

REPORT FROM

## OFFICE OF THE CITY ADMINISTRATIVE OFFICER

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Date: October 12, 2023

CAO File No. 0220-05151-0487  
Council File No. 22-1324,  
22-1313  
Council District: All

To: The City Council

From: Matthew W. Szabo, City Administrative Officer 

Reference: C.F. 22-1324; C.F. 22-1313

Subject: **PILOT RV-TO-HOME PROGRAM IN COUNCIL DISTRICT 7;  
COMPREHENSIVE CITYWIDE STRATEGY FOR PEOPLE  
EXPERIENCING RECREATIONAL VEHICULAR HOMELESSNESS**

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### SUMMARY

On March 22, 2023, the City Council approved the Housing and Homelessness Committee report relative to the pilot Recreational Vehicle (RV)-toHome pilot program ([C.F. 22-1324](#)) in Council District 7 and the City Administrative Officer's proposed citywide rehousing strategy ([C.F. 22-1313](#)) for people experiencing RV homelessness. It was instructed that this Office, with assistance from the Los Angeles Homeless Services Authority, the Los Angeles Department of Transportation, the Los Angeles Police Department, Bureau of Sanitation, City Attorney, and Department of City Planning, report back on different strategies relative to addressing RVs. This report addresses the instructions included in the two aforementioned reports, as summarized below:

- Provide quarterly basis with performance and outcome data related to a citywide rehousing strategy for people experiencing RV homelessness;
- Provide detailed utilization data for the City's current safe parking sites;
- Provide a plan to establish 24-hour safe parking locations for RVs;
- Create a waiver for voluntary relinquishment of RVs used as dwellings;
- Report back on the feasibility, cost, and funding necessary to launch a citywide mobile RV waste disposal program;
- Conduct an analysis of the zoning considerations for RV temporary storage;

- Expanding Safe Parking programs, to include oversized/larger RVs in 24-hour locations with supportive services;
- Provide a status update on the State Encampment Resolution Fund grant

## **RECOMMENDATION**

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

1. DIRECT the Bureau of Sanitation to report back on a quarterly basis with outcome data of utilization of the container Pilot Program;
2. INSTRUCT the Office of the City Administrative Officer to identify funding for Time Limited Subsidies;
3. INSTRUCT the Los Angeles Police Department - Commission Investigation Division in collaboration with all relevant partners to implement a vehicle recycling pilot program to service the City of Los Angeles;
4. INSTRUCT the Office of the City Administrative Officer to identify \$1 million for the proposed vehicle recycling program;
5. INSTRUCT the Office of the City Administrative Office in partnership with Council District 7, the Los Angeles Police Department, Department of Transportation, the City Attorney, and other related parties, to develop a plan to scale up the Council District 7 Voluntary RV Pilot Program;
6. INSTRUCT the City Attorney to report back on potential amendments to Section 22670 of the California Vehicle Code to define a "Low Value Vehicle" as any vehicle appraised at \$2,000 or less and to authorize the destruction of such vehicles with an amendment to section 22851.3 CVC; and
7. RECOMMEND expanding the Citywide Rehousing Strategy for People Experiencing RV Homelessness using the Encampment Resolution Funds.

## **BACKGROUND**

On March 1, 2023, the City Council approved the Office of City Administrative Officer's (CAO) proposed citywide rehousing strategy for people experiencing RV homelessness. It also directed the CAOs office to report with recommendations for implementing the adopted citywide rehousing strategy by developing a prioritization process utilizing the Point-in-Time data, areas that pose immediate safety or hazardous risks in the public right of ways. The purpose of this report is to respond to Council's request, including, identifying resources for Recreational Vehicle (RV) dwellers, voluntarily removing

vehicles from the public right ways, and finding solutions to some of the operation and legal barriers when addressing RVs.

### **Metrics and Data on RVs**

The complexity of the homelessness issue is apparent in its numbers. The results of the most recent 2023 Point-in-Time (PIT) Count from the Los Angeles Homeless Services Authority (LAHSA) indicate that there were 4,092 RVs in the City of Los Angeles at the time the Count was conducted. LAHSA relies on the annual PIT Count to assess the estimated number of vehicles and RVs in which an individual or family may be experiencing homelessness. However, the PIT count does not capture the number of individuals residing in RVs. Additionally, LAHSA's Homeless Management Information System (HMIS) does not track refusal of services by people experiencing homelessness. Instead, LAHSA is currently working with the Office of the City Administrative Officer (CAO) to provide the number of service referrals and housing placements for the CAO coordinated RV operations, which are powerful data points that demonstrate the program's efficacy.

