

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Amending Division II of the Transportation Code to establish the Large Vehicle Refuge Permit program to exempt certain Large Vehicles, as defined, from applicable parking prohibitions if the permittee complies with conditions of the permit, including certification by City departments that the permittee was present in the City on May 31, 2025, is experiencing vehicular homelessness, accepting services, and complying with good neighbor policies, and will accept the City's offer of non-congregate interim or permanent housing when available; expand parking restrictions for Commercial Vehicles and making such violations towable; providing that all of these provisions are operative once the Board of Supervisors finally adopts companion legislation; and making corresponding technical corrections.

SUMMARY:

- Comprehensive changes are proposed for both Division I and Division II of the Transportation Code – with the latter for consideration by the SFMTA Board – to regulate parking of vehicles over twenty-two feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers (Large Vehicles). Large Vehicles on city streets impact curb access, traffic and circulation, and often present public health and safety hazards.
- Division I amendments, which will be considered by the San Francisco Board of Supervisors (BOS) for approval, would change the infractions in Section 7.2.54 and 7.2.84 from overnight parking restrictions on Large Vehicles and certain commercial vehicles to prohibit parking for more than two hours citywide unless otherwise specified or permitted.
- The amendments to Division II below would establish a Large Vehicle Refuge Permit program for people experiencing homelessness present in San Francisco on May 31, 2025 that would exempt a vehicle from the two-hour parking restriction.
- The Permit is conditioned on accepting services, offers of interim or permanent non-congregate housing, and following a good neighbor policy as developed and determined by the Department of Homelessness and Supportive Housing. Permittees must also abide by other applicable parking restrictions and allow the Department of Public Works to clear debris around the vehicle. Failure to follow these conditions may lead to revocation of the permit and subject the Large Vehicle to enforcement.
- Large Vehicles parked in violation of the two-hour parking restriction may be cited and towed by the SFMTA or the San Francisco Police Department (SFPD).

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- The Planning Department has determined that the Large and Commercial Vehicle Parking Citation and Removal project is statutorily exempt from the California Environmental Quality Act (CEQA). The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Amendment

APPROVALS:

DATE

DIRECTOR	 _____	<u>June 12, 2025</u>
SECRETARY	 _____	<u>June 12, 2025</u>

ASSIGNED SFMTAB CALENDAR DATE: June 17, 2025

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PURPOSE

Amending Division II of the Transportation Code to establish the Large Vehicle Refuge Permit program to exempt certain Large Vehicles, as defined, from applicable parking prohibitions if the permittee complies with conditions of the permit, including certification by City departments that the permittee was present in the City on May 31, 2025, is experiencing vehicular homelessness, accepting services, and complying with good neighbor policies, and will accept the City's offer of non-congregate interim or permanent housing when available; expand parking restrictions for Commercial Vehicles and making such violations towable; providing that all of these provisions are operative once the Board of Supervisors finally adopts companion legislation; and making corresponding technical corrections.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

SFMTA Strategic Plan

Goal 4: Make streets safer for everyone.

Transit First Principles

Principle 3: Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

DESCRIPTION

Issues around on-street parking of vehicles over twenty-two feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobilehomes, recreational vehicles, or semi-trailers (Large Vehicles) have long been observed and reported by San Francisco Municipal Transportation Agency parking control officers (PCOs), the SFPD, and residents, businesses, and institutions throughout the city. Large Vehicles parked on city streets can present a variety of public safety and public health problems, including impaired sight lines for road users, blocked sidewalks, fires, localized air pollution, and illegal dumping of garbage and waste matter on sidewalks and streets. In some districts, limited available on-street parking is diminished further due to Large Vehicles being stored on streets.

In 2012, the Board of Supervisors asked the SFMTA to develop a policy proposal to support and inform discussion on ways to address these issues. Based on field surveys, the Board of Supervisors adopted San Francisco Transportation Code Division I, Section 7.2.54 in September 2012. The restriction, as approved in 2012, reads as follows:

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SEC. 7.2.54. LARGE VEHICLE PARKING RESTRICTIONS.

To Park a vehicle over twenty-two feet in length or over seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code, between the hours of 12 a.m. and 6 a.m. when Municipal Transportation Agency signs are posted giving notice.

In 2013, the SFMTA Board of Directors approved posting of the restriction in an initial set of locations. At the request of the Board of Supervisors, SFMTA staff gathered data and prepared the *Oversized Vehicle Parking Restriction Pilot – Evaluation and Recommendations*¹ report in November 2013 and presented the findings of that report to the Board of Supervisors and SFMTA Board of Directors.

