

# Off the Road:

Best Practices to Reducing  
Suspended & Revoked Drivers –  
Sneak Preview

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Services

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Regional Director, Regions III and IV Member  
Support, AAMVA

Rob Mikell,  
Commissioner, Georgia Department of Driver  
Services

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# Best Practices to Reducing Suspended and Revoked Drivers

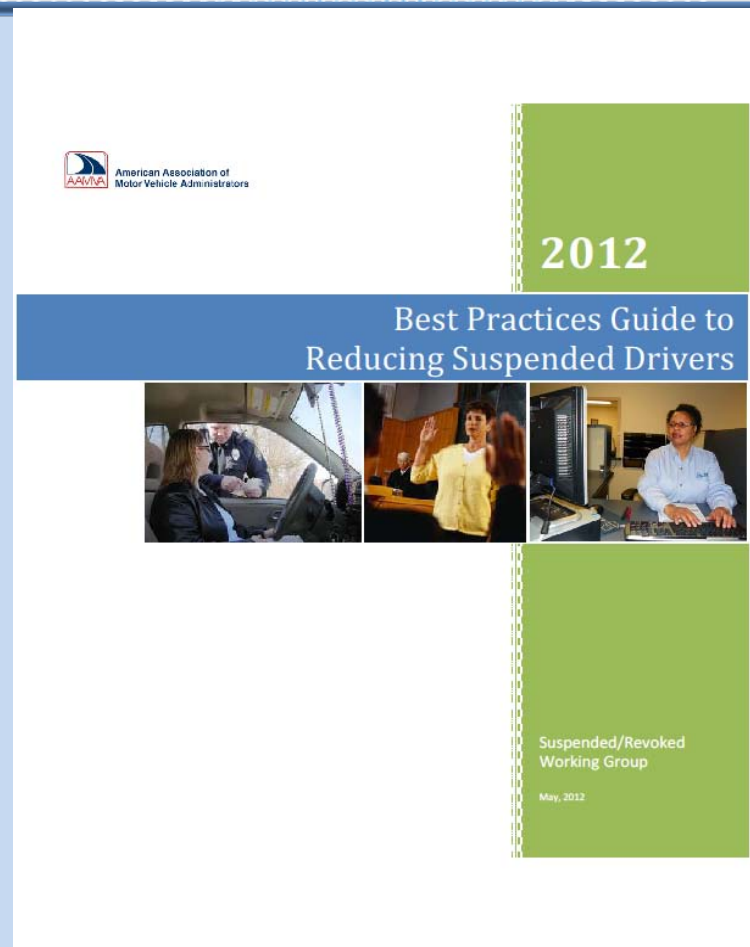
AAMVA Spring Workshop & Law Institute Atlanta, GA  
March 12, 2013

Brian Ursino  
AAMVA Director of Law Enforcement



## Suspended & Revoked Working Group “Best Practices Guide to Reducing Suspended Drivers”

- Funded by NHTSA
- Developed by the Suspended & Revoked Working Group
- Published February 15, 2013 and available at: <http://www.aamva.org/Best-Practices-and-Model-Legislation/>
- A Best Practices Guide to Reducing Suspended Drivers Session (based on a pre-published draft) was held in August 2012 at the Annual International Conference in Charlotte, NC;
- Webinar conducted November 14, 2012;



# Best Practices to Reducing Suspended and Revoked Drivers

## Working Group History and Survey Results

Sheila Prior

Region III & IV Director, Member Support



## In the Beginning . . .

- The Suspended & Revoked Working group formed in 2009 under a NHTSA Grant
- Law enforcement community concerns
  - growing number of non-highway safety violations
  - arrest / ticketing requirements detract from highway safety
- Premise was to eliminate non-highway safety suspensions
- Efforts
  - engage professional research team
  - solicit experiences from members
  - biggest challenge was finding proven alternatives





# Survey #1

- Distributed in July, 2010
- Are you under statutory or regulatory mandate to suspend or revoke the driving privilege of individuals non-traffic violation(s)?
  - 45 yes
  - 3 no
- If yes, please list all non-moving violations for which your jurisdiction takes suspension or revocation action.
  - 1 to 74 reasons provided
- Realized after reviewing results that we should have asked for information on non-highway safety violations vs. non-moving violations



## Survey #2

- Reformatted initial survey responses and added additional information request
  - highway safety related offense
  - suspension length
  - # of suspensions imposed / violation
- Charted suspensions by type, compiled
  - 60 categories of non-highway safety related suspensions
    - some common, e.g., 20+ suspend for fuel piracy, 30+ suspend for minor in possession of alcohol
    - some only one in North America, e.g., filling a dirt bike from a gas pump in Baltimore, tow truck driver graft