### **Current Strategies to Address RV Homelessness**

The primary objectives of the CAO's coordinated oversized vehicle dwelling operations are to offer services and resources to people experiencing vehicular homelessness, including housing or shelter where and when available, and to address public health, safety, traffic, and welfare hazards associated with vehicle dwellings and abandoned vehicles. The CAO's outreach operations operate on a referral basis, and contemplates the following protocols: (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, (5) impounding vehicle dwellings and abandoned vehicles, and

The CAO Outreach team continues to work with all relevant City departments, including and especially the Department of Transportation (LADOT), Bureau of Sanitation (LASAN), and the Los Angeles Police Department (LAPD), along with the City Attorney's office and LAHSA, to continue coordinating RV/vehicle dwelling operations across the city. Having a streamlining process has allowed for all partners to leverage the current resources.

Since May 2022, the CAO's outreach team has led and/or helped to coordinate more than 167<sup>1</sup> RV/vehicle dwelling operations, in fourteen Council Districts. The CAO has

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<sup>1</sup> These operations are a combination of one off and greater scale operations that have two or more RVs at a site. These efforts were coordinated by the CAO in conjunction with City Departments and the Council Districts.

maintained a database to track all CAO coordinated operations, see the geographic information system map below. The data captured includes the number of operations across the City, amount of waste disposed of by LASAN, citations and tows by LADOT and housing placements.

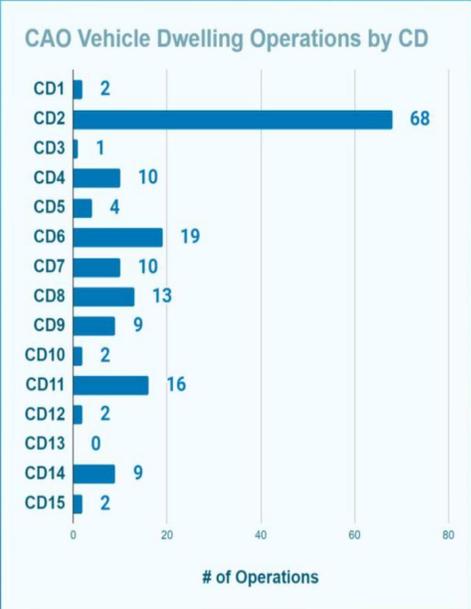
Between May 2022 and September 2022, a total of 765 vehicle dwelling encampments were processed that required city intervention via this process. Of these 765, this process allowed the LADOT to leverage 206 citations for parking related violations. Certain violations that were not corrected, posed an immediate public safety risk, violated community caretaking guidelines, and were vetted by city attorney guidance, were subject to tow. Through this process, 121 vehicles were deemed eligible for tow and impounded by the LADOT.

In conjunction with LADOT, these coordination efforts have allowed LASAN to remove 212,885 pounds of solid waste and 7,651 pounds of hazardous waste off city rights of way. LASAN's Watershed Protection Division (WPD) leveraged 83 citations relevant to environmental hazards posed by vehicle dwellings. In eight instances, LASAN storage services were utilized. LASAN storage is offered at every CARE+ operation and is used when essentials like medication, identification, valuables, and other personal belongings are identified at an encampment prior to the service taking place. These essential items are placed in a 65 gallon bag and stored for the person who it belongs to within the encampment. If the person experiencing homelessness is on site, they remain with their items and if they are not on site, they are provided the opportunity to retrieve their stored items.

Lastly, LAHSA has been an essential component of this process. They begin outreach efforts two to three weeks prior to the operation date and offer resources such as food, water, hygiene kits, service referrals, and placements into interim housing options. Through this process, they have been able to house over 50 people experiencing vehicular homelessness in interim housing, including A Bridge Home, Tiny Home Village, and motels.

