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 HOMELESS
 SERVICES
 AUTHORITY

DATE: December 6, 2017
TO: Homelessness and Poverty Committee Members
FROM: Christopher Callandrillo *FD For CC*
 Director of Programs
 Los Angeles Homeless Services Authority
SUBJECT: STRATEGY 6B: SAFE PARKING PILOT PROGRAM

COUNCIL FILE: 15-1138-S15

Peter Lynn
 Executive Director

Recommendation
 No action required.

This report will provide a status update for the Safe Parking Pilot Program.

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Background

The development of a safe parking pilot program is a response to Comprehensive Homeless Strategy 6B: Establish Citywide Safe Parking Program (C.F. 15-1138-S1) reflecting the need to address the number of individuals who live in their vehicles as a last form of housing. LAHSA researched Safe Parking program models in Santa Barbara, CA and Seattle, WA to understand current program operations, costs, restraints, and inform the development of a program model for the City of Los Angeles (City).

In November 2016, the LA City Council authorized a revision to LAMC 85.02 which establishes certain public street segments where people may dwell in their vehicles. This ordinance took effect January 7, 2017. Immediately thereafter, LAHSA's Emergency Response Team (ERT) as well as Regional Coordinated Entry System (CES) lead agencies began distributing information about LAMC 85.02 to people living in their vehicles. LAHSA continues to coordinate outreach to people living in their vehicles by training and deploying both regional Service Planning Area (SPA) leads and LAHSA ERT staff. The targeted areas for vehicle dwelling outreach are being integrated into each organization's existing outreach work.

On January 6, 2017, LAHSA released a Request for Information (RFI) to seek interested service providers to operate its Safe Parking Pilot Program (SPPP). LAHSA did not receive any eligible proposals for funding in response to the RFI. This prompted staff to reach out to a service provider and a lot in the same Service Planning Area (SPA). We found a match with SSG HOPICS and a United Methodist Church in SPA 6, South Los Angeles. LAHSA facilitated discussions and both parties agreed on their responsibilities in hosting and managing the program, including staffing, provision of restroom and shower facilities, access to case management services, and insurance requirements.

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Program Design

The SPPP assists vehicle dwelling individuals or families with supportive services including Housing Navigation, benefits connection, and temporary financial assistance. There are no permanent housing resources or rental assistance provided directly by this program. However, all participants are connected to the Coordinated Entry System (CES) and will have access to resources, such as Rapid Re-housing when available. The SPPP includes a dedicated case manager who can spend a significant amount of time with participants to ensure their housing goals are met.

Guidance from the City Attorney’s office suggested that participants have a valid driver’s license, insurance, and car registration to be eligible for the program. To assist participants in meeting this requirement, the Safe Parking Pilot Program provides financial assistance for individuals towards obtaining Department of Motor Vehicle licensing and vehicle registration fees, vehicle repairs required to pass mandatory vehicle smog inspections, and state required minimum liability insurance coverage.

In June 2017, SSG HOPICS began operating the Safe Parking Pilot Program at a United Methodist Church in South Los Angeles. SSG HOPICS is contracted to serve up to fifteen households at a time who are using their vehicles as dwelling spaces. The program’s primary goal is to move participants into permanent housing, therefore emphasis is placed on the provision of case management services and linkages to housing resources. Parking in the lot provides a safe place to sleep at night, bathrooms, and showers.

The address of the parking lot is not publicized to maintain privacy for the program’s participants. Families can be enrolled in the program by calling SSG HOPICS or walking into the SSG HOPICS Access Center.

The success of the SPPP is largely a result of the strong collaboration between SSG HOPICS and the United Methodist Church. The church provides two meals a day and other items like clothing and hygiene products to participants at no extra cost. To cover incidental expenses such as utility and maintenance work, the church charges a rental fee (\$4,500).

Intake Location:

HOPICS Access Center
5715 S. Broadway
323-948-0444 ext. 130

Hours of Operation:

Monday thru Sunday
8:45 PM to 7:30 AM

Shower Service:

Monday thru Friday
4:30 AM to 7:30 AM

Program Status

Current Participants as of 12/1/17*	8 Families
<i>Adults</i>	14
<i>Children</i>	17
<i>Pets</i>	4
<i>Family Members who have achieved gainful employment</i>	4
<i>Families linked to a VASH Voucher</i>	1
<i>Families enrolled in other benefit programs</i>	4
Average Number of Days in Program	64

* Participation fluctuates as households exit the program. Participation averages at 10 participants per month.

Former Participants	9 Families
<i>Exited to Crisis Housing</i>	5
<i>Exited to stay with family</i>	1
<i>Exited to unknown destination</i>	3
Average Number of Days in Program	33

Budget

LAHSA's 2017/2018 budget included \$347,000 to use for safe parking programming. The SSG HOPICS program's annual budget is \$277,000 – 15 automobiles for 365 nights is \$50 per car, per night.

LAHSA designed the program and budget with emphasis on services to prioritize and meet our long-term goal of moving participants into permanent housing. To learn from the pilot program, LAHSA budgeted for 100% of the potential costs of the program and did not require leveraging from the service provider. LAHSA's contractors are paid based on reimbursement of actual costs.

In the five-month period from June to October, the SSG HOPICS program spent \$72,174 (26%) of the budgeted amount for 2017/2018. They have served 17 households to date, which averages to \$4,245 per household.

Successes and Challenges

Successes

The SSG HOPICS Safe Parking Pilot Program has been an innovative way to serve families who are not accessing Crisis Housing, either due to availability of units or because of concerns about shelters' safety. The SPPP has also demonstrated to be a "front door" to the system for several of the families. Seven households completed a CES survey and were connected to the Coordinated Entry System for the first time.

Through the efforts of the SSG HOPICS team, ten households have increased their income through employment and other benefits. All of the households are assessed for eligibility in the Rapid Re-housing program and three households have located permanent housing and are in the approval process with the landlord. One household received a VASH voucher and is working with the SSG HOPICS team to locate a unit. Additionally, five households chose to move from the SPPP to Crisis Housing.

Challenges

Like in other programs, finding affordable housing for these families is a major challenge. Even with Rapid Re-Housing assistance and employment income, it has been a lengthy and difficult process. A number of participants have left the program without notice.

SSG HOPICS has altered a few of the original rules, like program entry hours, to be flexible and meet the needs of the participants. LAHSA and SSG HOPICS will continue to work closely together to learn from the program and establish best practices.

County Funded Programs

Supervisor Kuehl's office provided funding to Safe Parking LA, an organization interested in operating a new safe parking program that will serve people in the Third Supervisorial District. The first of three lots

is anticipated to begin operating in January 2018. Housing Navigation services are not funded for this program, however Safe Parking LA will rely on the service providers in the area to provide housing navigation services to the participants.

LAHSA will continue to monitor the operations and outcomes of the SSG HOPICS program in addition to the Safe Parking LA program to inform how to best move forward with the most effective safe parking program model.