

B.T.F.M

Councilmember Brandon T. Todd

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A BILL

IN THE COUNCIL OF DISTRICT OF COLUMBIA

To amend, on an emergency basis, the District of Columbia Traffic Act, 1925, to prevent non-District licensed and registered motor vehicles owned or operated by carsharing companies that are not registered in or that do not have contracts with the District from taking advantage of the 60-day exemption from the District’s licensure and registration requirements afforded to a private owner or operator of a motor vehicle who is not a legal resident of the District.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the “ROSA Loophole Elimination Emergency Amendment Act of 2020”.

Sec. 2. Section 8(a) of the District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1123; DC Code § 50-1401.02(a)), is amended by adding a new sentence at the end to read as follows:

“The 60-day exemption period shall also not apply to a motor vehicle owned or operated by a carsharing company that is not registered in or that does not have a contract with the District.”.

Sec. 3. Fiscal impact statement.

33 The Council adopts the fiscal impact statement of the Budget Director as the fiscal impact
34 statement required by section 4a of the General Legislative Procedures Act of 1975, approved
35 October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

36 Sec. 4. Effective date.

37 This act shall take effect following approval by the Mayor (or in the event of veto by the
38 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
39 provided in section 602(c)(2) of the District of Columbia Home Rule Act, approved December
40 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(2)), and publication in the District of
41 Columbia Register.