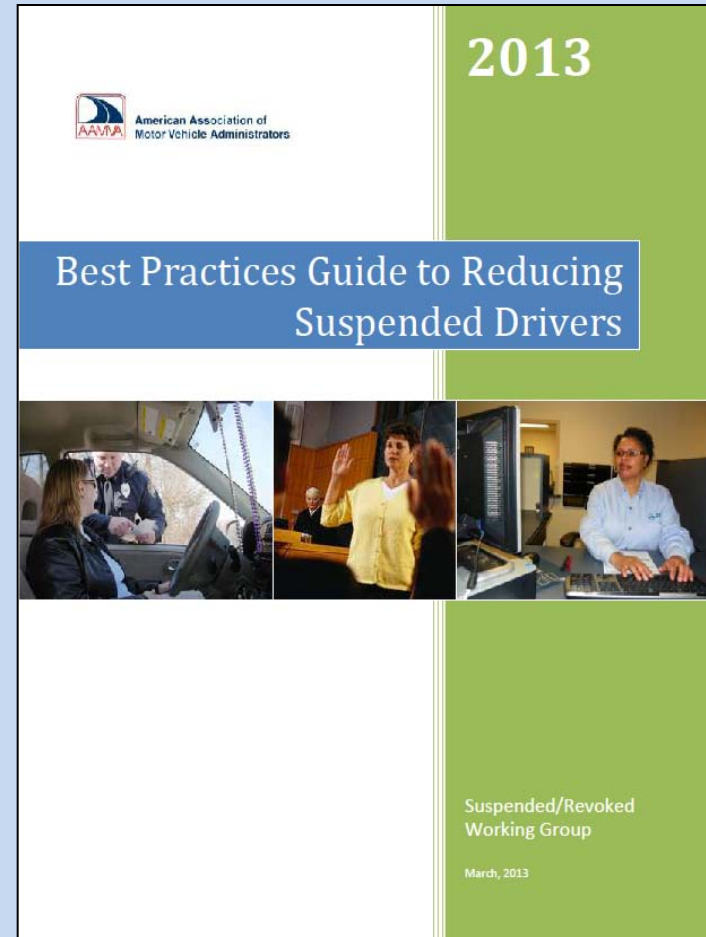


# Best Practices to Reducing Suspended and Revoked Drivers

**Rob Mikell, Commissioner**  
**Georgia Department of Driver Services**  
**Chair, Suspended & Revoked Working Group**

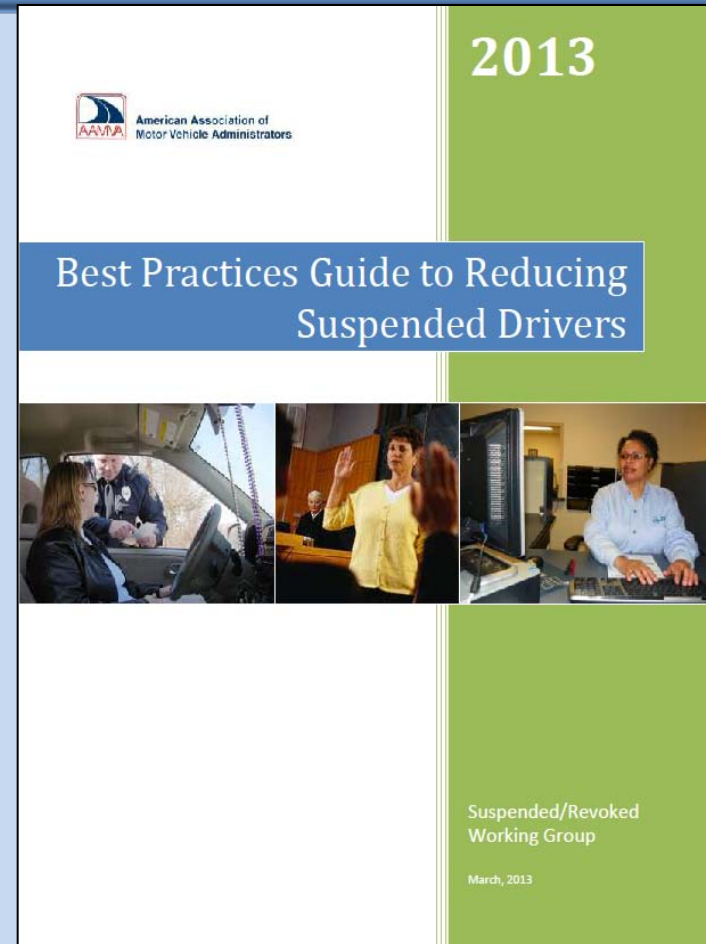


- The Best Practice Guide recommends that legislatures repeal laws requiring the suspension of driving privileges for non-highway safety related violations
- Adoption of these recommendations would reduce the burden on DMVs, Law Enforcement & Courts
- The Best Practice Guide includes:
  - the research behind the recommendation
  - a model legislation template for jurisdictions to use to craft their own legislation