The pilot showed that the oversized vehicle overnight parking restriction was effective in pilot locations where it was posted. After three months of active enforcement, all locations posted with the restriction had greatly reduced numbers of oversized vehicles parked overnight; in most pilot locations oversized vehicle parking was nearly eliminated. While the restriction was effective, there were concerns about displacement of oversized vehicles to other locations, as well as concerns about the displacement of people living in vehicles. In light of these findings, after legislating a second round of restricted locations in 2014, the SFMTA Board effectively adopted a moratorium on further postings of the restriction.

As a result, from 2014 to the present, only a few locations have been approved for posting of the restriction, in each case at the request of a District Supervisor following lengthy and contentious community discussions.

- 2018
 - District 11 Supervisor requested the restriction on De Wolf Street
 - SFMTA Board called on staff to develop guidelines for when large vehicle restrictions would be adopted
 - Those guidelines and legislation for De Wolf Street were approved by the SFMTA Board in December 2018²
- 2019

¹ *Oversized Vehicle Parking Restriction Pilot – Evaluation and Recommendations*, November 2013. URL for the report is https://www.sfmta.com/sites/default/files/reports-and-documents/2017/12/ov_pilot_evaluation_fall_2013_0.pdf

² The enclosed *Oversized Vehicle Policy Guidelines Memo* December 18, 2018 will be superseded with approval of the proposed amendments. <https://www.sfmta.com/media/15487/download?inline>

- Following two years of community meetings and discussions, SFMTA Board approved the restriction on the perimeter of the University Mound Reservoir

The large vehicle overnight parking restriction continues to be in effect on approximately 47 miles of street frontage. Enforcement of Section 7.2.54 is typically carried out by the SFPD, per a Memorandum of Understanding with the SFMTA. Over the past five years, an average of three citations³ per month were issued for violations of Section 7.2.54.