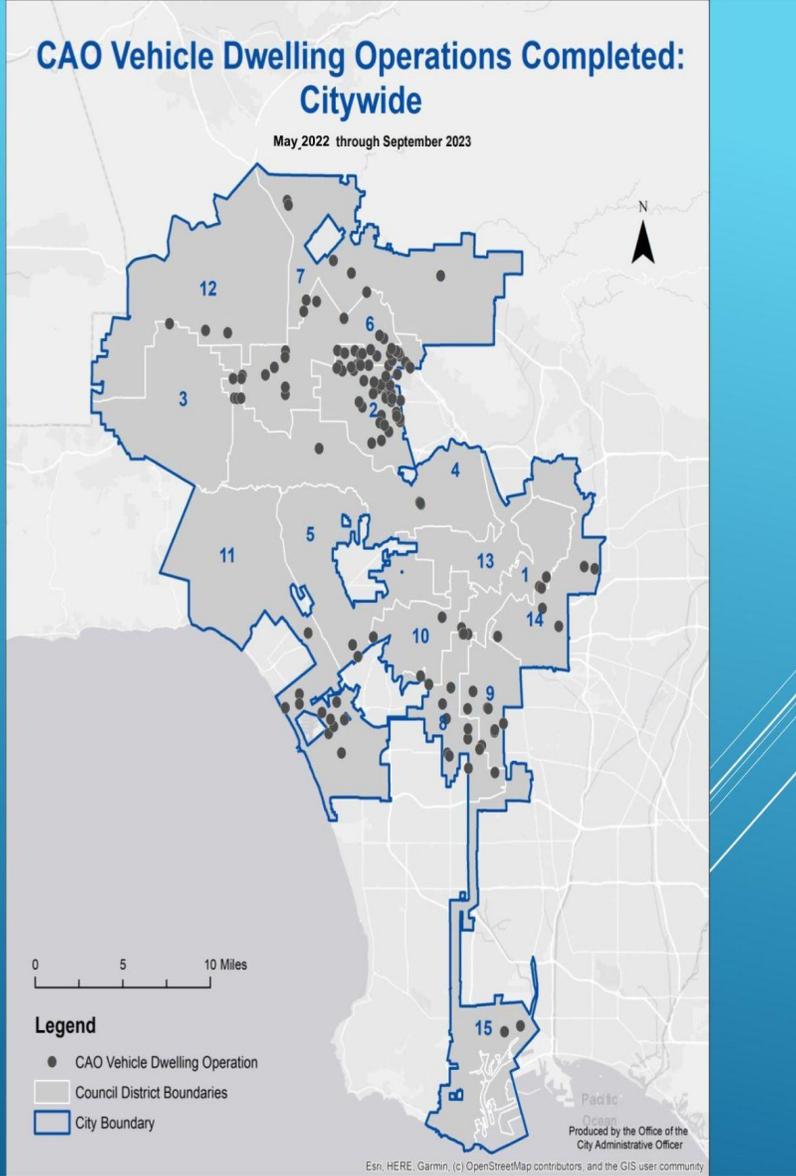
CAO RV operations GIS Map

Quick Stats for Period:  
May 2022 - Sep 2023



167	# of CAO Vehicle Dwelling Operations Completed
765	# of Vehicle Dwellings Assessed for Intervention
206	# of Citations Issued
121	# of Vehicles Impounded
212,885	Solid Waste Collected (lbs)
7,686	Hazardous Waste Collected (lbs)
49	# of People Experiencing Homelessness Housed
8	Instances of Storage Service Used

\*DISCLAIMER\* Operations are constantly taking place so this data may not be the latest at the time of receipt. Some agencies take longer to share data which can ultimately impact the accuracy of the reported data. Council specific reports and data available per request.



This Office, along with all relevant City Departments, have been able to streamline the process to address RVs/ vehicle dwellings across the city. However, there continue to be challenges most importantly, the lack of housing options for RV dwellers. During outreach efforts by LAHSA and in some cases, the Council Office staff, we have found that the majority of individuals are not interested in congregate housing (e.g., A Bridge Home, Tiny Home Villages, etc.) because they do not consider themselves homeless. In addition, individuals were also less interested in motel vouchers given the uncertainty of

their length of stay, securing permanent housing, and more importantly, inability to store their RV.

