

**REPORT FROM**

**OFFICE OF THE CITY ADMINISTRATIVE OFFICER**

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Date:

CAO File No. 0220-05151-0343  
Council File No. 22-1313  
Council District: All

To: The City Council

From: Matthew W. Szabo, City Administrative Officer

Reference: C.F. 22-1313; C.F. 21-0956

Subject: **CITYWIDE REHOUSING STRATEGY FOR PEOPLE EXPERIENCING RECREATIONAL VEHICLE (RV) HOMELESSNESS**

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**SUMMARY**

On November 29, 2022, the City Council instructed this Office, with assistance from the Los Angeles Homeless Services Authority (LAHSA) and the Los Angeles Department of Transportation (LADOT), to report back with a comprehensive citywide rehousing strategy for people experiencing Recreational Vehicle (RV) homelessness, in alignment with the City's Street Engagement Strategy and LAHSA's Best Practices for Addressing Street Encampments ([C.F. 22-1313](#)).

The Council also indicated the strategy should include:

- Identifying and securing appropriate interim shelter and housing;
- Creation of incentives for voluntary relinquishment of RVs used as dwellings;
- Identifying and securing short-term storage lots for RVs;
- Expanding Safe Parking programs, in collaboration with LAHSA, to include oversized/larger RVs in 24-hour locations;
- Demolishing RVs, after the owner or dweller moves into interim or permanent housing, with consent of the owner;
- Leveraging case management from sanitation outreach/City-funded homeless outreach teams for people living in RVs; and
- Necessary budgetary and staffing resources to implement the strategy.

Additionally, the CAO was instructed to report back to the Council on the possibility of submitting an application on behalf of the City for a State Encampment Resolution Fund (ERF) grant to support the proposed citywide rehousing strategy.

Additionally, on December 13, 2022, the City Council directed the CAO, in consultation with City and nonprofit partners, to consider adopting as a citywide program a pilot RV program launched in Council District 7 that included outreach, services, housing, RV trade-in incentives, and voluntary disposal. Further, the CAO was instructed to report

back to Council with a plan to prioritize and scale the rollout of this citywide program in RV hotspots as identified in the LAHSA 2022 Point-in-Time count data, as well as procedures outlining the role and responsibilities of each agency necessary to execute the program and funding for implementation (CF No. 22-1324).

While there is overlap between these two Council directives, we acknowledge there are key differences between them, as well. Additionally, Council District 7's pilot program appears to have achieved important successes and is worth examining in more depth. Therefore, the CAO will present a separate report to Council discussing the pilot program with recommendations regarding the aforementioned instructions.

## **RECOMMENDATIONS**

That the City Council, subject to the approval by the Mayor:

1. APPROVE the CAO's proposed citywide rehousing strategy for people experiencing RV homelessness.
2. DIRECT the CAO to report back to the City Council on a quarterly basis with performance and outcome data related to the implementation of the citywide rehousing strategy for people experiencing RV homelessness, including, but not limited to data and metrics on the number and location of RVs being used as dwellings, the number of persons experiencing RV homelessness, potential California Vehicle Code and Municipal Code violations, outreach contacts, service referrals, housing or other placements, refusals, and more.
3. INSTRUCT the directors and general managers of the Bureau of Sanitation (LASAN), the Los Angeles Police Department (LAPD), LADOT, StreetsLA, other relevant City departments, and request LAHSA to coordinate all RV outreach and rehousing operations through the CAO's citywide outreach team.
4. REQUEST LAHSA, working with the CAO, to report back to the City Council in 30 days with detailed utilization data for the City's current safe parking sites, including utilization rates in program years prior to the onset of the COVID-19 pandemic in March 2020.
5. REQUEST LAHSA, working with the CAO, to report back to the City Council in 45 days with a plan to establish 24-hour safe parking locations for RVs that will include on-site case management, housing navigation services, vehicle maintenance services, such as pumping septic tanks, and hygiene services, and with recommendations for changes to the Safe Parking program requirements to lower barriers of entry for people experiencing RV homelessness.