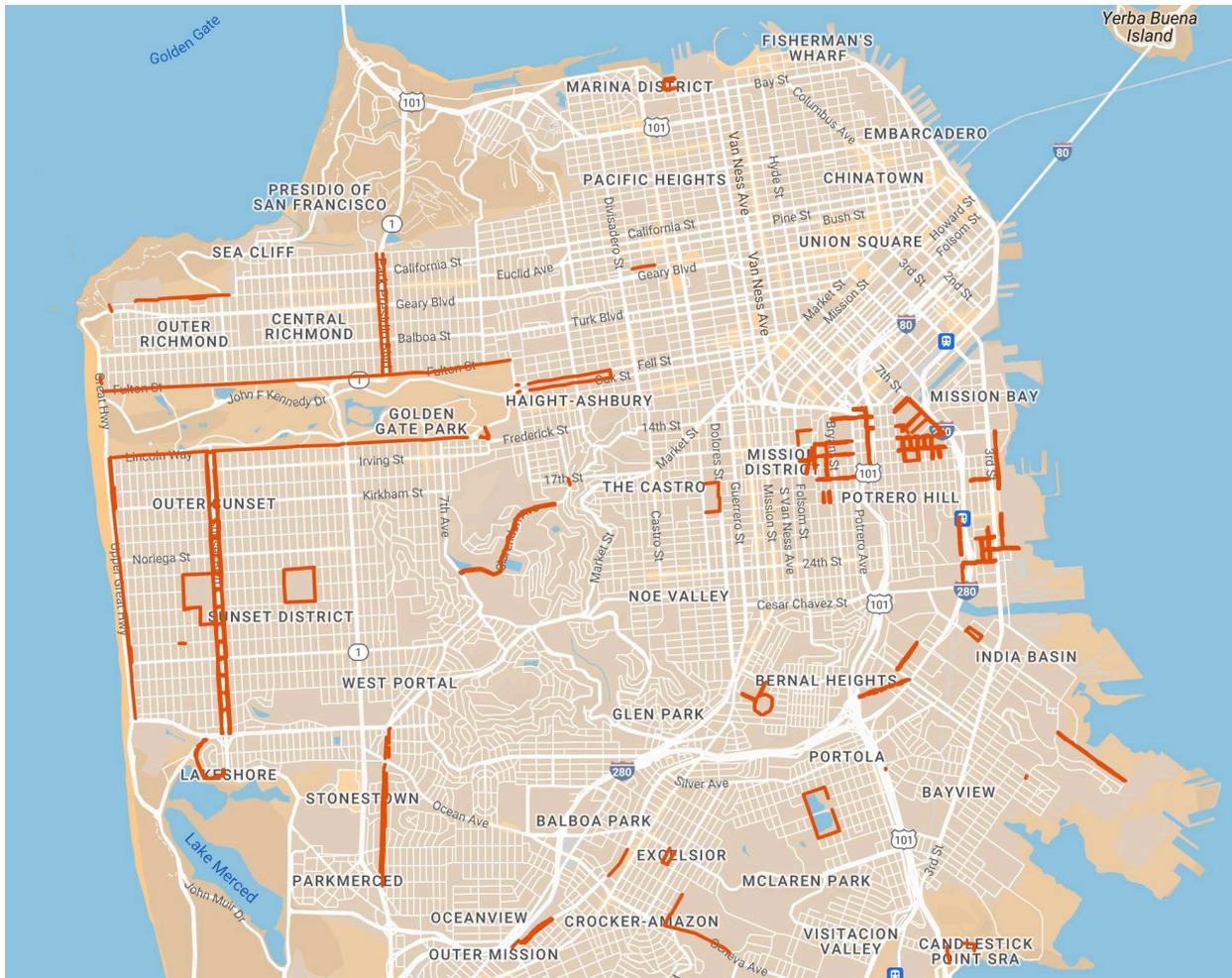


Figure 1: Locations where the large vehicle overnight parking restriction (TC 7.2.54) is currently posted

The City has assisted, and continues to assist, people who are using vehicles as lodging on city streets, but managing parking of Large Vehicles on San Francisco streets continues to be

3 Violations of Section 7.2.54 carry a fine of \$108.

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challenging. From the May 2025 San Francisco Large Vehicle Data Collection effort, 501 large vehicles were parked on San Francisco streets, of which 437 were being used for dwelling.

A key issue is the lack of affordable housing in San Francisco, pushing some people to dwell in vehicles. Most people using a vehicle for lodging adhere to “good-neighbor” practices, and many are employed and/or have children who attend school in the city. However, using Large Vehicles for lodging, particularly for extended time periods, may have serious impacts to public health and safety as City streets do not contain the facilities for managing the trash and human waste that are generated by long term vehicular lodging. San Francisco, like many other cities, is balancing the needs of those using vehicles for lodging and the inherent externalities of long-term parking of Large Vehicles on city streets, which may pose public safety or health conflicts.

Dating back to the 1970s, vehicular habitation was established as a misdemeanor in Section 97 of the San Francisco Police Code in 1971. Following the U.S. Supreme Court’s decision in *Grants Pass v. Johnson*, 144 S.Ct. 2202 (2024), the SFPD issued Departmental Notice 24-126 on July 31, 2024, to provide updated guidance on Police Code Section 97 regarding enforcement options for any persons sitting, lying, sleeping, or lodging on public property, including in vehicles.

Existing code and previous legislative efforts that only amended Division II of the Transportation Code made implementation, and particularly enforcement, challenging and failed to support the people most in need of City services and housing.

In light of these conditions, the Mayor requested amendments to the City’s Transportation Code to provide an innovative and comprehensive solution to regulate Large Vehicles to address the challenging and sometimes competing issues including the impacts to curb access, traffic and circulation, and public health and safety hazards. Led by the Mayor’s Office, the multi-departmental Large Vehicle Taskforce determined that a comprehensive solution required code amendments of both Division I and Division II of the Transportation Code and other relevant Codes, to ensure all parts of the Code were aligned in solving a challenging issue.

On June 10, 2025, legislation was introduced at the Board of Supervisors to consider amendments to Division I to clarify the restrictions applying to Large Vehicles. In summary:

- Section 7.2.84 – Commercial Vehicles
 - Existing code specifies a one-hour parking limit and overnight prohibition for commercial vehicles exceeding a certain weight in specified zoning districts specified by the SFMTA Board of Directors unless actively loading
 - Proposed code modifies the restriction to a 2-hour parking limit for commercial vehicles exceeding 22 feet long or 7 feet in height in zoning districts specified by the SFMTA Board of Directors unless actively loading
- Section 7.2.54 – All Other Large Vehicles