The Guide contains the following sections:

- Executive Summary
- 1.0 Introduction
- 2.0 Research Overview
- 3.0 Impact to Criminal Justice System
- 4.0 Impact to Motor Vehicle Agencies
- 5.0 Alternatives to Driver License Suspension
- 6.0 Appendices
  - A: Sample Legislation
  - B: Full Research Report
  - C: Jurisdiction Survey Results



## 1.0 Introduction

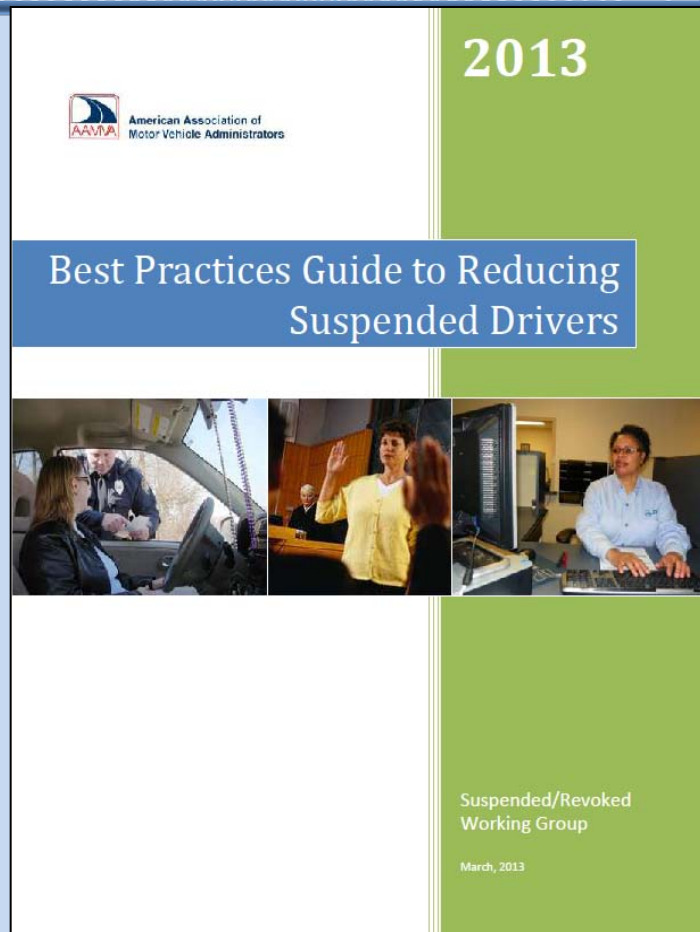
When license suspension were first instituted, there were three primary goals for suspending driving privileges

- to remove dangerous drivers from the road
- to change driver behavior
- to punish unsafe drivers

