

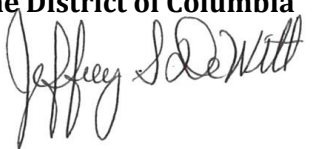
Government of the District of Columbia
Office of the Chief Financial Officer



Jeffrey S. DeWitt
Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Jeffrey S. DeWitt
Chief Financial Officer 

DATE: November 28, 2017

SUBJECT: Fiscal Impact Statement – Bicycle and Pedestrian Safety Clarification
Amendment Act of 2017

REFERENCE: Bill 22-13, Draft Committee Print as shared with the Office of Revenue
Analysis on November 15, 2017

Conclusion

Funds are sufficient in the fiscal year 2018 through fiscal year 2021 budget and financial plan to implement the bill.

Background

In 2016, the Council approved the Bicycle and Pedestrian Safety Act, a comprehensive pedestrian and bicycle safety effort.¹ Among other things, the Act imposed reporting requirements for crashes and violations on various District agencies, tightened the restrictions on all-terrain vehicle use in the District, and expanded eligibility for the ignition interlock program. The bill amends these provisions.

The bill reduces the frequency² and amends the required elements of the regular report the Mayor must submit on moving violations, ensures that demographic data in the monthly collision report excludes any personally identifiable information, and makes various technical changes to other reporting and notification requirements. The bill also allows an all-terrain vehicle on public space while it is loaded onto another vehicle or portable storage for transport to another jurisdiction or private property. The bill limits the penalty for a violation of the loading allowance to a \$250 fine. The Act bans these vehicles from public space.

¹ Bicycle and Pedestrian Safety Act of 2015, effective October 8, 2016 (D.C. Law 21-155; 63 DCR 12927).

² The bill decreases the frequency of the moving infractions report from monthly to quarterly.

The bill clarifies that the Department of Motor Vehicles will double a moving violation fine or increase by one category any criminal penalties in any work zone, whether or not workers are present in the zone.

The bill also requires the Department of Motor Vehicles (DMV) to issue a restricted license to a person guilty of a covered offense³ and requires that person to enroll in the ignition interlock program. Current law⁴ only requires a person to enroll in the ignition interlock program as a condition of receiving a restricted license from DMV.

Financial Plan Impact

Funds are sufficient in the fiscal year 2018 through fiscal year 2021 budget and financial plan to implement the bill. There are no costs associated with reducing the frequency or items included in the moving violation reports or clarifying the terminology in other reports. The proposed changes to the all-terrain vehicle restrictions impose no new costs.

Currently, the District subjects a driver to double the moving violation penalty in a work zone when workers are present. Eliminating the requirement will reduce some staff time reviewing contested tickets, but the impact will be minimal.

The bill requires DMV to issue a restricted license to offenders for alcohol- and drug-related driving offenses and for those offenders to enroll in the ignition interlock program. However, DMV does not expect all eligible individuals to participate because some offenders may not own a vehicle and other, non-indigent offenders⁵ may not want to pay to participate in the ignition interlock program. DMV has sufficient resources to issue restricted licenses to those who choose to participate in the ignition interlock program.

³ Covered offenses are alcohol and drug related driving offenses as defined in D.C. Official Code § 50-2201.05a(a).

⁴ D.C. Official Code § 50-2201.05a(b).

⁵ The District covers the cost of enrollment and participation for indigent residents per D.C. Official Code § 50-2201.05a(e)(2).