


Councilmember Charles Allen

A PROPOSED RESOLUTION

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To declare the existence of an emergency with respect to the need to amend, on an emergency basis, the Motor Vehicle Safety Responsibility Act of the District of Columbia to restate the offenses for which the DMV shall suspend a driver's license and vehicle registration and the conditions for reinstatement, and to amend the District of Columbia Traffic Act of 1925 to make conforming amendments.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as "STEER Clarification Emergency Declaration Resolution of 2026".

Sec. 2. (a) On February 6, 2024, the Council passed the Strengthening Traffic Enforcement, Education, and Responsibility ("STEER") Amendment Act of 2024, effective April 20, 2024 (D.C. Law 25-161; 71 DCR 5020) ("STEER Act").

(b) The STEER Act, among other things, established an Intelligent Speed Assistance Program ("ISAP") in the District. The ISAP, administered by the Department of Motor Vehicles ("DMV"), will install and monitor drivers' compliance with intelligent speed assistance systems. The STEER Amendment Act of 2024 also modernized the District's existing Ignition Interlock Device Program.

(c) The STEER Act also amended sections 37 and 38 of the Motor Vehicle Safety Responsibility Act (D.C. Code §§ 50-1301.36 and 50-1301.37) to modify the conditions under which the DMV may suspend or reinstate a driver's license or vehicle registration, respectively.

Sections 37 and 38, as amended by the STEER Act, work together to establish predicate offenses that require enrollment in either the newly established ISAP or the modernized Ignition Interlock Device Program.

(d) The ISAP was funded during the Fiscal Year 2024 budget process, and the DMV began working on regulations to implement the program. The updates to the Ignition Interlock Device Program were funded in the Fiscal Year 2026 budget process, though funding for implementation is not available to the DMV until Fiscal Year 2027.

(e) When updating the STEER Act's applicability clause to reflect its funding status, the Fiscal Year 2026 Budget Support Act of 2025 left sections 37 and 38 of the Motor Vehicle Safety Responsibility Act subject to appropriations, as funding for the Ignition Interlock Device Program is pending. However, since the DMV relies on sections 37 and 38 to enroll drivers into ISAP, and those key provisions are currently unfunded, the DMV has had to pause the launch of the ISAP until sections 37 and 38 of the Motor Vehicle Safety Responsibility Act are funded or substantially similar provisions go into effect.

(f) To allow ISAP implementation to move forward, this emergency legislation creates new sections 37a and 38a to the Motor Vehicle Safety Responsibility Act that closely mirror sections 37 and 38 as amended by the STEER Act. More specifically, section 37a provides a list of offenses for which the DMV can suspend a license or registration, and section 38a provides conditions for reinstatement, including enrollment in ISAP. With these changes, the DMV will have the authority to require participation in ISAP without disruption to the DMV's existing Ignition Interlock Device Program.

55 Sec. 3. The Council finds the circumstances enumerated in section 2 constitute emergency
56 circumstances making it necessary that the “STEER Clarification Emergency Amendment Act of
57 2026” be adopted after a single reading.

58 Sec. 4. This resolution shall take effect immediately.

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