6. REQUEST the City Attorney, working with the CAO, LAPD, LADOT, and other departments as necessary, draft a waiver form for an individual to voluntarily relinquish their vehicle to the City.
7. INSTRUCT LASAN to report back on the feasibility, cost, and funding necessary to launch a citywide mobile RV waste disposal program, including a consideration of expanding Council District 2's ServeLA program.
8. INSTRUCT the CAO to release a Request for Information (RFI) for privately-held properties, including parking lots or other large vacant spaces that can be used for short-term RV storage.
9. INSTRUCT the CAO to work with the Mayor's office and Council offices, LAHSA, and nonprofit service providers to prioritize encampments that include people experiencing RV homelessness for the Inside Safe Initiative.

## **BACKGROUND**

The results of the most recent 2022 Point-in-Time Count from LAHSA indicate that nearly 6,500 people experiencing homelessness in the City were living in approximately 4,000 RVs. That number, which has grown by 40% since 2018, represents 22% of the City's total unsheltered homeless population. An analysis of data from LAHSA's Homeless Demographic Survey found that, when compared to unhoused people living in tents, encampments, and in public spaces, people experiencing RV homelessness are more likely to be women; to live in larger households with children; and are less likely to be chronically unhoused. Additionally, the need for personal safety and the fear of incurring parking violations causes vehicular homelessness to be dispersed throughout the City. While vehicular homelessness is generally more randomly distributed and less concentrated than other forms of unsheltered homelessness, in the City, there are some Council Districts that have higher numbers of RVs. These include: Council Districts 6, 7, 8, 14, and 15.

To date, the City has relied on limited strategies to address RV homelessness, including a mix of outreach, enforcement, and offering RV-specific maintenance services, such as emptying septic tanks. In addition to relying on limited approaches, the City has not invested heavily in its safe parking program. This is in large part due to lower utilization of safe parking in recent years as a result of relaxed parking enforcement during the COVID-19 pandemic. However, the City Council directed departments to resume full parking enforcement in April 2022 and utilization rates have not significantly increased since then.

In total, the City operates 16 safe parking locations. None of these safe parking locations currently accept RVs, however. Furthermore, none of the City's safe parking sites are open 24 hours, which would make them more accessible to all vehicles, but especially RVs. The lack of 24-hour safe parking also presents challenges for outreach workers. Maintaining a rapport and connection with persons experiencing homelessness, including

those who live in their vehicles, is critical for outreach workers to provide critical linkages to interim or permanent housing. Those connections are difficult to maintain when people who live in vehicles are forced to relocate (sometimes daily) to various sites throughout the City. Additionally, research has shown that people who live in their vehicles are more likely to be employed and to use safe parking sites, which typically operate from 7pm to 7am, for sleeping purposes only. It isn't feasible for outreach workers or case managers to engage with people at night when they're resting.

Given these and other challenges, it is critical for the City to develop a comprehensive citywide strategy for RV homelessness. Based on past and present experiences across the City, with input from LAHSA, Los Angeles County, which itself is in the process of developing a strategy for RV homelessness, and other partners, the CAO has developed a proposed comprehensive strategy for addressing RV homelessness. The cost of implementing the full strategy, which is discussed in more detail below, is approximately \$141 million. This number is a floor, however, as we did not include the potential cost of expanding safe parking to 24 hours and establishing RV safe parking sites. The estimated cost of such an expansion should be included in the requested report back from LAHSA. The CAO remains ready to assist LAHSA with its analysis.

## **CURRENT STRATEGIES TO ADDRESS RV HOMELESSNESS**

In April 2022, the City Council approved LADOT's updated prioritization process for citing and towing abandoned and oversized vehicles ([C.F. 21-0956](#)). The Council also instructed LADOT to immediately resume parking enforcement for oversized vehicles being used as dwellings. Further, the Council directed the CAO to develop a plan to initiate outreach and offer services to people dwelling in oversized vehicles.

