience accelerated aging, with premature onset of chronic medical conditions, functional and cognitive impairments, and high rates of age-adjusted mortality.

*Who lives in a vehicle?* In Los Angeles, almost half of the unsheltered population live in their vehicles. In San Jose, an estimated 17% of people experiencing homelessness live in their vehicles, while in Sonoma County the estimate is 29%. Vehicles represent a critical last-resort for persons on the verge of losing shelter. As stated by Transfer Magazine, a publication of the Pacific Southwest Region University Transportation Center:

“A car is often shelter of last resort for housing-insecure people. If a person loses their housing and has a vehicle, that vehicle can prevent them from living on sidewalks and other public places. Tents and other makeshift shelters can offer protection from the elements, but cars tend to offer more safety and stability, and more mobility. A car can be locked to secure one’s belongings, blends into the neighborhood in ways a sidewalk tent doesn’t, and offers a way to reach jobs, schools, and services.”

According to the University of California, Los Angeles (UCLA) report *Who Lives in Vehicles and Why? Understanding Vehicular Homelessness in Los Angeles* in 2020, almost 60% of the city's unhoused population lived in their vehicle. According to that report, “Compared to non-vehicular respondents, people living in vehicles identified as female, White, and older at higher rates. The vehicular unhoused were also more likely to be in households with children. People living in vehicles reported higher employment rates and were more likely to be actively looking for work.”

According to the UCLA report, while women make up 30% of the unhoused population, they make up 46% of those living in a vehicle. While only 5% of the unhoused population were living with children, 18% of those living in a vehicle were living with children. A higher percentage of unhoused persons living in vehicles were unhoused because of domestic violence (10.7%) while 31% of those living in their vehicles reported suffering from domestic violence.

If a person who is residing in their vehicle loses it to a tow, recovering the vehicle is expensive. *Towed into Debt: How Towing Practices in California Punish Poor People*, a report issued by the sponsors of this bill, notes that the average tow fee in California is \$189, with a \$53 storage fee per day and a \$150 administrative fee. After three days of storage, a towing fee would be \$499. This would amount to over 33% of an indigent person's monthly income if they made the maximum amount to make them eligible for Medi-Cal.

*Addressing homelessness.* Housing programs are implemented locally, as a result, there is wide variation in the availability, distribution, and number of beds available. The challenges of providing beds for homeless people are highlighted by rising costs and limited progress despite increased spending. In San Francisco, where capacity has grown significantly, the city's homelessness department projected it would need almost \$1 billion more in funding to end unsheltered homelessness over the next three years. In Los Angeles, programs such as Inside Safe have attempted to address capacity issues, but concerns about high costs and the difficulty of tracking and improving longer-term outcomes resulted in city officials agreeing to an independent audit. Calls for increased transparency have grown since separate audits released in April 2024 found that both the state and the cities of San Diego and San Jose have failed to consistently monitor program spending or effectiveness.

California voters passed Proposition 1 in March 2024 to approve a \$6.4 billion bond to build (1) more places for mental health care and drug or alcohol treatment and (2) more housing for people with mental health, drug, or alcohol challenges. In light of concerns about costs and monitoring—as well as state and local budget constraints—it will be important to make careful use of this and other funding for programs designed to address homelessness. Tracking spending, collecting data, and evaluating outcomes can help ensure that temporary and permanent housing programs are having their intended impact.

*Homeless encampments.* In June of 2024, the Supreme Court ruled in *Grants Pass v. Johnson*, effectively allowing cities to enforce blanket bans on camping, even if no shelter beds are available. In July of 2024, Governor Newsom issued an executive order that directed state agencies to take immediate action to remove homeless encampments on state land. Since July 2021, more than 16,000 encampments have been cleared from the state right of way. In an effort to encourage local governments to follow suit in clearing encampments, the administration released a model ordinance for cities and counties to immediately address encampments. In some municipalities, such as San Francisco, arrests and citations have increased by 500%.