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- Existing code specifies an overnight restriction for vehicles exceeding 22 feet long or 7 feet in height or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers
- Proposed code creates a 2-hour parking limit citywide for any vehicle exceeding 22 feet long or 7 feet in height or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers, except commercial vehicles (see Section 7.2.84) or otherwise exempted by an SFMTA Permit, though all other parking restrictions continue to apply

The legislation before the Board of Supervisors is also contains amendments to the Administrative Code to require other City departments to assist the SFMTA in implementation of the Large Vehicle Refuge Permit Program (Program). These include:

- Supporting the SFMTA in its efforts to issue Large Vehicle Refuge Permits (Refuge Permits) by conducting outreach concerning the Program and certifying Household eligibility for the Refuge Permit;
- Providing permittees case management services, participating in the intake and assessment process, creating individual service plans, connecting permittees to employment, coordinating move-in logistics, offering weekly or as-needed follow up with outreach case managers, and participating in crisis interventions;
- Supporting the MTA in its efforts to verify permittees' compliance with the terms of their permit, and to enforce permit terms; and
- Requiring the Department of Homelessness and Supportive Housing (HSH) to develop a "Good Neighbor Policy" to be adhered to by permittees document all offers of housing services made to permittees, permittees' responses to each such offer, and where a permittee rejects an offer of housing services, the reason for the rejection.

The Board of Supervisors legislation also contains amendments to the Park and Port codes to ensure the restriction is applied consistently on streets managed by the Port of San Francisco and the Recreation and Parks Department.

The legislation before the SFMTA Board of Directors would amend Division II of the Transportation Code to align and support the Division I code amendments including clarifying the zoning areas applicable to commercial vehicles in Section 7.2.84 and establishing the Large Vehicle Refuge Permit Program that would exempt Large Vehicles from the 2 hour parking restriction in Section 7.2.54. SFMTA Parking Enforcement and SFPD may cite and remove any Large Vehicle that is found in violation of Section 7.2.54 and does not have a valid Refuge Permit or any commercial vehicle parked in violation of Section 7.2.84. As a citywide restriction, signs effectuating the 2-hour restriction will be posted at all points of entry along with supplemental signs as-needed to inform drivers of the 2-hour restriction of Large Vehicles unless

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otherwise specified or permitted.

The complete list of Transportation Code amendments for consideration by the SFMTA Board of Directors are as follows:

- Amend Section 901 to create the following definitions:
 - Household
 - Large Vehicle
 - Large Vehicle Buyback Program
 - Large Vehicle Refuge Permit
- Add Section 917: Large Vehicle Refuge Permit requirements, privileges, duration, conditions, revocation
- Amend Section 502 to identify Commercial Vehicles subject to the restriction in Section 7.2.84 by dimensions and refine the list of zoning classifications
- Amend Section 201 to be consistent with changes to Section 7.2.54 introduced at the Board of Supervisors

If the SFMTA Board of Directors approves these changes to Division II of the Transportation Code, the changes shall only be operative if the related changes to Division I of the Transportation Code are adopted by the Board of Supervisors. The changes to Division II shall become operative on the effective date of the changes to Division I.

In preparation to implement the proposed amendments, if approved, a citywide Large Vehicle Data Collection effort was completed in May 2025. This effort identified all the Large Vehicles in the city and created an eligibility list for vehicles on that list to be considered for a Refuge Permit if vehicle is being used for shelter. If a Large Vehicle is not on the eligibility list and cannot otherwise prove presence on May 31, 2025, the vehicle will be subject to enforcement.

If all legislation is approved, outreach teams will contact anyone using the Large Vehicles for lodging on the eligibility list to understand their specific housing and services needs. While some may just be visiting and others may need some assistance in fixing their vehicle to continue on to a destination outside the city, many are rooted in San Francisco and need support to find permanent housing. After diligent and thorough engagement, outreach teams will make an offer of appropriate, non-congregate interim or permanent housing. For people to whom the city cannot immediately make an appropriate offer of non-congregate housing, the city may approve issuance of a Refuge Permit. The Refuge Permit exempts the vehicle from the 2-hour parking limit established by Section 7.2.54 for up to six months or until an offer of non-congregate interim or permanent housing is made. The permit may be extended once for up to six-months if the HSH certifies that the City has not made the permittee an offer of non-congregate interim or permanent housing. Once an offer of housing is accepted, the city also will offer to purchase the Large Vehicle for disposal if the occupant can prove ownership; if not, the owner may make

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other arrangements to ensure that the Large Vehicle is compliant with the 2-hour parking restriction.