Since May 2022, the CAO's outreach team has led and/or helped to coordinate more than 20 large-scale RV outreach operations, in eight separate Council Districts. At least two additional Council offices opted to address RVs in their districts on their own, without large operations. This Office learned important lessons from all these operations, including the Council-led ones. Importantly, the CAO found the current system lacked a centralized coordinating entity; experienced bottlenecks at key points in the referral process; was redundant in several places; and led to more questions than were able to be answered. Therefore, the CAO worked with all relevant City departments, including and especially LADOT, LASAN, and LAPD, along with the City Attorney's office and LAHSA, to develop protocols for streamlining the process for identifying and addressing RVs in the City. The CAO's outreach operations have operated on a referral basis, and included the following elements: (1) homeless outreach and services, (2) addressing debris and hazardous conditions, (3) investigating any ancillary criminal activity, (4) providing advance notice of parking enforcement and impoundment, and (5) impounding vehicle dwellings and abandoned vehicles.

In addition to the CAO's outreach and operational coordination, other current efforts include the aforementioned Council District 7 pilot program, and a program in Council District 2 called, SeRVe LA, as well as using the Municipal Code to restrict overnight

parking for oversized vehicles in specific locations across the City. It is important to note here that, at present, homeless outreach is not automatically deployed to a location when that location is designated for restricted overnight parking for oversized vehicles.

### SeRVe LA Waste Disposal Pilot Program

Council District 2 developed SeRVe LA in 2019 ([C.F. 15-1138-S27](#)) and contracted with Clean Harbors for RV septage disposal. As part of the pilot, LASAN voluntarily serviced RVs once a week with LAHSA and LAPD. This portion of the pilot ceased when funding ran out. As an additional part of the pilot, LASAN established four free RV septage disposal centers at LASAN service and maintenance yards located strategically throughout the City, including: the Hyperion Treatment Plant, the Sanitation North-Central District Yard, the Gaffey Yard, and the Sanitation Wastewater Reseda Maintenance Yard. One location - the Gaffey Yard - has been out of commission since 2019 due to maintenance-related issues. This resource is available at no cost to participants. Challenges with providing this service include difficulties for people to travel to the disposal centers due to distance to the sites and fuel costs; fear of losing their parking spot within their community of other people experiencing RV homelessness; and inoperable RVs. According to LASAN, in 2022 a total of 2,104 RVs were serviced at three locations. Since 2019, more than 7,300 have been served.

Table 1. LASAN Free RV Waste Elimination Services from 2019 - 2022

Location	Year	RVs Served
Hyperion Treatment Plant	2019	843
	2020	2,200
	2021	1,542
	2022	1,480
North Central Yard	2021	669
	2022	602
Gaffey Yard	Closed since 2019	-
Reseda Yard	May 2022 - Dec. 2022*	22
<b>TOTAL</b>	<b>2019 - 2022</b>	<b>7,358</b>

\*LASAN didn't keep records prior to May 2022 for this location.

If feasible, and recognizing its limitations, the CAO believes it's worth further consideration by Council and LASAN to continue or expand this service in future budgets.

### **Council District 7 RV-to-Home Pilot Program**

In 2022, Council District 7 launched a pilot RV-to-home rehousing program in partnership with West Valley Homes YES (WVHY), LAHSA, and LA Family Housing. From February 1 through September 15, 2022, the program engaged 37 individuals, and successfully placed 25 into interim housing; four of whom have since moved into permanent housing. With private grant funding, WVHY placed individuals into housing and facilitated the voluntary relinquishment of 20 RVs. The Council office, along with WVHY and other partners, worked closely with the LAPD to help facilitate the process of relinquishing vehicles, which, according to the Council office, was particularly challenging. None of the participants from this program who were placed into housing have returned to homelessness. WVHY provided participants with voluntary vehicle storage at a local church parking lot, incentives to relinquish their vehicles, including gift cards, case management, and resources that would facilitate voluntary disposal to couple with housing offers that leveraged existing beds. Due to its successes, a number of elements from the program were incorporated into the proposed citywide RV strategy. This pilot will be discussed in more detail in the report back to Council for C.F. 22-1324.