*Committee comments.* This bill makes it easier for local governments to remove and dispose of low-valued vehicles that are considered “abandoned” by removing certain pre-removal notice requirements currently required to be provided before removal and disposal. Notably, the Vehicle Code does not define when a vehicle is “abandoned.” This gives local governments a certain amount of discretion to make this determination. This has led some localities to create a very permissible standard for abandonment such as where a vehicle “is left 72 hours or more on the highway.” Further, persons authorized to appraise the value of vehicles, for the purposes of determining when the vehicle may be subject to removal or disposal, include peace officers. Expediting the process of removing and disposing low-value “abandoned vehicles” could provide localities that are hostile to persons living in their vehicles with a more streamlined tool to seize such means of shelter, which may contribute to the homelessness crisis in this state.

*According to the author.* “SB 692 allows local governments the ability to abate and remove abandoned or inoperable vehicles that are valued at less than \$200 and pose an imminent threat to public health or safety while still ensuring adequate noticing and hearing requirements are followed.

When an individual experiencing homelessness is moved indoors, these abandoned, and oftentimes inoperable, vehicles remain on the street. In many cases, these 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.”

*Arguments in support.* The Bay Area Council states, “public spaces, SB 692 is a welcomed and pragmatic approach to removing abandoned vehicles that present an imminent risk to health and safety. SB 692 equips local governments with the tools to swiftly address hazardous conditions caused by abandoned or inoperable vehicles, while maintaining appropriate legal safeguards. The bill strikes a balance between enforcement and compassion, streamlining notice and abatement procedures in urgent situations while still preserving due process. By addressing this issue thoughtfully and proactively, SB 692 supports the health and safety of all communities.

SB 692 is in alignment with the Bay Area Council’s long-standing commitment to improve the quality of life of residents, employers and employees, and visitors. Safe and well-maintained streets are foundational to our broader economic vitality and are therefore key to the sustainability and resilience of the Bay Area.”

*Arguments in opposition.* The Western Center on Law & Poverty states, “Western Center opposes SB 692 because it would have a disparate impact on people experiencing homelessness and open the door to them further being deprived of their property.

Across California, many people experiencing houselessness are vehicularly housed. In 2023 in Los Angeles County, 39% of people experiencing houselessness were vehicularly housed; in San Jose and Sonoma Counties, those numbers were 17% and 29%, respectively. Vehicles are often shelters of last resort, and can offer “more safety [...], stability, and [...] mobility.” Many vehicularly housed people claim that vehicles are “safer and provide more stable and secure lodging than living in public spaces such as sidewalks, underpasses, or parks.” Vehicles may be “locked to secure one’s belongings [...] and offer a way to reach jobs, schools, and services.” The towing and impounding of vehicles leaves vehicularly housed people and families without safety, shelter, and a crucial means of transportation.

Allowing cities and counties to impound a vehicle solely because it is used as a residence will further marginalize the women, children, disabled, and older adults who need these vehicles for shelter, transportation, and safety. It will set these families impossibly far back in their search for more stable housing.”

*Double referral.* This bill was heard in the Assembly Public Safety Committee where it passed by a vote of 9-0.

*Committee amendments.* The author and this Committee have agreed to strike the words “incapable of being towed” from Section 1. Section 22661(c)(2) of the Vehicle Code and strike Section 2 from the bill.

SECTION 1. Section 22661 of the Vehicle Code is amended to read:

22661. Any ordinance establishing procedures for the removal of abandoned or inoperable vehicles shall contain all of the following provisions:

(a) The requirement that notice be given to the Department of Motor Vehicles within five days after the date of removal, identifying the vehicle or part thereof and any evidence of registration available, including, but not limited to, the registration card, certificates of ownership, or license plates.

(b) Making the ordinance inapplicable to (1) a vehicle or part thereof that is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property or (2) a vehicle or part thereof that is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, or a junkyard. This exception shall not, however, authorize the maintenance of a public or private nuisance as defined under provisions of law other than this chapter.