### The Problem

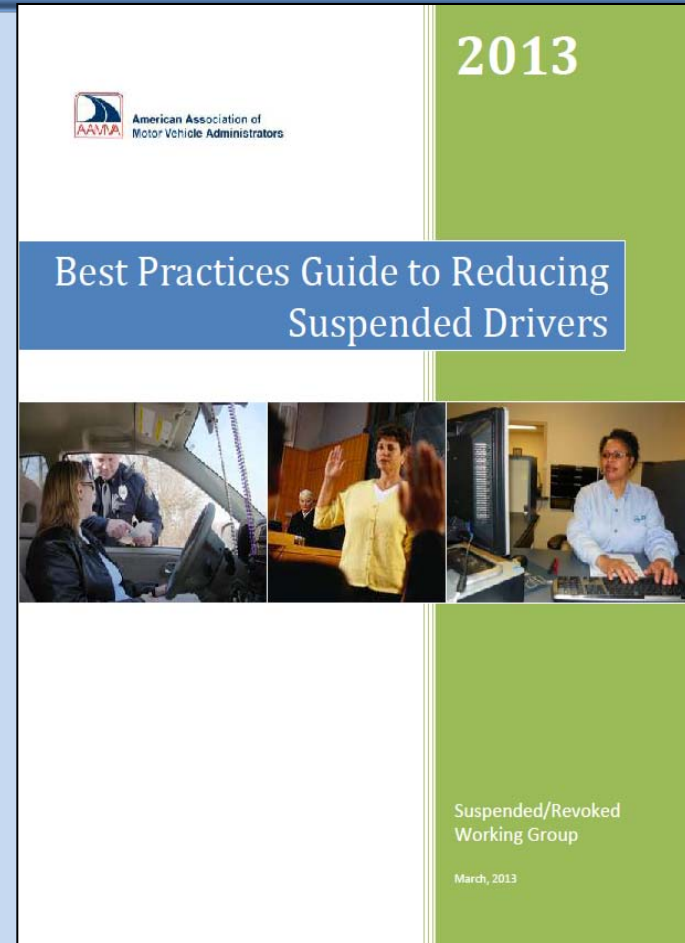
Every year, state legislatures pass additional laws requiring suspensions as a mechanism to gain compliance with non-highway safety (or social non-conformance) reasons, i.e., bounced checks, fuel theft, graffiti, truancy, etc. Now nearly 4 of every 10 suspended drivers are suspended for non-driving reasons!

**Research revealed that suspensions for non-driving reasons rose from 29% to 39% of total suspensions in just 4 years [2002 – 2006]**



## 2.0 Research Overview

- Research indicates drivers suspended for driver behavior are involved in crashes 3X more frequently than drivers suspended for non-driving reasons, and 6X more frequently than drivers who have never been suspended
- If policy makers agree there should be a direct nexus between license suspensions and traffic safety, then licenses should be suspended only for driving related reasons
- Moreover, the common belief that a license suspension provides sustainable motivation for individuals to comply with court ordered or legislated mandates to avoid suspension is not supported by empirical evidence



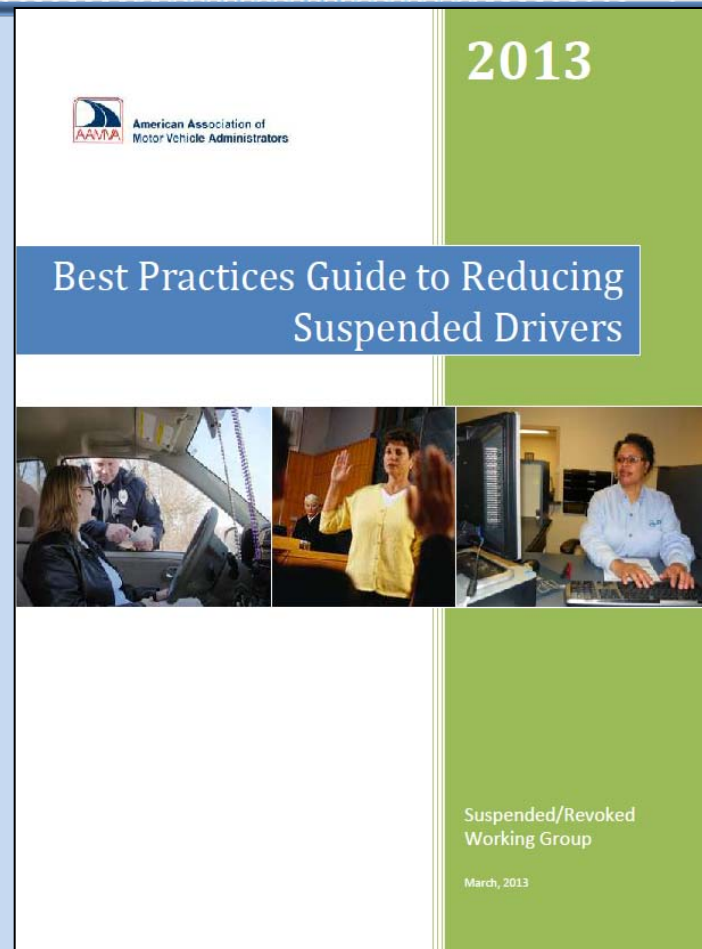
### 3.0 Impact to Criminal Justice

#### To Law Enforcement

- The Washington State Patrol spends approximately 79,000 personnel hours annually in arrest, impound and adjudication of suspended driver cases on drivers suspended for non-driving reasons

