

Virginia House of Delegates  
House Committee on Transportation  
Pocahontas State Office Building  
900 Main Street  
Richmond, VA 23219

Dear Chair McQuinn and other Distinguished Members of the Committee,

My name is Donald Rosenberg. I am the president of Advocates for Victims of Illegal Alien Crime. We are a non-profit organization that seeks to educate the public and federal state and local governments about the truth and extent of illegal alien crime. We also work with families and victims of illegal alien crime to help them to recover from what is all too often tragic occurrences resulting in fatalities.

All six members of our Board of Directors have had a child or sibling killed by an unlicensed illegal alien driver. The vast majority of people who contact us to help them or that we reach out to have lost a loved one due to an illegal alien driving without a license.

Although our organization is less than three years old, I have been researching, testifying and educating on this issue for over 8 years after my son was killed in 2010. I was also deemed an expert witness by the Los Angeles City Council to speak on research I completed on hit and runs in Los Angeles.

My wife and I were told by the San Francisco Districts Attorney's office that the man who killed our son (he drove back and forth over our son's body three times trying to flee) was in the country legally so when I began my investigation I was just looking at the problem of unlicensed drivers regardless of immigration status.

Although it was obvious that those here illegally were a significant part of the problem I focused on being unlicensed and driving even after I learned 11 months later that the San Francisco DA's office had lied to us and the man who killed our son was in the country illegally.

I originally favored licensing for all as logic would make one think that it would make the roads safer. However, the facts say the opposite.

In 2011 only Washington State, New Mexico and Utah allowed those here illegally to obtain a license. Washington State never stopped issuing licenses to illegal aliens and make no distinction on the drivers license so there is no data to support any conclusion. However, New Mexico data is very telling.

Prior to issuing driver's licenses to illegal aliens in 2003, traffic fatalities in New Mexico had been decreasing from a high of 577 in 1982 (first year statistics) to 439 in 2003. For the next three years after everyone could be licensed, they increased over the 2003 rate to 532 (18%) in 2004, 488 (11.2%) in 2005 and 484(9.3%) in 2006 (Source: New Mexico Department of Transportation). During that time period traffic fatalities were decreasing in almost every other state.

J. Tim Query, Ph.D., Associate Professor of Risk Management and Insurance at New Mexico State University said the following about New Mexico's licensing of all. "If the policy is motivated by a lowering of uninsured motorists or decreasing accidents, I think it has had an insignificant effect.

In fact, the number of uninsured motorists in New Mexico also increased after licensing began.

Up until this past December when New York and New Jersey authorized licensing nine other states and the District of Columbia began licensing programs. In no state did fatalities decrease in the first few years following licensing.

In 2015, both California and Illinois (actually Dec 2014) began issuing licenses to illegal aliens. I testified in Sacramento against the bill. At no time in my testimony did I ever say that because these people were here illegally, they shouldn't get a license. And I will repeat that today. To me their immigration status is irrelevant. Public safety is paramount.

My testimony, concentrated on research and facts, and my testimony alone was the only one that did. The urban myth that licensing will make the roads safer is brought up every time one of these bills is introduced but no proponents ever introduce any statistics to back up that claim because none exists.

That is because licensing is a political issue and not one of public safety.

So, what happened after California and Illinois issued drivers licenses to those here illegally? In the first two years fatalities in California increased 19 percent, in Illinois 18 percent. (Source: National Safety Council) People will say that more drivers mean more traffic fatalities. That's just not true as in the late 1990's through approximately 2011 fatalities were decreasing. Even if you assumed that California licensed everyone on the first day licenses were available that only accounted for a 3.3 percent increase in licensed drivers.

California which was already the nations leader in hit and runs saw a 26 percent increase. (Source: California Office of Traffic and Safety)

Against a national average of 11 percent of all collisions ending as a hit and run, Los Angeles which was already seeing 49 percent of all collisions as hit and runs, saw a 24 percent increase. (Source: Los Angeles Police Department)

The AAA Foundation for Traffic Safety has been studying unlicensed driving statistics since 2000. In their 2011 report, compiling statistics from the federal government's F.A.R.S database, they found, which has remained fairly consistent over the years that unlicensed drivers were 5 times more likely to be involved in a fatal collision, 5 times more likely to drive drunk and 10 times more likely to hit and run. Those numbers have decreased in recent years but only because so many illegal aliens have received drivers' licenses and those numbers have been increasing.

A California DMV report issued in December 2012 covering 25 years of illegal alien driving (the first 7 years when they could get a drivers license and the last 18 when they couldn't) concluded that licensing DID NOT make these individuals, as a group, safer drivers.

The only recommendation of the report was to continue impounding these drivers' cars when they were caught. Interestingly, at the 2013 committee hearings on AB 60 (The Safe and Responsible Act; it was neither) no one from the DMV was asked to testify by the proponents of the bill.

I would respectfully ask that no one vote to approve House Bills 565 and 1211 and Senate Bills 34 and 643.

Because of the last-minute scheduling of this hearing I regret that I could not attend. However, I am available at any time to answer any questions or provide more information and if requested would appear in person to testify at a future hearing.

Thank you.

Don Rosenberg, President Advocates for Victims of Illegal Alien Crime

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818-991-1956