

Government of the District of Columbia
Office of the Chief Financial Officer



Natwar M. Gandhi
Chief Financial Officer

MEMORANDUM

TO: The Honorable Kwame R. Brown
Chairman, Council of the District of Columbia

FROM: Natwar M. Gandhi 
Chief Financial Officer

DATE: October 18, 2011

SUBJECT: Fiscal Impact Statement – “Criminal Penalty for Unregistered Motorist Repeal Emergency Amendment Act of 2011”

REFERENCE: Draft legislation shared with OCFO on October 14, 2011

Conclusion

Funds are sufficient in the FY 2012 through FY 2015 budget and financial plan to implement the proposed legislation.

Background

The proposed legislation would repeal and replace existing law¹ so that the penalty of operating a motor vehicle with an expired registration is enforced as a civil penalty absent fraudulent or false pretenses. Currently, beyond a 30 day grace period, the infraction is enforced as a criminal penalty and results in the arrest of motor vehicle operators.

The proposed legislation would create a graduated civil penalty structure where an expired registration of 30 days or less receives a fine of \$100 and an expired registration of greater than 30 days receives a \$200 fine. Additionally, the legislation provides for the impoundment of the vehicle at the discretion of the enforcement officer.

Financial Plan Impact

Funds are sufficient in the FY 2012 through FY 2015 budget and financial plan to implement the proposed legislation. The costs associated with the addition of the new infractions,

¹ Amends the District of Columbia Revenue Act of 1937, approved August 17, 1937 (50 Stat. 679; D.C. Official Code § 50-1501.04).

The Honorable Kwame R. Brown

FIS: "Criminal Penalty for Unregistered Motorist Repeal Emergency Amendment Act of 2011," Draft legislation shared with OCFO on October 14, 2011

administratively informing the appropriate enforcement personnel of these changes, and the potential impounding of vehicles can be absorbed by the agencies responsible for these activities.² With the information currently available, it is difficult to estimate the number of violations that could be written under this new fine structure. Thus, any expected revenue increases as a result of the proposed legislation cannot be projected.

² Responsible agencies include the Metropolitan Police Department, Department of Motor Vehicles, and the Department of Public Works.