### **CITYWIDE REHOUSING STRATEGY FOR PEOPLE EXPERIENCING RV HOMELESSNESS**

The following proposed citywide rehousing strategy for people experiencing RV homelessness includes a number of different housing-focused and housing-supportive components, including a number of programmatic elements from the Council District 7 RV-to-home pilot program, such as outreach, service referrals and linkages, voluntary RV storage, incentives for relinquishing RVs, temporary RV storage, case management, expansion of 24-hour safe parking, and interim and permanent housing resources specifically for this population. The proposed strategy also incorporates efforts necessary to address the impact of RVs on the City's streets and sidewalks and on the surrounding communities, such as RV disposal, expansion of waste removal efforts, and sanitation cleanups. The report includes discussions of the challenges and limitations to implementing the strategy, including a lack of available staffing and financial resources, as well as a lack of City-owned or City-controlled assets for use as temporary RV storage or 24-hour RV safe parking.

### **Coordinated Outreach to People Experiencing RV Homelessness**

As the first step in any effort to engage and, eventually, house (or rehouse) people experiencing RV homelessness, the CAO recommends a robust and centrally-coordinated outreach component to the citywide strategy. The primary objectives of outreach to people experiencing RV homelessness are to establish trust and build rapport and to offer services and resources, including housing or shelter. Importantly, outreach must continue to occur even when housing resources are not immediately available.

Because people experiencing RV homelessness are generally more mobile than people living in tents and makeshift shelters in public spaces, maintaining that critical link to outreach is essential. Secondary objectives include addressing public health, safety, traffic, and welfare hazards.

Outreach workers also provide critical linkages to supportive services, including existing mainstream programs and services such as mental and physical health, substance use disorders referrals, and additional social services. Coordination with relevant City and County departments and service providers will help to ensure timely and appropriate resources and services are provided to persons experiencing RV homelessness.

Currently, the City's outreach efforts for people experiencing RV homelessness are coordinated through the CAO's citywide outreach team on a referral basis. Going forward, the CAO recommends that outreach to people experiencing RV homelessness be a regular part of all outreach efforts and that the outreach efforts and teams be empowered to proactively address RV homelessness. This includes for those locations designed by Council as restricted overnight parking for oversized vehicles. In those instances, as soon as a resolution is introduced designating new locations as restricted parking, the CAO's outreach coordinators will deploy an outreach team to the location(s) to engage any person experiencing RV homelessness and make appropriate linkages to services and/or housing or shelter.

The CAO further recommends that RV-focused outreach continue to contemplate and incorporate the following elements: (1) homeless outreach and services, (2) addressing debris and hazardous conditions, (3) investigating any ancillary criminal activity, (4) providing advance notice of parking enforcement and impoundment, and (5) impounding vehicle dwellings and abandoned vehicles. Every operation will lead with outreach and housing; however, this also means working closely with LAPD, LADOT, and LASAN for cleanups and enforcement, as necessary parts of the operation.

Importantly, Council office participation in the CAO's coordinated outreach operations has been voluntary. Council offices, which play a critical and lead role in allocating and directing resources and operations in their respective districts, as well as the Mayor's office, can choose, and indeed several have chosen, not to participate. Additionally, LADOT and LAPD can impound vehicle dwellings or abandoned vehicles outside the CAO's planned operations, which has also occurred. We are fully aware of the differing views among Councilmembers toward activities like parking enforcement, enforcement of criminal activity at encampments, and impounding vehicles. Each and every outreach operation is coordinated with LAHSA and nonprofit organizations and outreach providers, and no action is taken without the input and support of LAHSA and the outreach providers. The CAO recommends Council adopt a citywide strategy that applies to every part of the City, no matter the district.