### **Strategies in Other Jurisdictions**

While the City has been strategizing on addressing vehicular homelessness, there are other Cities across the country that have identified potential solutions to address vehicular homelessness. For example, in June 2022 Olympia, Washington piloted a program that allowed for individuals living in their vehicles to apply for a permit to park on the public street. The city required those living in vehicles along the quarter-mile stretch of Ensign Road to agree to a list of conditions. Those conditions include: proper disposal of trash and human waste, only one lawn chair per person outside of the vehicle, residents cannot engage in violent behavior. Of the applications received, 33 vehicle owners received permits. Results showed none of the permits had been revoked in just over a year since they were granted. The area has remained relatively clean and only issued minor citations, mostly for trash issues. Permits are not permission for the owners to stay parked on Ensign Road indefinitely; however, they may do so until alternatives are offered to them.

In Portland, Oregon, the Sunderland RV Safe Park Village program was specifically for those living in RVs and their vehicles. The RV Safe Park Village is a temporary outdoor shelter, with case management, amenities, and mental and behavioral health services on-site. The program is contracted to serve up to 55 RVs and each person on site uses their own RV as their sleeping quarters. The village provides shared amenities including showers, restrooms, laundry, kitchenette, and community spaces.

These are some examples of programs and services that other Cities are using to address vehicular homelessness. Vehicular Homelessness has shed light on how the programs for People Experiencing Homelessness living in encampments, need to be redesigned to service individuals who already consider themselves housed. One of the key differences is being able to provide the ability for the individuals to keep their RV while receiving the services that will lead to securing permanent housing.

## **DISCUSSION**

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

In 2022, Council District 7 (CD 7) collaborated on an innovative pilot RV-To-Home rehousing program in partnership with West Valley Homes YES (WVHY). Utilizing a grant from the Hilton Foundation and funding from former-County Supervisor Sheila Kuehl's office, WVHY placed individuals into housing and facilitated the voluntary relinquishment of RVs. The goal of the program is to provide a proven solution to

address RV homelessness. WVHY prioritizes individual choice, safe storage for vehicles, and incentives for participants who accept both housing placement and are voluntarily willing to dispose of or sell their vehicle. This system moves people from living in their vehicles into interim and permanent housing, ultimately decreasing the number of people living in uninhabitable vehicles across Los Angeles.

As of August 10, 2023, WVHY in conjunction with CD7, have housed 75 individuals in Interim Housing, 8 individuals in permanent housing for a total of 83 being housed as part of this pilot. Of these, 83 individuals, 11 of them have returned to the streets or an unknown location.

CD 7 was allocated \$500,000 in the 2023-2024 Adopted Budget to address RV homelessness. At the time of this report, there are currently no programs in the City of Los Angeles that target vehicle dwellings on a voluntary basis. CD 7 was allocated \$500,000 in the 2023-2024 Fiscal Year to address RV homelessness. It is recommended that the City explores creating a voluntary participation program to address RV homelessness in CD 7 in concert with its budgeted funding. The program would look to model its services similar to the WVHY RV-to-Home pilot.

## **SAFE PARKING**

### **Utilization Metrics**

In partnership with the City of Los Angeles (City), the Los Angeles Homeless Services Authority (LAHSA) currently administers 13 Safe Parking Programs within the City. Safe Parking Programs provide a safe and stable parking environment and supportive services for people experiencing homelessness who are living in their vehicles. The Safe Parking Programs currently operate as overnight programs, with sites in operation for 12 to 14 hours per day beginning in the evening. LAHSA-administered Safe Parking Programs include housing-focused case management to help participants move forward on the path to permanent housing. All Safe Parking programs include security during hours of operation, an onsite restroom, handwashing station, and trash receptacles for participants. Some programs offer additional amenities such as showers, bi-weekly community dinners, and/or clothing.

Between the Fiscal Years 2019 to 2023, the utilization has remained relatively low, ranging from 31 percent in 2019 to 55 percent in 2023. As reported by LAHSA, the enrollment only indicates the number of vehicles enrolled in HMIS, it does not account

for the total number of People Experiencing Homelessness (PEH). Some of the challenges facing the utilization of the program include; not having a valid drivers license, current registration, insurance, and for the vehicle.

<b>Fiscal Year</b>	<b>Safe Parking Average Occupancy by Enrollment <sup>1</sup></b>
2019	31.18%
2020	38.64%
2021	39.89%
2022	48.51%
2023	55.38%

<sup>1</sup> Average Occupancy by Enrollment: Takes a count of all enrolled clients (by household) every day in the fiscal year and divides that by the total parking spot capacity of the program every day in the fiscal year. It is the number of vehicles not the number of PEH.