#### To Prosecutors and Courts

- Traffic offenses represent the largest number of charges prosecuted in many state and local courts and dockets are clogged. Adding cases for driving while suspended for a non-driving reason simply adds to that overwhelming burden





## 4.0 Impact to Motor Vehicle Agencies

- Each time a law is passed requiring suspension action, DMV business units must develop business rules and processes; IT staff perform a variety of functions to move the new code to production
- Other impacts include those to:
  - training costs for field, call center and central office staff
  - forms revision, increased postage, and other similar costs
- Numerous bodies of research show that driver license suspension is not the universal remedy that legislators and others often believe it to be
- Most importantly, if not for the high percentage of non-driving related suspensions, DMVs could focus on their core business of highway safety



American Association of  
Motor Vehicle Administrators

2013

### Best Practices Guide to Reducing Suspended Drivers



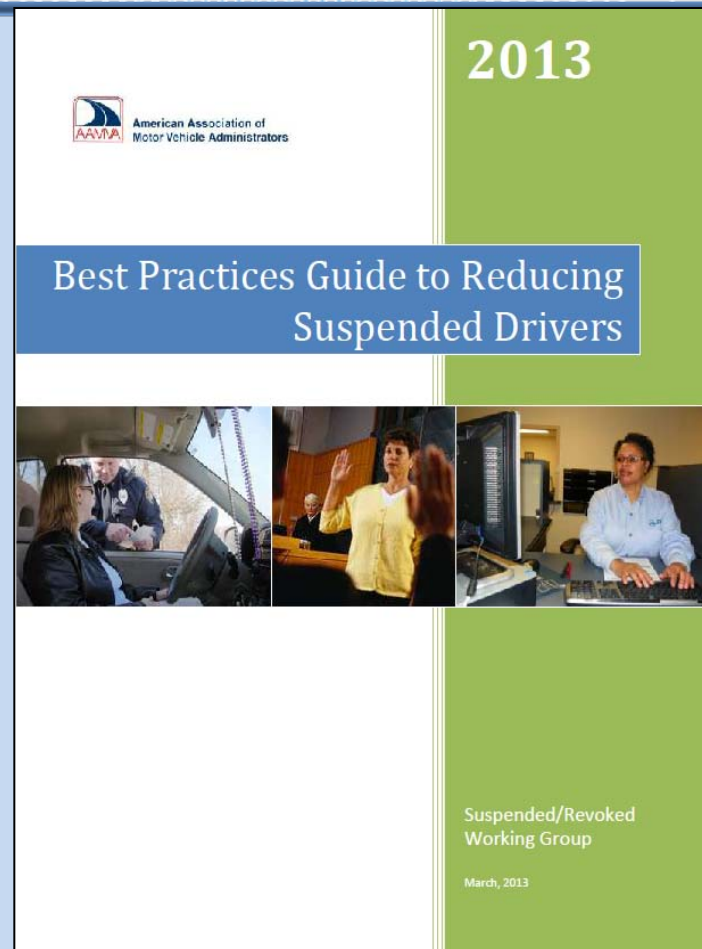
Suspended/Revoked  
Working Group

March, 2013



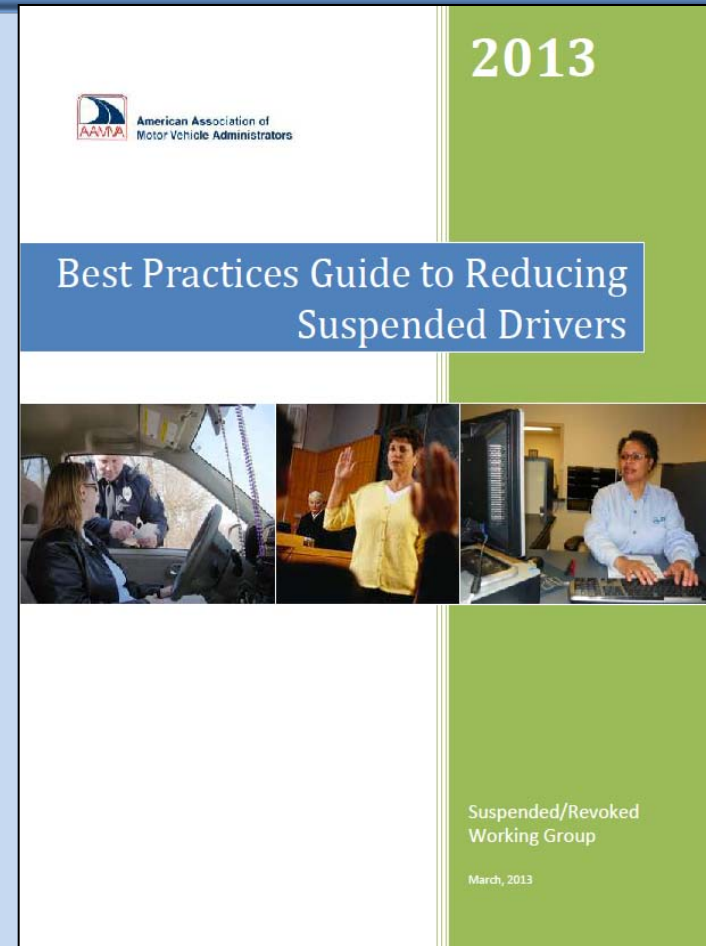
## 5.0 Alternatives to Suspension

- There is no silver bullet or panacea to gaining social conformance among the population that run afoul of the many laws of the states, counties and municipalities
