

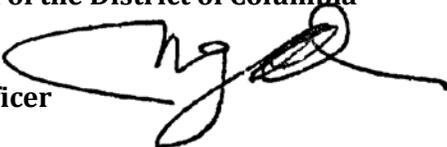
Government of the District of Columbia
Office of the Chief Financial Officer



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: January 17, 2012

SUBJECT: Fiscal Impact Statement – “Immobilization Amendment Act of 2012”

REFERENCE: Draft Bill as Shared with OCFO on January 17, 2012

Conclusion

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

Background

Under current law and practice, any vehicle owner seeking to have an immobilization device removed or a vehicle released from impoundment must pay any fines and penalties associated with the violation that led to the immobilization or towing. The owner pays¹ the applicable fines and penalties to the Department of Motor Vehicles (DMV) and then he or she brings proof of payment to the Department of Public Works (DPW) for release of an immobilized or impounded vehicle.

The bill requires an owner to pay all outstanding fees, charges, fines, or penalties associated with him or her and any vehicle in which he or she presently or in the past had an ownership interest before a vehicle can be released from an immobilization device or impoundment.²

¹ Payment is made in-person at DMV Adjudication Services, mail, or online at any computer or a DPW kiosk.

² Applicable fines are associated with Compulsory/No-Fault Motor Vehicle Insurance (D.C. Official Code § 31-2413(b)(2)(A)), Motorized Vehicle Inspection (§§ 50-1101 and 1106), Regulation of Traffic (§§ 50-2201.03, 1401.01, and 1401.02), Registration of Motor Vehicles (§§ 50-1501.02 and 1501.03), Traffic Adjudication (§ 50-2301.05 and 2303.04a), and Removal and Disposition of Abandoned and other Unlawfully Parked Vehicles (§ 50-2421.09).

Financial Plan Impact

Funds are sufficient in the FY 2012 through FY 2015 budget and financial plan to implement the bill. DMV currently has systems to view all fines adjudicated through DMV that are associated with any particular vehicle owner. DMV would need to change its payment website to ensure all fines and fees appear when payment is made online. DPW currently recovers the costs associated with impoundment. Neither DMV nor DPW would experience any significant costs associated with bill implementation and any systems change costs can be absorbed through DMV's existing resources.

Requiring a vehicle owner to pay all outstanding fees, charges, fines, and penalties would contribute to the greater delinquent debt recovery efforts pursued by the District³ and any revenues received through this bill are accounted for in those estimates.

³ Delinquent debt recovery estimates are outlined in the Fiscal Impact Statement associated with Bill 19-8. Bill 19-8 is scheduled to be before the Council for final vote on February 7, 2012.