The Refuge Permit would contain a number of conditions, which if violated, could lead to revocation of the permit and enforcement of the two-hour parking restriction:

- Comply with all other applicable parking restrictions, including, but not limited to, street cleaning, payment of parking meters, parking in front of driveways, parking in violation of color curb restrictions, parking over seventy-two hours, and parking in excess of the posted time in a Residential Parking Permit Area;
- Maintain certification from HSH that the permittee is experiencing vehicular homelessness and is willing to accept, and is accepting, services and will accept the City's offer of non-congregate interim or permanent housing;
- Allow the Department of Public Works to clear debris around the Large Vehicle; and
- Adhere to the Good Neighbor Policy as established by the HSH.

A Refuge Permit may also be revoked if the SFMTA determines that the permittee provided false information on their permit application or the permittee attempts to transfer the permit to another vehicle or person. If a permittee rejects an offer of non-congregate interim or permanent housing, HSH will inform SFMTA that it is revoking its certification and the SFMTA can revoke the permit for failure to follow the permit conditions, subjecting the Large Vehicle to enforcement.

Regarding large commercial vehicles, the amendments to Section 7.2.84 aim to make it easier to identify vehicles subject to the commercial vehicle restriction by making it consistent with Section 7.2.54, with both being defined by dimension—22 feet long or 7 feet in height—rather than by weight. Additionally, the code changes within Section 502 under consideration by the SFMTA Board of Directors, refine the list of zoning areas where large commercial vehicles are subject to a 2-hour parking limit unless actively loading and may otherwise be cited, or towed if signs are posted.

STAKEHOLDER ENGAGEMENT

For this proposal, the Mayor's Office convened a multi-agency Large Vehicle Taskforce to develop this program. City Departments in the Large Vehicle Taskforce include the Department of Homelessness and Supportive Housing (HSH), the Department of Emergency Management (DEM), San Francisco Police Department (SFPD), the San Francisco Sheriff's Office (SFS), the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Recreation and Parks Department, the San Francisco Public Utility Commission, the Port of San Francisco, the Department of Public Health (DPH), the City Administrator's Office, and Healthy Streets

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Operation Center (HSOC). These agencies routinely partner with each other to work with people using vehicles for lodging.

Many city entities, namely San Francisco Homeless Outreach Team (SFHOT), have been engaging with people living in vehicles across the City for years. Prior to any enforcement, the city may make offers of:

- Interim or permanent housing;
- Case management for employment, medical, housing, and other assistance;
- Connecting people with friends or family; or
- Providing transportation to relocate when those contacts are outside of San Francisco.

The city's past engagement with people living in vehicles has made clear that to increase the chance of acceptance, an offer of housing must mimic the qualities of living in a vehicle by offering privacy and autonomy. As such, this proposal specifies offers must include non-congregate interim or permanent housing.

The City briefed all members of the Board of Supervisors:

President Rafael Mandelman, Supervisor Melgar, Supervisor Walton, Supervisor Engardio, Supervisor Mahmood, Supervisor Chen, Supervisor Chan, Supervisor Fielder, Supervisor Dorsey, Supervisor Sauter, Supervisor Sherill

Additionally, the following stakeholders were engaged:

- Other Bay Area cities/counties: City of San Jose, City of Berkeley, City of South San Francisco, Marin County, San Mateo County
- Community-based organizations: Compass Family Services, Hamilton Families, Mission Action, Providence Foundation, La Raza Community Resource Center, End Poverty Tows Coalition

ALTERNATIVES CONSIDERED

The SFMTA considered several alternatives including:

1. Maintaining the status quo
2. Returning to designating specific streets under the existing authority contained in Sections 7.2.54 and 201(c)(15) of the Transportation Code.
3. Establishing areas where Large Vehicles are temporarily permitted to park on-street while the city identifies permanent housing or other solutions
4. Establishing more off-street safe parking sites while the City identifies permanent housing or other solutions

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5. In addition to establishing a Refuge Permit, adding visitor vehicle permits and commercial vehicle permits

The first alternative was rejected because the status quo is having negative impacts to health, safety, curb access and circulation.

The second alternative was rejected because the current piecemeal approach is inefficient and often just moves Large Vehicles to nearby locations that have not been designated as restricted, and because some vehicles simply accumulate tickets, increasing the financial instability of the occupants.

