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**RESOLUTION OF ADVISORY NEIGHBORHOOD COMMISSION 4D CONCERNING
BILLS TO IMPROVE SAFETY-FOCUSED TRAFFIC ENFORCEMENT (B25-0421, B25-
0422, B25-0425 AND B25-0435)**

Advisory Neighborhood Commission 4D takes note of the following:

1. **WHEREAS** the D.C. Council currently has four bills pending before it concerning increasing the effectiveness of traffic enforcement in the District of Columbia:
 - a. B25-0421, the "License Suspension Reform Amendment Act of 2023," which would suspend the drivers' licenses of people charged with (1) negligent homicide due to operation of a vehicle, (2) leaving the scene of an accident in which there was a personal injury, and (3) driving while intoxicated or under the influence, or with alcohol in their system under 21;
 - b. B25-0422, the "Automated Traffic Enforcement [ATE] Effectiveness Act of 2023," which would (1) assess points against the driving record of individuals for moving violations detected by an ATE system, (2) require reporting to automobile insurance companies of driving records of drivers who accumulate five moving violations in a year, and (3) require towing or immobilization of a parked vehicle with five or more unpaid moving violations, as well as vehicles with

counterfeit, stolen, or otherwise fraudulent temporary identification tags;

- c. B25-0425, the “Strengthening Traffic Enforcement, Education, and Responsibility (‘STEER’) Amendment Act of 2023,” which would (1) create a booting and impounding regime based on traffic tickets accumulated in a six-month period, regardless of whether drivers pay their fines; (2) empower the District Attorney General to bring civil suits against drivers and motor vehicles, including out-of-state drivers; (3) require the District DMV to create a safe driving course for drivers to complete prior to reinstatement of driving privileges or release of vehicles from impoundment; (4) require reporting of DUI offenses between the D.C. Superior Court and DMV, with oversight by the OAG, and require suspension of drivers’ licenses while negligent vehicular homicide charges are pending;
 - d. B25-0435, the “Fraudulent Vehicle Tag Enforcement Amendment Act of 2023,” which would (1) clarify and expand restrictions on the use of counterfeit, stolen, fraudulent, and fake license plates, as well as license plate covers, (2) expand the authority of the District to tow or impound such vehicles when parked on public streets, and (3) seek investigations and enforcement measures against persons selling fake license plates.
- 2. **WHEREAS** Advisory Neighborhood Commission 4D has previously unanimously passed two resolutions calling for the District to reorient Automated Traffic Enforcement efforts towards improving safety (particularly in school zones) and getting dangerous drivers off the road, rather than simply growing the District’s revenue;¹
 - 3. **WHEREAS** the District’s budget estimates currently treat towing and impoundment of vehicles with excessive unpaid tickets and unlawful license plates purely as a cost center for DPW;
 - 4. **WHEREAS** the District is moving further away from achieving its Vision Zero

¹ Resolution ANC-2023-06, https://resolutions.anc.dc.gov/AttachmentsFiles/20/4D_2023_06_Automated_Traffic_Enforcement_TM_20230501081828PM.pdf and Resolution ANC-2023-07, https://resolutions.anc.dc.gov/AttachmentsFiles/20/4D_2023_07_3HSP_School_Zone_ATE_TM_20230710091530PM.pdf.

goals, as 35 people have died from traffic violence in D.C. in 2023 to date, as many as died in all of 2022;

5. **WHEREAS** as of 2022, DPW reported nearly \$900 million in unpaid ATE citations;²
6. **WHEREAS** over 13,000 vehicles have at least \$5,000 in outstanding ATE fines, including one car with over \$186,000 in unpaid fines, another car with over \$12,000 in unpaid fines that would later go on to kill three people in a traffic accident;³
7. **WHEREAS** the National Highway Traffic Safety Administration has identified automated traffic enforcement as a highly-effective countermeasure to speeding and speed management on American roadways;⁴
8. **WHEREAS** the use of fixed fines and fees can disproportionately harm families of color, and the use of law enforcement for revenue-raising can create conflicts of interest for cities that don't improve safety;⁵

THEREFORE, BE IT RESOLVED That Advisory Neighborhood Commission 4D:

1. **Urges** once again that the Mayor and Council treat traffic calming as the District's street safety tool of first resort, with enforcement and fines playing a supplemental role;
2. **Applauds** the Council for reinstating the requirement that excess revenue from the District's ATE program be dedicated to Vision Zero projects;⁶
3. **Urges** the Council to lower the threshold for treating ATE revenue as "excess" for the purposes of directing those funds to Vision Zero projects, in order to give effect to the commitment to use ATE for safety, not just

² <https://www.wusa9.com/article/news/local/dc/dc-millions-dollars-unpaid-tickets/65-9620d760-a06c-451e-b173-25125f75779b>

³ <https://www.nbcwashington.com/news/local/one-driver-with-186k-in-unpaid-tickets-what-dc-ticket-data-shows/3339753/>

⁴ <https://www.nhtsa.gov/book/countermeasures/speeding-and-speed-management/countermeasures>

⁵ <https://www.dcpolicycenter.org/publications/racial-equity-fines-fees/>;
https://www.usccr.gov/files/pubs/docs/Statutory_Enforcement_Report2017.pdf

⁶ https://lms.dccouncil.gov/downloads/LIMS/52613/Committee_Report/B25-0202-Committee_Report1.pdf?Id=166829#page158

revenue;

4. **Endorses** the proposed License Suspension Reform Amendment Act of 2023;
5. **Calls** for the Council to expand the suspension provisions of the License Suspension Reform Amendment Act of 2023 to include the suspension of drivers licenses for drivers who commit moving violations under District of Columbia Municipal Regulations Ch. 18-22, and in doing so strike a pedestrian or vulnerable user as defined in D.C. Code § 50-2204.51, causing personal injury;
6. **Endorses** the proposed ATE Effectiveness Amendment Act of 2023;
7. **Calls** for the Council to expand the ATE Effectiveness Amendment Act's towing and immobilization provisions to include vehicles with obscured license plates;
8. **Calls** for the Council to require the tracking and reporting of revenue collected via towing or immobilization enforcement against vehicles targeted by the ATE Effectiveness Amendment Act (those with five or more unpaid moving violations or improper tags);
9. **Endorses** the proposed STEER Amendment Act of 2023;
10. **Endorses** the proposed Fraudulent Vehicle Tag Enforcement Amendment Act of 2023;
11. **Calls for** the Council to require the tracking and reporting of revenue collected via towing or immobilization enforcement against vehicles targeted by the Fraudulent Vehicle Tag Enforcement Amendment Act of 2023;
12. **Calls for** the Council to pair these laws expanding safety-focused enforcement efforts with reforms to the District's ATE fines that would lower these fines or explore progressive fine structures, so that traffic fines are not crippling to lower-income drivers in the District.

BE IT FURTHER RESOLVED That Commissioner Aman George (4D06) is hereby authorized to represent the commission in all matters relating to this resolution.

This Resolution of Advisory Neighborhood Commission 4D Concerning Bills To Improve Safety-Focused Traffic Enforcement (B25-0421, B25-0422, B25-0425 AND B25-0435) was considered on September 20, 2023 before ANC 4D at a duly

noticed meeting of the Commission in the presence of a quorum.

The vote of the Commission was 8 in favor, 0 against, and 0 abstentions. The resolution is hereby adopted as resolution number 4D-2023-11.

Signed by:

Dated: 2 October 2023

A handwritten signature in black ink, reading "Anthony L. Pirrotti". The signature is written in a cursive style with a large, looping initial "A" and a stylized "P".

Anthony Pirrotti, ANC 4D Chair