(c) (1) The requirement that not less than a 10-day notice of intention to abate and remove the vehicle or part thereof as a public nuisance be issued, unless the property owner and the owner of the vehicle have signed releases authorizing removal and waiving further interest in the vehicle or part thereof.

(2) However, prior notice of intention is not required for removal of a vehicle or part thereof that is inoperable due to the absence of a motor, transmission, or wheels ~~and incapable of being towed~~, and is valued at less than two hundred dollars (\$200) by a person specified in Section 22855, if either of the following criteria is met:



*SEC. 2. Section 22851.3 of the Vehicle Code is amended to read:*

~~**22851.3.** Whenever a peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or any other employee of a public agency authorized pursuant to Section 22669, removes, or causes the removal of, a vehicle pursuant to Section 22669 and the public agency or, at the request of the public agency, the lienholder determines the estimated value of the vehicle is five hundred dollars (\$500) or less, the public agency that removed, or caused the removal of, the vehicle shall cause the disposal of the vehicle under this section, subject to all of the following requirements:~~

~~(a) Not less than 72 hours before the vehicle is removed, the peace officer or the authorized public employee has securely attached to the vehicle a distinctive notice which states that the vehicle will be removed by the public agency. This subdivision does not apply to abandoned vehicles removed pursuant to subdivision (d) of Section 22669, or abandoned vehicles or parts thereof that are inoperable due to the absence of a motor, transmission, or wheels and incapable of being towed, and are determined by the local agency to be a public nuisance presenting an immediate threat to public health or safety, which are determined by the public agency to have an estimated value of three hundred dollars (\$300) or less.~~

~~(b) Immediately after removal of the vehicle, the public agency which removed, or caused the removal of, the vehicle shall notify the Stolen Vehicle System of the Department of Justice in Sacramento of the removal.~~

~~(c) The public agency that removed, or caused the removal of, the vehicle or, at the request of the public agency, the lienholder shall obtain a copy of the names and addresses of all persons having an interest in the vehicle, if any, from the Department of Motor Vehicles either directly or by use of the California Law Enforcement Telecommunications System. This paragraph does not require the public agency or lienholder to obtain a copy of the actual record on file at the Department of Motor Vehicles.~~

~~(d) Within 48 hours of the removal, excluding weekends and holidays, the public agency that removed, or caused the removal of, the vehicle or, at the request of the public agency, the lienholder shall send a notice to the registered and legal owners at their addresses of record with the Department of Motor Vehicles, and to any other person known to have an interest in the vehicle. A notice sent by the public agency shall be sent by certified or first class mail, and a notice sent by the lienholder shall be sent by certified mail. The notice shall include all of the following information:~~

~~(1) The name, address, and telephone number of the public agency providing the notice.~~

~~(2) The location of the place of storage and description of the vehicle which shall include, if available, the vehicle make, license plate number, vehicle identification number, and mileage.~~

~~(3) The authority and purpose for the removal of the vehicle.~~

~~(4) A statement that the vehicle may be disposed of 15 days from the date of the notice.~~

~~(5) A statement that the owners and interested persons, or their agents, have the opportunity for a poststorage hearing before the public agency that removed, or caused the removal of, the vehicle to determine the validity of the storage if a request for a hearing is made in person, in writing, or by telephone within 10 days from the date of notice; that, if the owner or interested person, or their agent, disagrees with the decision of the public agency, the decision may be reviewed pursuant to Section 11523 of the Government Code; and that during the time of the initial hearing, or during the time the decision is being reviewed pursuant to Section 11523 of the Government Code, the vehicle in question may not be disposed of.~~

~~(e) (1) A requested hearing shall be conducted within 48 hours of the request, excluding weekends and holidays. The public agency that removed the vehicle may authorize its own officers to conduct the hearing if the hearing officer is not the same person who directed the storage of the vehicle.~~



~~(2) Failure of either the registered or legal owner or interested person, or their agent, to request or to attend a scheduled hearing shall satisfy the poststorage validity hearing requirement of this section.~~