The third and fourth alternative were rejected because the city's experiments with safe parking sites have proven to be expensive and ineffective at actually moving people into stable housing. A site in Candlestick Point that operated between 2021 and early 2025 only accommodated one-fifth the number of vehicles as originally planned, moved very few people out of their vehicles and into stable housing, and was called "by far the most expensive homeless response intervention" by a city budget analysis.

The fifth alternative was rejected as the proposal, specifically the portion under consideration by the Board of Supervisors, addresses the issue of large commercial vehicle parking through amendments to Section 7.2.84. In addition, the May 2025 San Francisco Large Vehicle Data Collection effort suggests that there is not a need for a visitor permit. However, the SFMTA Board of Directors has the option of creating such a permit if necessary in the future.

FUNDING IMPACT

Implementation and enforcement of this proposal is estimated to cost SFMTA \$2.9 million over the next two years. The Mayor's Office has allocated \$1.7 million FY25-26 and \$1.2 million FY25-26 to fund staffing, tow fees, and signage for this program.

ENVIRONMENTAL REVIEW

The proposed Large and Commercial Vehicle Parking Citation and Removal project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review—as defined in Title 14 of the California Code of Regulations Section 21080.25(b)(9)—for the reduction or elimination of minimum parking requirements or institution of parking maximums, removal or restriction of parking, or implementation of transportation demand management requirements or programs.

On June 12, 2025, the Planning Department determined (Case Number 2025-004816ENV) that the proposed Large and Commercial Vehicle Parking Citation and Removal project is statutorily

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exempt from environmental review under Title 14 of the California Code of Regulations Sections 21080.25(b)(9).

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The amendments within will not go into effect unless and until related changes to Division I of the Transportation Code are adopted by the Board of Supervisors.

The proposed action is the Final SFMTA Decision as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Amend Division II of the Transportation Code to establish the Large Vehicle Refuge Permit program to exempt certain Large Vehicles, as defined, from applicable parking prohibitions if the permittee complies with conditions of the permit, including certification by City departments that the permittee was present in the City on May 31, 2025, is experiencing vehicular homelessness, accepting services, and complying with good neighbor policies, and will accept the City's offer of non-congregate interim or permanent housing when available; expand parking restrictions for Commercial Vehicles and making such violations towable; providing that all of these provisions are operative once the Board of Supervisors finally adopts companion legislation; and making corresponding technical corrections.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The City seeks to address and mitigate the impacts of parking Large Vehicles, both those used for commercial purposes and those used for habitation as defined to include vehicles over twenty-two feet in length or seven feet in height, camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobilehomes, and recreational vehicles, on San Francisco's streets; and,

WHEREAS, Long-term parking of Large Vehicles on city streets impacts traffic and circulation and often presents public health and safety hazards; and,

WHEREAS, The SFMTA has designed the Large Vehicle Refuge Permit program to ensure that as conditioned, Large Vehicles parked in compliance with the permit's conditions will not adversely affect parking conditions for residents and merchants; and,

WHEREAS, City agencies, convened by the Mayor's Office, developed a comprehensive proposal to amend both Division I and Division II of the Transportation Code; and,

WHEREAS, The proposed Large and Commercial Vehicle Parking Citation and Removal project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for the reduction or elimination of minimum parking requirements or institution of parking maximums, removal or restriction of parking, or implementation of transportation demand management requirements or programs, as defined in Title 14 of the California Code of Regulations Section 21080.25(b)(9); and,

WHEREAS, On June 12, 2025, the Planning Department determined (Case Number 2025-004816ENV) that the proposed Overnight Recreational Large Vehicle Parking Citation and Removal project is statutorily exempt from environmental review under Title 14 of the California Code of Regulations Section 21080.25(b)(9); and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanninggis.org/pim/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the Resolution amending Division II of the Transportation Code to establish the Large Vehicle Refuge Permit program to exempt certain Large Vehicles, as defined, from applicable parking prohibitions if the permittee complies with conditions of the permit, including certification by City departments that the permittee was present in the City on May 31, 2025, is experiencing vehicular homelessness, accepting services, and complying with good neighbor policies, and will accept the City's offer of non-congregate interim or permanent housing when available; expand parking restrictions for Commercial Vehicles and making such violations towable; providing that all of these provisions are operative once the Board of Supervisors finally adopts companion legislation; and making corresponding technical corrections; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to identify cases for exemptions and as necessary, create a permit program that would exempt other specified Large Vehicles with valid permits from these restrictions for short durations; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors finds that, as conditioned, Large Vehicles parked in compliance with the permit's conditions will not adversely affect parking conditions for residents and merchants; and be it further

