



**Testimony from the DC chapter of Families for Safe Streets
for the Committee on Public Works and Operations
performance oversight hearing for the Department of Public Works
held on February 12, 2026**

To the Committee on Public Works and Operations:

We'll be brief.

We know who the dangerous drivers are. Our cameras catch them. The STEER Act says: 10 points in six months, and DPW can take the car. Two tickets at 20+ over the limit hits that threshold.

These vehicles are weapons. A 4,000-pound machine driven repeatedly at 20+ mph over the speed limit by someone who has shown they will not stop is no different than an AK-47 in the hands of someone we know will misuse it. We would never let a known violent offender keep their gun. Why are we letting known dangerous drivers keep their cars?

DPW has the legal authority to take these weapons off the street. They are choosing not to use it at scale. They've said it themselves: ***"Impound lot capacity is the main limitation."***

That is a policy choice. DC statute authorizes contracts with private tow companies. Use them. Capacity is not an excuse when lives are at stake.

In September 2024, a driver with 80+ speeding tickets struck a 12-year-old girl. DPW knew that car was dangerous. They had the authority to take it. They didn't. That girl got lucky. Others won't.

One ask: Require DPW to publish a weekly report showing how many vehicles exceed the STEER Act threshold, how many were confiscated, and how many known dangerous vehicles remain on our streets. Let the public see the gap between what DPW *could* do and what they *are* doing.

Every car they don't take is a choice. Every injury from a known dangerous driver is preventable. DPW can save lives. Hold them to it.

Thank you.