### **RV 24-hour Safe Parking Model**

On November 2, 2022, the City of Los Angeles passed a motion (Council File 22-1313) directing the Los Angeles Homeless Services Authority (LAHSA), working with the City Administrative Officer (CAO), to report back on a plan to establish 24-hour safe parking locations for Recreational Vehicles (RV) that include on-site case management, housing navigation services, vehicle maintenance services, and hygiene services. It also requests recommendations for changes to the Safe Parking program requirements to lower barriers of entry for people experiencing RV homelessness.

At present, none of the City-funded Safe Parking Program locations operate 24-hours per day, nor do they serve individuals residing in RVs. The primary barrier to extending hours and RV access has been securing available, appropriate sites for these operations. Most of the sites currently in operation maintain other programming or uses during daytime hours: for example, sites include parks and libraries, as well as County of Los Angeles service department parking lots or non-profit agency parking lots. These lots are utilized for other purposes during daytime hours. In addition, providing a location for RV access requires lots with appropriate spacing (e.g., clearance width at height restrictions if in garages, etc.), which has not been identified as achievable at the currently utilized sites. Further, if the RVs are intended to be operational while on-site, such as with electricity and toilet/shower access, the sites require appropriate power

access and sewage disposal set-ups. These factors will need to be accounted for to successfully operate a 24-hour RV Safe Parking Program.

In addition to the structural challenges of operating an RV Safe Parking Program, there are also operational challenges. Key among these challenges is the need to ensure individuals have valid driver's licenses, insurance, legal right to use the vehicle, and that the vehicle be operational. Unlike other types of interim housing programs that are low-barrier and do not require as much to enter the program, utilization of a vehicle/RV adds complexity to the intake process. State and local laws require individuals to have a valid current driver's license, property registration and insurance, and for the vehicle to be operational. Local regulations may also require these items for individuals to park in public lots. Persons experiencing RV homelessness often do not have access to these documents, are not legal owners of the vehicle, or have an operational vehicle. Safe Parking RV Programs must take these factors into account, which add complexity, time, and costs in enrolling people into the program and assisting them while in the program.

### **Plan to Establish 24-Hour Safe Parking Program for RVs**

Included below is a recommended plan for the establishment of Safe Parking Programs for RVs, which includes:

1. Site identification
2. Program model development
3. Securing of service providers
4. Ongoing program evaluation

#### ***1. Site Identification***

To identify sites for this project, LAHSA would work with the City to identify and secure lots that are an average of five acres or sufficiently large enough to accommodate the needs of RV participants beyond commercially available lots. In addition, LAHSA and the City would need to ensure the facilities have adequate sanitation facilities, wastewater disposal, utilities, and public spaces for service providers to meet with participants. Any potential lots are recommended to be at least five acres as the average dimension of an RV is between ten to fourteen feet tall, eight and a half feet wide, and twenty to forty-five feet long. The average RV requires an area of between 170 to 382.5 feet. This does not account for the space needed to enter and exit or for public facilities that might be needed. For example, commercial RV parking lots are an average of five acres and many states limit them to fifteen acres. Commercial lots are also typically located on major streets and near highways that can accommodate large vehicles. In addition to sufficient capacity per RV, the large lot size above is

recommended for budgetary reasons as an adequate number of RVs would need to be able to access each site to reach a cost effectiveness scale. At a lower lot size and RV capacity number per site, the cost per vehicle per night would be prohibitively expensive.

## ***2. Program Model Development - Effective Practices and Proposed Model***

As Safe Parking Programs are a relatively new intervention, there is minimal research on these programs; however, examinations of current programs operating in communities across the country offer insight into effective practices to promote safety and permanent housing connections. As part of a recent evaluation funded by the Hilton Foundation on Safe Parking Programs in Los Angeles, the evaluation team identified 43 communities with safe parking programs. More information will be available when the final report is completed. However, an Interim Report suggests that programs benefit from integration of case manager-led problem solving, strategic site identification, coordination among providers and with funders, and the expansion of program operating hours to reduce barriers from early exit times and costs of moving vehicles. While there is limited data available to draw strong conclusions, a recent study prepared by University of Southern California Sol Price School of Public Policy for The Center for Homeless Inquiries<sup>1</sup> identified several “smart practices” for Safe Parking Programs including:

- a. Working with a network of referral partners including 2-1-1, government and nonprofit social services, and law enforcement to outreach to potential participants;
- b. Offering robust services for Safe Parking Program participants, such as the implementation of case manager-led problem solving to attain more stable housing;
- c. Providing or offering linkages to financial assistance resources including for move-in expenses if housing is secured;
- d. Maintaining data collection and evaluation standards to understand program outcomes and successes

A 24-Hour Safe Parking RV Program will provide a legal and safe temporary parking environment for people experiencing homelessness in RVs. The 24-Hour Safe Parking RV Program will provide participants with a safe space to stay where they can receive supportive services, access hygiene services, and obtain meals. In addition, the program will offer people staying in RVs access to vehicle maintenance services, as well as possible services like greywater disposal. Case management and supportive services will be focused on connecting participants to permanent housing. Case managers will assist participants in gathering essential documents, such as

government-issued identification, homelessness verification, and other documents needed to access permanent housing resources. In addition, providers will assist participants in linking the participant to mainstream benefits, and addressing issues that may arise between the participant and lot operator.

Participants can be referred to Housing Navigation services. Housing Navigation, which operates as a separate program that can be paired to interim housing locations, focuses on supporting participants with identifying housing units, completing leases, and referrals to Time Limited Subsidies and other housing programs. Once a person has secured an apartment, Time-Limited Subsidy providers will provide rental assistance and retention service to the participant to ensure they remain housed. While in their housing, the time-limited subsidy provider will work to increase the participant's income. In the event the participant is assessed to need a long-term deep subsidy or permanent supportive housing, the Time-Limited Subsidy provider will assist the participant in obtaining these services prior to the termination of time-limited subsidy.

Additional services that could be offered by the 24-Hour Safe Parking RV Program include vehicle ownership and disposal related services. For example, to lower barriers and promote access into lots that require participants to demonstrate proof of ownership and registration, the 24-Hour Safe Parking Program can assist participants in obtaining a current valid driver's license, current vehicle registration, insurance, and documentation to support their legal right to utilize the RV prior to enrolling the participant in on-site services. They can also assist with RV repairs to ensure it passes smog checks and is safe to drive in public streets. In the event the vehicle is not operable or the cost of repairing the vehicle is more than 20% of their Blue Book Value, the program can offer to purchase the RV at Blue Book value, tow, and dispose of the vehicle.

### **3. Securing of Site Providers**

Once the program model is secured and sites are identified, LAHSA – at the direction of the City – can support procurement processes to identify and select site providers with experience and capacity to provide on-site services. These services, as noted in the program model above, would include 24-hour staffing and oversight, on-site case management, housing navigation services, vehicle maintenance services, and hygiene services. The services could be provided directly by the selected service provider(s) or the service provider could work with vendors, such as in the instance of vehicle maintenance services that may be offered via a third-party vendor with expertise in this service.

### **4. Ongoing Program Evaluation**

As is current practice, LAHSA recommends that any new program models launched have regular evaluations to assess program effectiveness and to identify any

modifications to programming that would enhance participant services and outcomes. The anticipated program outcomes will be:

- 1) 20% Exits to Permanent Housing
- 2) 95% Utilization of RV Safe Parking slots
- 3) 90% Data Quality

The proposed Safe Parking model by LAHSA describes the steps needed to pilot an 24-hour RV program, but does not include the estimated cost to launch a program. If Council would like to further explore this option, this office recommends that Council instruct LAHSA to provide such information.

### **RELINQUISHING OF RVs**

Throughout the process of developing the CAOs vehicle dwelling process, numerous lessons have been learned. One being that, currently there is no process for an individual/ vehicle dwelling occupant to voluntarily relinquish their RV. In an effort to address this matter, the City Attorney was instructed to create a waiver form. At this time, the waiver is readily available. If Council has any questions, the City Attorney would advise that Council request a closed session meeting to further address any questions.

### **LA Waste Disposal Program**

Per C.F. 22-1313, Bureau of Sanitation was instructed 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 SeRVe LA program. Council District 2 developed SeRVe LA in 2019 and contracted with Clean Harbors for RV septage disposal. LASAN also established four free RV septage disposal centers at LASAN service and maintenance yards located strategically throughout the City.

Since 2019, more than 7,300 RVs have been serviced at these locations. If the City implements a mobile RV disposal program, the CAO could contract directly with Clean Harbors or an alternate company to service the RVs. If LASAN resources are preferred, the estimated cost for these services would be approximately \$1,152 per day, assuming a cost of \$32 per trailer with 4 trailers serviced per hour. Driving time to each RV location across the City may increase this daily cost.

## Zoning Considerations for RV storage Lots

The City Council instructed the Department of City Planning to conduct an analysis of the zoning considerations of implementing RV temporary storage citywide. In response to the instruction given by the City Council (Council File No. 22-1324), the Department conducted their analysis with the following results:

The Los Angeles Municipal Code (LAMC) contains specific regulations pertaining to RVs and RV usage. This includes definitions and existing enumerated uses that address a variety of scenarios, such as RV storage, rental and sales. The LAMC also makes reference to abandoned automobiles, which is also relevant in the discussion of a citywide RV trade-in program, given that RVs used for shelter may have an expired registration. Altogether, the LAMC limits the storage of RVs to industrial zones and abandoned automobiles to industrial zones and certain commercial zones with a Conditional Use Permit (CUP) throughout the City.

Section 12.03 of the LAMC defines the following terms:

- **Recreational Vehicle:** A portable vehicle mounted on wheels, with or without motive power, and primarily designed and constructed to provide human habitation for recreational, camping, travel or emergency purposes.
- **Abandoned Automobile:** Any motor vehicle, which when operated upon a highway is required to be registered by the California Vehicle Code, whose registration has been expired for a period of six months or more. Notwithstanding the foregoing definition, a motor vehicle stored within a permitted building or structure is not considered to be an abandoned automobile. An RV whose registration has been expired for a period of six or more months is considered an abandoned vehicle, unless stored in a permitted building or structure.

The LAMC contains several enumerated uses related to the storage of RVs and abandoned automobiles. The two uses described below are most applicable for a citywide RV trade-in program.

The “Recreational Vehicle Storage” use is allowed by-right in the following industrial zones: MR1, M1, MR2, M2, M3; however, such use must comply with LAMC Section 12.17.5, which requires the use to be conducted wholly within a completely enclosed building or within an area enclosed on all sides with a solid wall or solid fence at least

six feet in height, and no material or equipment stored within the use can have a height greater than that of the enclosing wall or fence. This fence or wall must also be maintained in accordance with Section 12.21 A.9. It should be noted that this “Recreational Vehicle Storage” use is strictly for storage purposes and does not include sales, rental, or lease of RVs for temporary occupation purposes.

The “Temporary Storage of Abandoned, Partially Dismantled, Obsolete, or Wrecked Automobiles” use is allowed in a limited number of commercial and industrial zones: C2, C4, C5, CM, MR1, M1 with approval of a CUP pursuant to LAMC Section 12.24 W. The CUP application process consists of a public hearing with a Zoning Administrator and the imposition of conditions of approval to limit the land use impacts of the use in the surrounding area. Given that a CUP entails a discretionary action, the application is subject to appeals and environmental review.

Planning analysis only discusses the zoning considerations, however, if Council would like to further look into securing an RV Storage Lot, Planning is able to assist other Departments who are able to secure funding and a parcel for this. This type of assistance would include:

- Identifying areas where the current zoning would permit this use
- Identifying any entitlements/approvals that would be needed for a specific parcel
- Amending the Zoning Code to permit the use in more areas or ease any regulatory burden (this would take on average 12-18 months)

## **DEMOLISHING/DISMANTLING Of RVs**

The CAO has been working with the Board of Police Commissioners (Board) to coordinate service-led RV outreach operations. During such operations, immobile, unsafe, unsanitary, and dangerous RVs and other vehicles require prompt removal from our City streets. Consistently, the primary challenge facing any RV Operation effort has been the failure of a city-contracted tow truck to respond, remove, and store vehicles that are burned, abandoned, or otherwise pose significant environmental and public safety risks. All coordination efforts and the costs associated with the gathering of a multitude of City resources including homeless outreach, LADOT, the Department of Sanitation, concerned Council District representatives, and others are in vain if an Official Police Garage (OPG) is unable to perform their contracted service agreement. The issue has not been the lack of OPG contractors, but instead storage space and the ultimate disposition of stored RVs and other oversized vehicles.