RESOLVED, That with adoption, to the extent that other SFMTA towing policies regarding Recreational Large Vehicles conflict with this resolution, this Resolution takes precedence.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 17, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Large Vehicle Permits and Commercial Vehicle Restrictions]

Resolution amending Division II of the Transportation Code to establish the Large Vehicle Refuge Permit program to exempt certain Large Vehicles, as defined, from applicable parking prohibitions if the permittee complies with conditions of the permit, including certification by City departments that the permittee was present in the City on May 31, 2025, is experiencing vehicular homelessness, accepting services, and complying with good neighbor policies, and will accept the City’s offer of non-congregate interim or permanent housing when available; expand parking restrictions for Commercial Vehicles and making such violations towable; providing that all of these provisions are operative once the Board of Supervisors finally adopts companion legislation; and making corresponding technical corrections.

NOTE: **Additions** are in *single-underline italics Times New Roman font*.
Deletions are in *strike-through italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strike-through Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 900 of Division II of the Transportation Code is hereby amended by revising Section 901 and adding Section 917, to read as follows:

SEC. 901. DEFINITIONS.

As used in this Article 900, the following words and phrases shall have the following meanings:

* * * *

Electric Vehicle. A motor vehicle that uses a plug-in battery to provide all of the motive power of the vehicle.

Household. All persons occupying a Large Vehicle.

Large Vehicle. A vehicle over twenty-two feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobilehomes, recreational vehicles, or semi-trailers as defined by the California Vehicle Code and Health and Safety Code.

Large Vehicle Buyback Program. A City program to purchase Large Vehicles from individuals who have accepted the City's offer of non-congregate interim or permanent housing.

Large Vehicle Refuge Permit. A permit issued by the SFMTA to a Household that authorizes a specified Large Vehicle to park without being subject to the two-hour parking limit described in Transportation Code, Division I, Section 7.2.54 and subject to all permit conditions. Large Vehicle Refuge Permits are not subject to the annual renewal provisions under Division II, Section 902 subsection (a) or the prior payments provisions in subsection (c) of that section.

* * * *

SEC. 917. LARGE VEHICLE REFUGE PERMIT.

(a) General Permit Requirements.

(1) No more than one Large Vehicle Refuge Permit ("Permit") shall be issued to a Large Vehicle and Household. A Permit may not be transferred to a different Large Vehicle or Household.

(2) A Large Vehicle Refuge Permit does not guarantee or reserve to the Permittee an on-street parking space.

(b) **Permit Privileges.** Display of a valid Permit shall exempt the Permittee from the two-hour parking restriction in Division I, Section 7.2.54.

(c) **Duration.** A Permit shall expire six months from the date of issuance, or when the City has made the Permittee an offer of non-congregate interim or permanent housing, whichever occurs first. A Permit may be extended once for up to six-months if the Director of the Department of Homelessness and Supportive Housing (“DHSH”), or their designee, certifies to the Director of Transportation (“Director”) that the City has not made the Permittee an offer of non-congregate interim or permanent housing.

(d) **Application Requirements.**

(1) An applicant for a Permit or renewal of a Permit shall complete an application that:

(A) Identifies the individuals in the Household;

(B) Identifies the Large Vehicle by the license plate and vehicle identification number, or if there is no license plate by the vehicle identification number, make, model, and color.

(2) To be eligible for a permit, the applicant must have been present in San Francisco and occupying the Large Vehicle as of May 31, 2025, as reflected in the City’s Large Vehicle database. If the Large Vehicle is not in the database, an applicant may provide evidence establishing they meet this eligibility requirement. The SFMTA shall create a process for applicants to provide evidence to meet this requirement.

(3) Applicants must agree to engage consistently in case management services provided by City departments, including but not limited to the DHSH, the Department of Emergency Management (“DEM”), and the Police Department (“SFPD”), such as participation in intake and assessment, creation of individual service plans, connections to employment, coordination of move-in

logistics, weekly or as needed follow up with outreach case managers, and participation in crisis intervention.

(4) Applicants must agree that once the City makes an offer of non-congregate interim or permanent housing, the applicant will either participate in the City's Large Vehicle Buyback Program if eligible, or ensure that the Large Vehicle is not parked in violation of Division I, Section 7.2.54. If the applicant is renting the Large Vehicle, they must agree to remove their belongings, vacate the vehicle, and provide the City with the contact information of the vehicle's owner.