- This section does provide examples found throughout the country of programs that may be replicated and may provide an alternative in those cases where legislatures refuse to repeal non-driving suspension laws without having an alternative



## 6.0 Appendices

- A: Sample Legislation ~ Developed by legislative subcommittee of the Working Group that was chaired by a representative from the National District Attorneys Association
- B: Full Research Report based on suspension data provided from eight states (two from each AAMVA Region)
- C: Full Jurisdiction Survey Results outlining various non-driving license suspension reasons



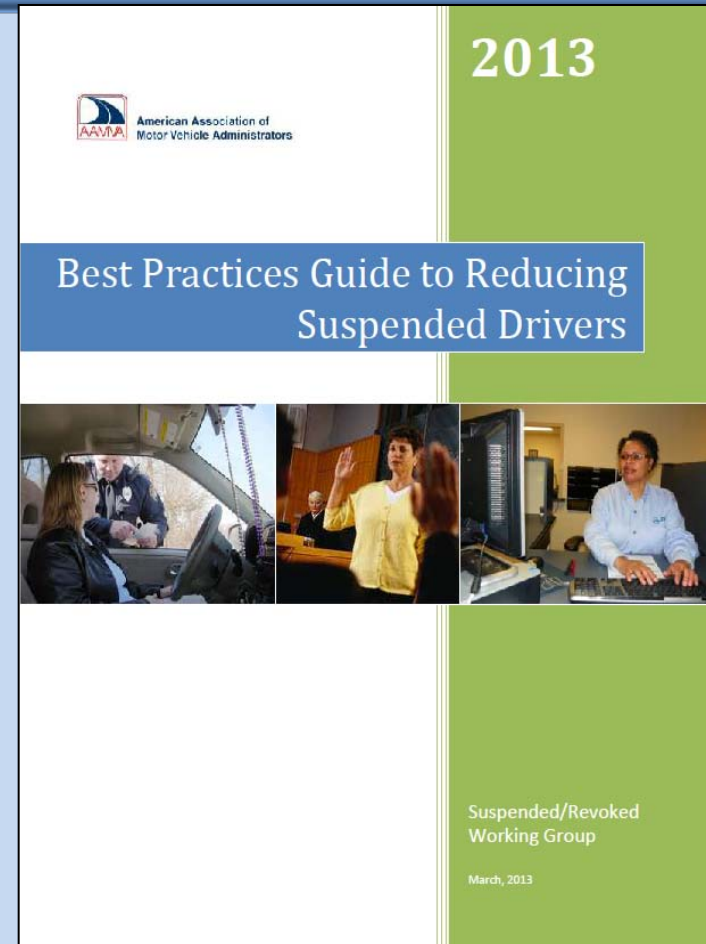
The Best Practices Guide to Reducing  
Suspended Drivers is on the AAMVA Website:  
<http://www.aamva.org/Best-Practices-and-Model-Legislation/>

Thank You!

Rob Mikell, Chair, Suspended & Revoked  
Working Group

AAMVA Staff Liaisons to the Suspended &  
Revoked Working Group:

- Sheila Prior, Regional Director, Regions III & IV
- Brian Ursino, Director of Law Enforcement



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Up Next:

3:00 pm – 4:30 pm

Driver Services Town Hall –  
Grand Ballroom A – 4th Floor

Law Enforcement Town Hall –  
Grand Ballroom B – 4th Floor

Vehicle Services Town Hall –  
Grand Ballroom C/D/E – 4th Floor