An example of a non-City program targeting outreach to vehicular dwellings, is the Vehicular Homeless Outreach Program (VHOP) in West Los Angeles, run by St. Joseph Center, the lead provider for Service Planning Area (SPA) 5. This team is a specialized

unit that conducts outreach to people experiencing vehicular homelessness in the County's Second Supervisorial District. In addition to outreach, the VHOP team provides administrative support in towing vehicles that have been red tagged by the Los Angeles County Sheriff's Department's Homeless Outreach Services Team (HOST). The VHOP team provides additional support by following up on compliance measures to ensure that dilapidated vehicles are destroyed and not resold. The CAO recommends further examination and discussion of the feasibility of having a designated RV outreach team, like VHOP, as a part of a comprehensive citywide strategy.

### **Identifying and Securing Interim and Permanent Housing**

Identifying and securing both interim and permanent housing resources for people experiencing RV homelessness is one of the most important components of the CAO's proposed citywide strategy; it also remains the most challenging. For a truly comprehensive citywide strategy, the CAO recommends making interim and permanent housing resources, including both temporary hotel or motel vouchers and Time Limited Subsidies (TLS), available to *every* RV "household" experiencing homelessness. Again, according to the 2022 PIT Count, there are approximately 4,000 RVs, or "households," and 6,500 persons experiencing RV homelessness in the City. Offering housing resources to every household is the only way the City will be able to solve RV homelessness. That said, the City's resources are extremely limited and there are not enough interim or permanent housing resources currently available, in the City or across the broader Continuum of Care (CoC), to do so. To implement this part of the program, the City must secure significant additional funding from government and private sources.

Of particular importance to the City's efforts and availability of resources, is that on January 18, 2023, the City Council acted to establish a new \$50 million Homelessness Emergency Account (HEA) with City General Fund dollars, to be administered by the Mayor for the purpose of implementing the initial pilot phase of the Mayor's Inside Safe Initiative. Inside Safe is a housing-led effort to move people experiencing homelessness out of encampments and into interim or permanent housing with expanded and enhanced outreach, engagement and connections to critical services. The initial pilot phase of Inside Safe began immediately and with unprecedented cooperation between local government, service providers, and other partners.

After creating the HEA, there is just over \$7 million remaining in the General City Purposes - Additional Homelessness Services line in the Fiscal Year 2022-23 adopted budget. These remaining GCP funds must also pay for any interim housing projects currently under consideration or development that have not already been allocated funds by the Council. Furthermore, at any given time, the CAO's Homelessness Team and its Asset Management Team are studying the feasibility of multiple potential interim and permanent housing projects; more projects than could reasonably be paid for with the remaining General City Purposes homelessness funds. Further, other available resources, such as the third round of the State's Homeless Housing, Assistance and Prevention grant program, are already intended to cover the City's existing liabilities.



Further discussion of the staffing and budgetary needs to implement the strategy citywide can be found below.

### **Financial Incentives to Move from RVs into Interim or Permanent Housing**

One of the most commonly identified elements of any strategy to address RV homelessness is an incentive program that provides money or gift cards to people living in RVs to encourage them to accept offers of housing and voluntarily relinquish their vehicles after doing so. And, after some amount of time passes following their placement in housing, whether it's interim or permanent housing, to allow their vehicles to be demolished. The financial incentive is not – and cannot be – conditioned on the person relinquishing their vehicle nor can it be conditioned on accepting an offer of housing. This part of the strategy must not be coercive. Persons experiencing RV homelessness who are considering giving up their vehicles must not be pressured or forced into making such a decision. Their RV, no matter the condition, is their shelter, their home. Additionally, the amount of money being offered to people must be significant enough to be an actual incentive. The City must also demonstrate a public benefit for providing such an incentive that advances the health and welfare of individuals. The CAO recommends a financial incentive component to the citywide strategy that offers between \$250 and \$500 in cash or gift cards to individuals, depending on the vehicle's condition, to voluntarily relinquish their vehicle.

There are several additional important aspects of an incentive program to consider. First, a person must be able to retake possession of their vehicle at any point during an initial "placement phase," which can last anywhere from 14 to 28 days, during which they will be moving into and adjusting to their interim or permanent housing placement. That means the City will have to store these RVs for up to 28 days. With limited space available already, in order to effectuate this component of the program, the City will have to find and secure more lots for RV storage. Next, once that placement phase has passed, the City must be allowed to demolish any relinquished RV. Finally, the City, either through or with the assistance of service providers, must attempt to establish ownership of the vehicles prior to issuing any financial incentive. We understand that ownership may not be able to be established in every case; however, to the extent that it can be, every effort must be made to do so.