(e) Permit Conditions.

(1) Permittees must comply with all other parking restrictions in the California Vehicle Code and San Francisco Transportation Code. These include, but are not limited to, street cleaning, payment of parking meters, parking in front of driveways, parking in violation of color curb restrictions, parking over seventy-two hours, and parking in excess of the posted time in a Residential Parking Permit Area.

(2) Permittees must maintain certification by DSHS that the Permittee is experiencing vehicular homelessness and is willing to accept, and is accepting, services and will accept the City's offer of non-congregate interim or permanent housing.

(3) Permittees must allow the Department of Public Works ("DPW") to clear debris around the Large Vehicle. City departments, including but not limited to DSHS, DEM, and SFPD, may consult with DPW to determine if the Permittee has complied with this requirement.

(4) Permittees must adhere to a Good Neighbor Policy to be defined by DSHS. A copy of this policy shall be posted online and will be provided to the Permittee at the time of Permit application and upon request.

(f) Permit Revocation. Revocation of Permit shall subject the Large Vehicle to citation and removal under Division I, Section 7.2.54.

(1) SFMTA may revoke a Permit for any of the following reasons:

(A) The Permittee has violated a condition of the Permit;

(B) DSHS has informed the SFMTA in writing that it has revoked its certification under subsection (e)(2) of this Section 917;

(C) SFMTA has determined that the Permittee provided false information on the Permit application;

(D) The Permittee attempts to transfer the Permit to another Large Vehicle or Household; or

(E) The City has made the Permittee an offer of non-congregate interim or permanent housing and the Permittee has not accepted the offer.

(2) The Director is authorized to promulgate hearing and review procedures applicable to any appeal of a decision to revoke a Permit. Such procedures may also apply to SFMTA's decision to deny a Permit application.

Section 2. Article 500 of Division II of the Transportation Code is hereby amended by revising Section 502, to read as follows:

SEC. 502. COMMERCIAL VEHICLES; PARKING LIMITED IN CERTAIN DISTRICTS.

(a) Transportation Code, Division I, Section 7.2.84 (Commercial Vehicle Parking in Certain District) shall apply only to a vehicle over twenty-two feet in length or seven feet in height~~with a manufacturer's gross vehicle weight rating or a gross combination weight rating in excess of 10,000 pounds~~ while Parked on any Street in a Residential District, Parkmerced District or Public Use District, including ~~an~~ RH-1(D), RH-1, RH-2, RH-3, RM-1, RM-2, RM-3, RM-4, PM-R, PM-MUI, PM-MU2, PM-S, PM-CF, PM-OS, or P Use District.

(b) Any Police Officer or Parking Control Officer is authorized, in accordance with all applicable requirements of this Code and the California Vehicle Code, to remove or cause to have removed any vehicle that is parked in violation of Section 7.2.84 of Division I of the Transportation Code where permanent or temporary signs giving notice of the removal are posted pursuant to Section 22651(n) of the California Vehicle Code.

Section 3. Article 200 of Division II of the Transportation Code is hereby amended by revising Section 201, to read as follows:

SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS.

* * * *

(c) **SFMTA Board of Directors' Action Required.** The following Parking and traffic measures may not be implemented without prior approval of the SFMTA Board of Directors, taking into consideration the recommendation of the City Traffic Engineer:

* * * *

~~(15) Designate locations where Parking by vehicles over twenty two feet in length or seven feet in height, or camp trailers, fifth wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi trailers are prohibited from parking between the hours of midnight and 6 a.m.~~

(16) Except as provided in Sections 204 and 205, close a street to vehicular traffic for non-ISCOTT permitted events authorized by Division I, Article 6.

(17) Addition, removal, or modification of a street to the Slow Streets Program as set forth in Section 207. To add a street to the Slow Streets Program, the Board of Directors must make the findings required by California Vehicle Code Section 21101(f).

(~~18~~17) Designate stalls or spaces on a public street for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes.

Section 4. Effective Date. This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 5: Operative Date. This resolution shall be operative only if the related ordinance introduced at the Board of Supervisors on June 10, 2025 and contained in Board File No. _____ is finally adopted by the Board of Supervisors. If that ordinance is finally adopted, then this Resolution shall be operative on the effective date of that ordinance.

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Section 6. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
MISHA TSUKERMAN
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 17, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency