



American Association of
Motor Vehicle Administrators

AAMVA Reducing Suspended Drivers Best Practices

National Conference of State Legislatures Fines and Fees Learning Consortium

November 5, 2019

Presented by: Brian Ursino, Director of Law Enforcement

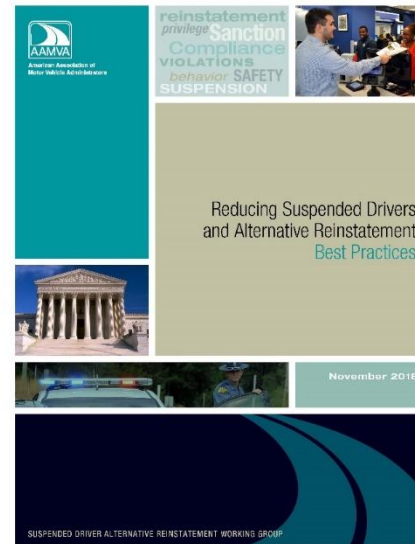
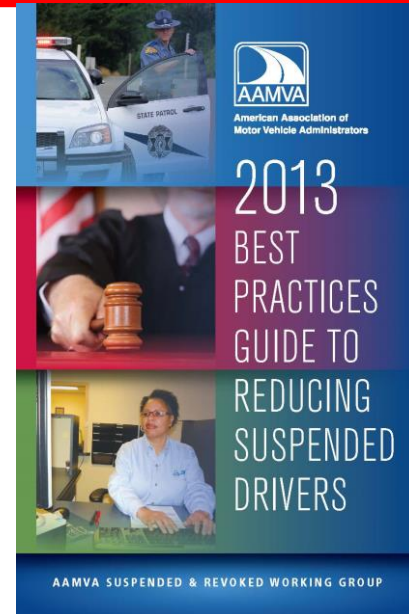


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Reducing Suspended Drivers and Alternative Reinstatement Best Practices

Best Practices to Reducing Suspended Drivers published in 2013.

Replaced by *Reducing Suspended Drivers and Alternative Reinstatement Best Practices* published in **November 2018**.





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Reducing Suspended Drivers and Alternative Reinstatement Best Practices

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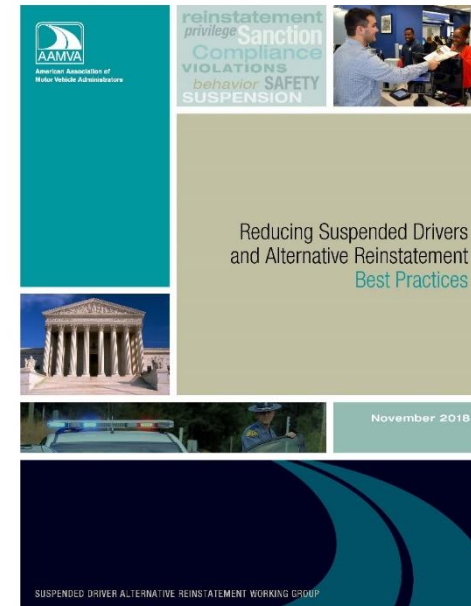




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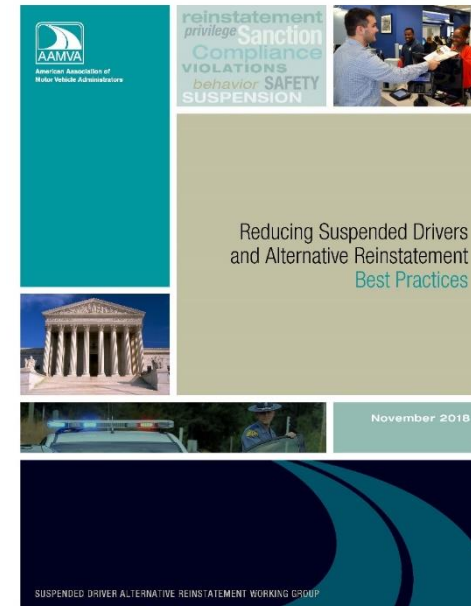
Appendix C: *WA State 2018*

Post-Implementation Analysis

Appendix D: *Jurisdiction Survey Results*

Appendix E: *Relevant Court Cases*

Appendix F: *Working Group Roster*

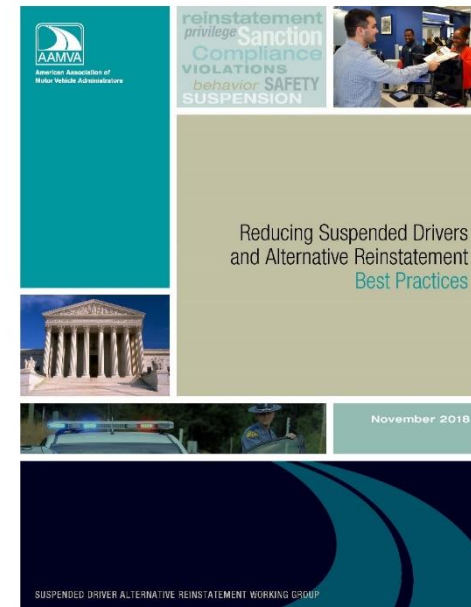


Chapter Three: Impact on Driving Public

- Young Drivers
- Financial Obligations
- Recipients of Payments
- Multiplier Effect

Chapter Four: Impact on Motor Vehicle Administrations

- Leading Non-Highway Safety Suspension Reasons
- Fiscal Impact on Motor Vehicle Administrations
- Savings Realized by Jurisdictions that have Reduced Non-Highway Safety Suspensions





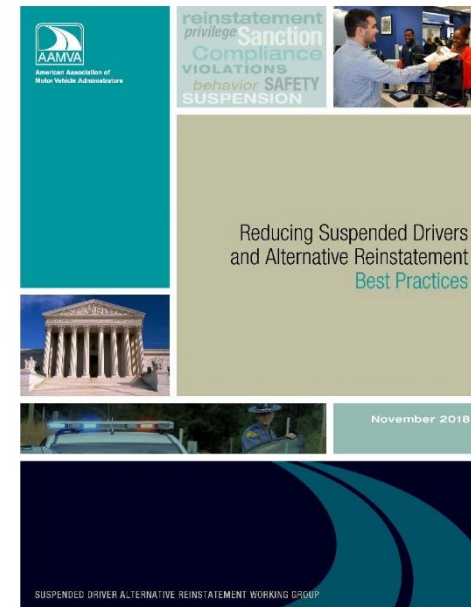
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Chapter Five: Impact on Law Enforcement Agencies

- Introduction
- Fiscal Impact to Law Enforcement Agencies

Chapter Six: Impact on Courts

- Introduction
- Consideration of Court Alternatives





Chapter Seven: Alternatives to Drivers License Suspension & Reinstatement Practices

- Eliminating Non-Highway Safety Suspension Statutes
- Opt Out for Federal Drug Offenses
- Child Support Suspension Mandate
- Garnishment of wages in lieu of suspension
- Community Service
- Alternative Reinstatement Practices

Chapter Eight: Considerations for Young Drivers

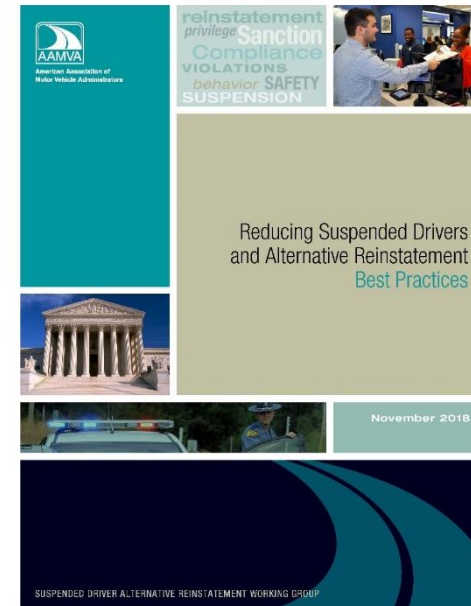
- Programs to Prevent Violations from Occurring
- Suspension Alternatives
- Diversion Programs
- Post-Violation Recidivism Prevention Programs
- Other Programs for Young Drivers



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Chapter Nine: Outreach and Education

- Motor Vehicle Agencies
- Targeted Outreach to Suspended Persons
- External Stakeholders
- Public Outreach



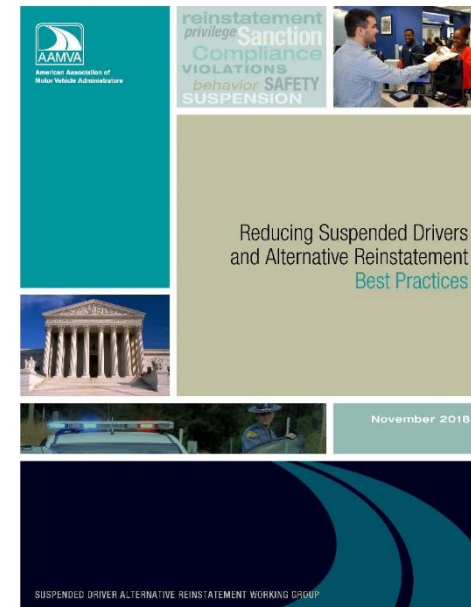


Chapter Two: Research Overview/Key Takeaways:

- Nearly 4 in 10 suspended drivers (39%) are suspended for non-highway safety related reasons;
- Approximately 75% of suspended drivers continue to drive;
- Drivers suspended for highway safety related reason are **three times more likely to be involved in a crash** than a person suspended for a non-driving reason (and six times more likely to be in a crash than someone who has never been suspended).

*This research is the foundation of AAMVAs recommendation that driving privilege should not be suspended for non-driving reasons (and associated fines & fees).

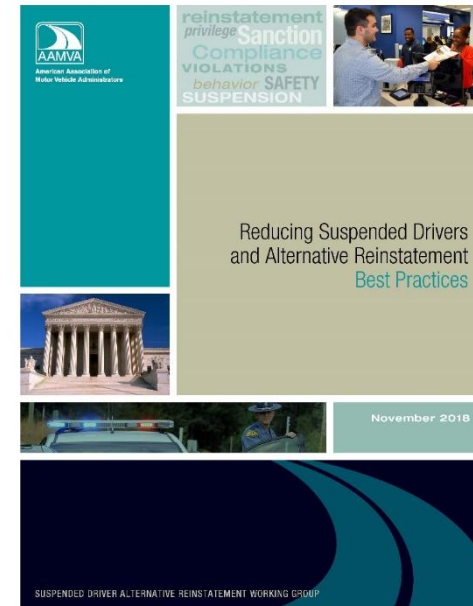
However, AAMVA continues to support privilege suspension for fines & fees that originate from a moving violation/offense.





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ROLL VIDEO EXECUTIVE SUMMARY (2:45)





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QUESTIONS???



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