### **Demolishing Relinquished RVs**

To keep RVs from being resold or rented to other persons experiencing homelessness, the City must be able to demolish these vehicles after the placement phase has concluded. The CAO recommends this be a part of the citywide strategy. Understanding the cost of implementing this component can be challenging. Based on the CAO's research, the cost to dismantle and demolish an RV varies widely. For example, according to the Los Angeles County Department of Public Works (DPW), depending on the size and condition of the vehicle, the cost can range from \$5,000 to \$9,000 to

dismantle RVs. According to other sources, a partially-burned RV costs approximately \$5,000 just for a hazardous waste contractor to properly prepare the vehicle to be dismantled. Then there's the cost of towing, storing, and demolishing the vehicle on top of that.

The CAO identified several options that could be available to support this process. Currently, the City, through the Board of Police Commissioners (BOPC or Police Commission), contracts with Official Police Garages (OPGs) to effectuate towing across the City and the OPGs regularly tow, store, and demolish RVs and other vehicles. The CAO recommends continuing the ongoing efforts with the Police Commission to leverage existing OPGs resources for RV operations. In addition to the OPGs, service providers can also work with individuals to voluntarily dispose of their vehicles through the California Department of Motor Vehicles (DMV). The DMV has a process for disposing of vehicles valued at \$500 or less. A vehicle disposed of under these provisions can only be sold to a licensed dismantler or scrap iron processor. Finally, the State of California's Bureau of Automotive Repair's (BAR) Consumer Assistance Program (CAP) offers what it calls vehicle retirement options. The CAP vehicle retirement option offers eligible consumers a financial incentive to retire their operational vehicle at a BAR-contracted auto dismantler.

Other than leveraging State resources, the remaining of these options, including and especially leveraging OPG resources, which are already stretched thin, come at a high cost to the City. Towing, storing, and demolishing RVs is expensive. Still, this Office believes it makes the most sense to try to remove as many of these vehicles as possible from the streets, which is why we have included it as an important part of the proposed citywide strategy.

### **Short-Term Storage Lots for RVs**

In order to support persons experiencing RV homelessness during their placement phase, as noted above, the City must be able to access short-term storage for their vehicles. This is a relatively new approach for the City; it was an essential part of the Council District 7 pilot. While this element is essential, it also presents a significant challenge. There are very few if any available City-owned or City-controlled lots that are large enough to accommodate RVs and that are not already planned for other uses, such as interim or permanent housing, or restricted for some other reason. Over the last several years, there have been numerous efforts by various City entities, including by this Office, as well as by the Mayor's office, the General Services Department, the Controller's office, and more, to assess the City's un- or underutilized lots that could be used for homeless housing interventions, including for safe parking or temporary storage. The City has also considered privately-held sites, which are expensive and not widely available at the size needed to appropriately manage or support RVs. Still, the CAO considers the private market and other government-held properties as the most likely source of available lots for this purpose.

Along these lines, a recent report back from the Police Commission to the City Council ([C.F. 21-1468](#)) identified locations that could accommodate the temporary storage of overflow unclaimed or salvaged oversized vehicles from OPGs. There were only two lots identified that met the necessary storage requirements. The first is a lot on the Los Angeles World Airport (LAWA) property. The available land at LAWA consists of a parcel that is 5.58 acres with an annual lease cost of more than \$2 million. The report indicates the property could provide storage for approximately 500 RVs/Motorhomes and passenger vehicles. The CAO has discussed the possibility of using a portion of this lot in support of the proposed strategy (and using homelessness-targeted funds to pay for the portion used). The second option is an underutilized Metro Right-of-Way in Council District 9. This lot is approximately one acre; the report states that approximately 85 to 100 vehicles can be stored there depending on their size. Metro has agreed to lease the property to serve as an excess storage lot at no cost to the City. We strongly recommend pursuing both options as a part of the proposed citywide RV strategy. We recommend that Council instruct the CAO to issue a Request for Information (RFI) to identify private lots available for lease or purchase to use for short-term RV storage.