To address this, the Board's Commission Investigation Division (CID) issued a Request for Proposal for a "Vehicle Recycling Program" in an effort to identify an auto dismantler to dispose of unsafe and unclaimed RVs, boats, and other vessels. Such a contract would allow OPGs to clear valuable storage space and would directly address this ongoing humanitarian crisis. The RFP did not result in a qualified vendor capable of handling the properly regulated and environmentally responsible dismantling of RVs. Due to the failed RFP, CID engaged in direct negotiations with SA Recycling. SA Recycling is an industry leader in vehicle dismantling and recycling. CID estimates that the initial funding to launch the Vehicle Recycling Program, with the proposal presented by SA Recycling, for up to six months would cost approximately \$1 million (with an anticipated annual cost of \$2-\$2.5M). It is estimated that a six-month pilot program would result in the recycling of approximately 400 RVs or similar vehicles.

### **State Legislation**

The DMV has a process for disposing of vehicles valued at \$500 or less and cannot identify the registered owner via the Vehicle Identification Number (VIN). A vehicle disposed of under these provisions can only be sold to a licensed dismantler or scrap iron processor. Once the RV is towed, the tow company has to go through their process before it can be disposed of. With the exception of burnt vehicles or immediate 462 (disposal order) available and no claim to ownership, there is a process that needs to be followed before an RV can be dismantled. The law currently requires most impounded vehicles to go to lien sale first before dismantling. This process can take anywhere between 10-150 days, depending on the value of the vehicle, which creates an ongoing capacity challenge for the tow yards. This then creates issues with the City's efforts to address RVs that are creating a nuisance and/or pose a public safety or environmental risk.

The current process does not allow the immediate dismantling of vehicles that are in poor and uninhabitable conditions when it is valued at \$500 or more. One of the ways the City can help address this issue is by introducing a Resolution, lobbying or petition the State Legislature to amend Section 22670 of the California Vehicle Code to define "Low Value Vehicle" as any vehicle appraised at \$2,000 or less and to authorize the destruction of such vehicles with an amendment to section 22851.3 CVC. Allowing for vehicles that pose a nuisance to by-pass the process and expedite the disposal of these vehicles. The statutory values were passed decades ago and are outdated. By amending the Vehicle Code, the threshold for what constitutes a low-valued vehicle would be increased. Thereby allowing for low-valued vehicles to potentially bypass the lien sale and be sent straight to the dismantler.

## **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 administered by the California Interagency Council on Homelessness (Cal ICH) and 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 applied for the second round of the State Encampment Resolution Fund (ERF-2) Grant on behalf of the City on February 28, 2023. On June 14, 2023 Cal ICH requested a revision to the City's application. The requested revisions were submitted by the deadline of June 30, 2023. On September 12, 2023 Cal ICH notified the City of the approval of the ERF-2 application and awarded the City \$2,428,329.75. The funding will be dedicated for the Ballona Ecological Reserve Project that focuses on addressing vehicular homelessness in Council District 11. The Office of the CAO is the designated administrative entity that is responsible for maintenance and reporting of this ERF-2 grant.

### **PRIORITIZATION FOR RV ENCAMPMENTS**

The Mayor's Office has created an RV Task Force that consists of Council District representatives, LADOT, LAPD, City Attorneys, and LASAN. The task force is broken up into multiple groups, including: Acquisitions and Development; Budget and Finance; Legal and Operation; and Services and Outreach. This Task Force aims to address some of the challenges, including increasing tow yard capacity, identifying storage for RVs, and housing resources. The groups will meet weekly to discuss and identify possible solutions and determine next steps to achieve such goals.

### **FISCAL IMPACT STATEMENT**

Approval of the recommendations in this report will not have an immediate impact on the General Fund. Should the proposed framework be adopted there may be a future fiscal impact of \$1 million for ramp up costs for the Vehicle Recycling Program.

## **FINANCIAL POLICIES STATEMENT**

The recommendations in this report comply with the City Financial Policies in that budgeted funds are being used to fund recommended actions.

*MWS:ECG:SP:BK:CG:RF:MP:SL:16240026*