~~(f) The public agency employing the person, or utilizing the services of a contractor or franchiser pursuant to subdivision (b) of Section 22669, that removed, or caused the removal of, the vehicle and that directed any towing or storage, is responsible for the costs incurred for towing and storage if it is determined in the hearing that reasonable grounds to believe that the vehicle was abandoned are not established.~~

~~(g) An authorization for disposal may not be issued by the public agency that removed, or caused the removal of, the vehicle to a lienholder who is storing the vehicle prior to the conclusion of a requested poststorage hearing or any judicial review of that hearing.~~

~~(h) If, after 15 days from the notification date, the vehicle remains unclaimed and the towing and storage fees have not been paid, and if no request for a poststorage hearing was requested or a poststorage hearing was not attended, the public agency that removed, or caused the removal of, the vehicle shall provide to the lienholder who is storing the vehicle, on a form approved by the Department of Motor Vehicles, authorization to dispose of the vehicle. The lienholder may request the public agency to provide the authorization to dispose of the vehicle.~~

~~(i) If the vehicle is claimed by the owner or their agent within 15 days of the notice date, the lienholder who is storing the vehicle may collect reasonable fees for services rendered, but may not collect lien sale fees as provided in Section 22851.12.~~

~~(j) Disposal of the vehicle by the lienholder who is storing the vehicle may only be to a licensed dismantler or scrap iron processor. A copy of the public agency's authorization for disposal shall be forwarded to the licensed dismantler within five days of disposal to a licensed dismantler. A copy of the public agency's authorization for disposal shall be retained by the lienholder who stored the vehicle for a period of 90 days if the vehicle is disposed of to a scrap iron processor.~~

~~(k) If the names and addresses of the registered and legal owners of the vehicle are not available from the records of the Department of Motor Vehicles, either directly or by use of the California Law Enforcement Telecommunications System, the public agency may issue to the lienholder who stored the vehicle an authorization for disposal at any time after the removal.~~

~~The lienholder may request the public agency to issue an authorization for disposal after the lienholder ascertains that the names and addresses of the registered and legal owners of the vehicle are not available from the records of the Department of Motor Vehicles either directly or by use of the California Law Enforcement Telecommunications System.~~

~~(l) A vehicle disposed of pursuant to this section may not be reconstructed or made operable, unless it is a vehicle that qualifies for either horseless carriage license plates or historical vehicle license plates, pursuant to Section 5004, in which case the vehicle may be reconstructed or made operable.~~

*Previous and related legislation.* AB 630 (Mark Gonzalez of 2025) authorizes a public agency to remove and dispose of an abandoned recreational vehicle if the recreational vehicle is estimated to have a value of \$4,000 or less and the public agency has verified that the recreational vehicle is inoperable, as specified. AB 630 is pending in the Senate.

AB 1022 (Kalra of 2025) would have removes from existing law the authority of a peace officer to impound a vehicle that has five or more unpaid parking tickets or traffic violations, or to place a device designed to immobilize such a vehicle, effective January 1, 2026. AB 1022 was held in Assembly Appropriations Committee.

AB 2876 (Jones-Sawyer), Chapter 592, Statutes of 2018, clarifies that the protections against unreasonable seizures provided by the Fourth Amendment of the U.S. Constitution apply even when a vehicle is removed pursuant to an authorizing California statute.

AB 478 (Ridley-Thomas), Chapter 67, Statutes of 2003, provides the amount of time a public agency may wait after sending a notice to the vehicle's owner prior to disposing of a suspected abandoned vehicle is 15 days, and increases the maximum dollar value, from \$300 to \$500, of a vehicle that may qualify for disposal.

**REGISTERED SUPPORT / OPPOSITION:**

**Support**

Bay Area Council  
California Downtown Association  
League of California Cities

**Oppose**

Fair Chance Project  
Felony Murder Elimination Project  
Initiate Justice  
San Francisco Public Defender  
Western Center on Law & Poverty

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