### **Expanding Safe Parking Programs**

The City's Safe Parking Program (SPP) provides people experiencing vehicular homelessness with a safe and secure location to park overnight that comes with case management to help ensure they find, and are connected to, housing in the long-term. Safe parking sites also provide security, bathrooms, water, electricity, and garbage receptacles. Currently, all of the City's safe parking sites operate for 12 hours per day, generally from 7pm to 7am, and participants are required to leave daily. Additional challenges or barriers to the program include eligibility criteria, space availability, and restrictions on personal behaviors and family visitation. Further, the current SPP requirements do not allow for oversize vehicles to participate. This creates an obvious challenge for persons experiencing RV homelessness. Accordingly, the CAO recommends expanding SPP to include sites that operate 24-hours and reducing barriers to access for people experiencing RV homelessness.

Expanding SPP to not only operate 24hrs, but also allow for oversize vehicles to participate and reduce the eligibility criteria to support those who may not have proof of ownership or valid identification, could serve as a gateway for participants to receive case management and begin on their path to permanent housing. As noted above in the discussion of short-term storage, there is currently a lack of available space to expand this program. Accordingly, the CAO recommends working with partners, including and especially Los Angeles County, Metro, LAWA, and others to identify potential opportunities for RV safe parking. The CAO is already engaged with the County's Homeless Initiative team to possibly expand across the City in specific Supervisorial Districts. Additionally, the CAO is aware that the State Department of Transportation (Caltrans) is in the process of developing a Safe Parking Program for its partners across the state. The City may be able to utilize non-operational Caltrans sites to expand its SPP. The CAO will continue to explore this opportunity.

In addition to expanding to 24 hours and increasing the number of safe parking sites across the City, the CAO also recommends that the eligibility criteria for having proof of ownership and a valid identification be removed and/or modified to allow for more individuals to access this resource. We also recommend that the program expand to include RV safe parking sites.

### **Case Management and Housing Navigation Services**

Beyond outreach to people experiencing RV homelessness, additional services, including case management and housing navigation, are critical to moving people into, or putting them on the path toward, permanent housing. The CAO recommends including case management and housing navigation services into the citywide strategy. Fortunately, there are existing case management and housing navigation resources that can be leveraged to support the strategy. For example, Measure H-funded Multidisciplinary Teams (MDTs) can be utilized to provide outreach, case management, and other clinical support for people experiencing RV homelessness. The County's Department of Health Services (DHS) is working on increasing the number of MDTs that are working in the City. The County has also committed to aligning their resources, including MDTs, to support Inside Safe, which could be further aligned with the citywide RV rehousing strategy. Unspent housing navigation resources that have been allocated to LAHSA can also be made available to support the citywide strategy. The CAO will continue to look for opportunities to leverage existing teams and resources, such as street medicine and the City's unarmed response programs.

### **Staffing and Budgetary Needs to Implement Strategy**

It became apparent during the CAO-coordinated RV pilot operations that challenges with City department staffing and capacity posed a significant challenge to continued and increased operations across the City. Numerous operations were planned simultaneously across the City, which created challenges for departments, and in particular LASAN and its Watershed Protection Division, LAPD, and LADOT. In addition, in cases where individuals were interested in housing, many opted to not accept offers of congregate housing due to lack of privacy, fear of having to relinquish their RV, and the uncertainty of being able to secure permanent housing. Additionally, there are significant non-City staffing, administrative, and budgetary needs to support a citywide strategy, as well. The CAO has identified the following programmatic needs to support citywide implementation of the proposed RV rehousing strategy.

Table 2. Staffing and Budgetary Needs for Citywide RV Rehousing Strategy

	Rate	Number of Units	Funding Needed
Motels <sup>1</sup>	\$100	2,000	\$18,000,000
Safe Parking	\$30	2,000	\$21,900,000
Time Limited Subsidies	\$22,099	4,000	\$88,396,000
Housing Navigation	\$4,679	1,333	\$6,238,667
Financial Incentives	\$500	4,000	\$2,000,000
Cost of Disposal	\$500	4,000	\$2,000,000
RV Storage	\$387,249	8	\$3,097,992
LADOT (Traffic Officers) <sup>2</sup>	\$71,807	2	\$0
LASAN - Comprehensive Cleaning and Rapid Engagement Plus (CARE +) Team <sup>2</sup>	\$100,582	15	\$0
LASAN - Watershed Protection Division <sup>2</sup>	\$100,000	4	\$0
LAPD - Commission Investigation Division <sup>2</sup>	N/A	N/A	\$0
LAHSA Outreach Team <sup>2</sup>	\$200,427	28	\$0
<b>Total</b>			<b>\$141,632,659</b>
<small>1 Assumes 90-day motel stay 2 Leverages 2022-23 approved budget for current staffing</small>			

## State of California Encampment Resolution Funding Program

The State of California’s Encampment Resolution Funding (ERF) Program was initially authorized in 2021 through Assembly Bill (AB) 140 (Chapter 111, Statutes of 2021), which allocated \$50 million for the first round of funding. SB 197 (Chapter 70, Statutes of 2022) amended the program and AB 178 (Chapter 45, Statutes of 2022) allocated an additional \$300 million for Round 2 of ERF funding. The ERF Program is designed to fund proposals and programs that resolve unsheltered homelessness at targeted encampments. Grant funds from this program can be used to ensure pathways to permanent housing or directly into permanent housing, using data-informed, non-punitive, low-barrier, person-centered, Housing First, and coordinated approaches. The CAO will be applying for a State Encampment Resolution Fund Grant on behalf of the City.

## Alignment with LAHSA’s Best Practices in Addressing Street Encampments and the City’s Street Engagement Strategy

On September 14, 2021, the City Council adopted (CF 21-0329) the Outreach Engagement Framework (Framework), which includes the Street Engagement Strategy (Street Strategy), aligning street engagement activities citywide, consisting of emergency outreach, service-focused outreach, and sanitation outreach, to ensure a better chance of successful housing placement for people experiencing homelessness. The full Street Strategy can be found in the document, entitled, “Attachment C.” Structuring the Outreach

Framework in this manner allows outreach staff to focus on the unique needs of PEH in each particular circumstance, rather than be engaged in efforts that are outside their capacity to provide assistance.

One of the most important developments that came from the adoption of the City's Street Engagement Strategy was codifying the centralized coordination among all stakeholders (City and non-City) and identifying needs and available resources. Also key to this strategy is identifying each partner's role and responsibilities when working with unsheltered people and ensuring there is a seamless transition from outreach to the appropriate program staff. The CAO's proposed citywide RV rehousing strategy is consistent with the key directives and requirements of the Street Engagement Strategy.

Similarly, LAHSAs best practices in addressing street encampment also identifies the need for providing ample time to engage persons experiencing street homelessness; taking a service-led and client-centered approach; identifying and offering appropriate resources; and ensuring there is collaboration among all partners. All of these are at the foundation of the CAO's proposed strategy, and have been the focus of RV operations that have occurred over the last several months. A copy of LAHSA's best practices document can be found on their website:

<https://www.lahsa.org/documents?id=5404-best-practices-for-addressing-street-encampments>

## **FISCAL IMPACT STATEMENT**

Approval of the recommendations in this report will not have an immediate impact on the General Fund as funding recommendations will be provided in a future report. However, should the proposed framework be adopted and funding is needed for the initiatives there may be an approximate fiscal impact of up to \$141.6 million.

## **FINANCIAL POLICIES STATEMENT**

The City's Financial Policies indicate that interim requests for expanded department programs should only be considered under extreme circumstances. The Mayor and City Council's significant commitment to addressing the homelessness crisis necessitates approval of this request. Therefore, the recommendation of this report complies with the City's Financial Policies as this interim budget request addresses an urgent Citywide need.