



# WA Department of Licensing



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Assistant Director

**Safe Drivers · Safe Vehicles · Secure Identities · Saving Lives**



# Washington: snapshot

## Overview of Washington Drivers

- 418,000 Suspensions/revocations/cancellations a year
- 5.3 million drivers

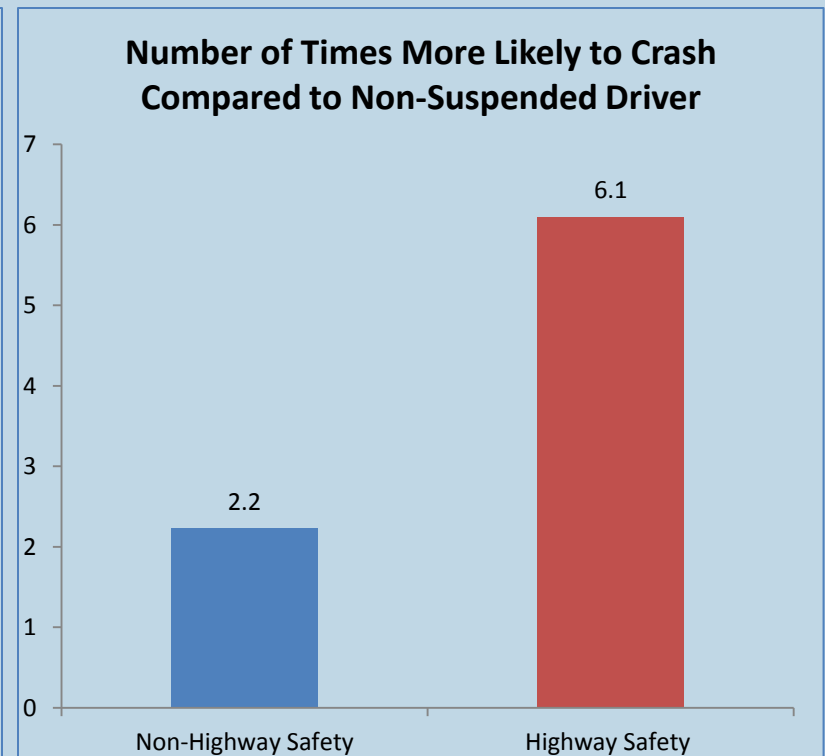
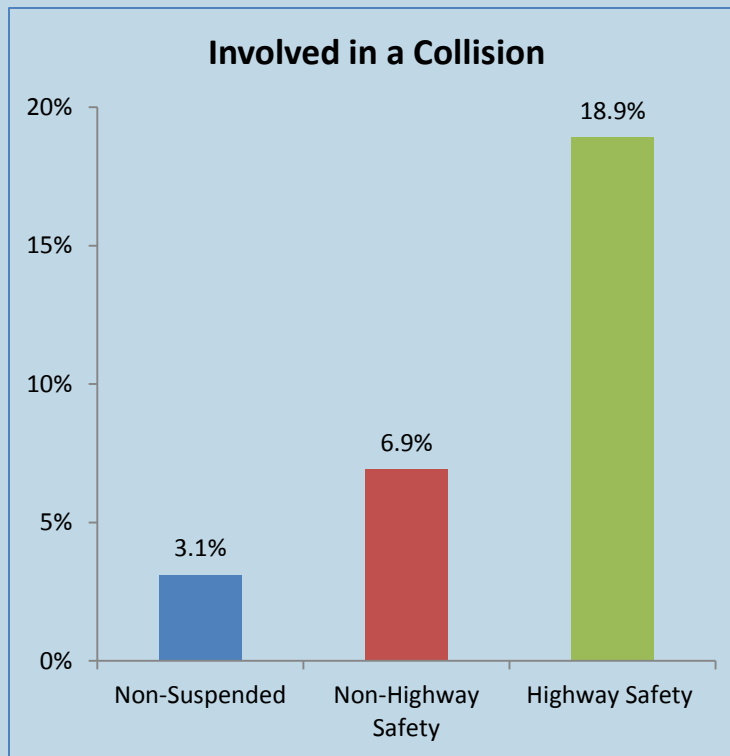


# Washington

- Failure to pay for a ticket has resulted in suspension in Washington
- If a suspended person drives anyway, they're arrested/cited for Driving with a License Suspended (DWLS 3<sup>rd</sup>)
- AAMVA's Best Practice advocates suspending only for violations that pose a risk to the public

# Why focus on highway safety?

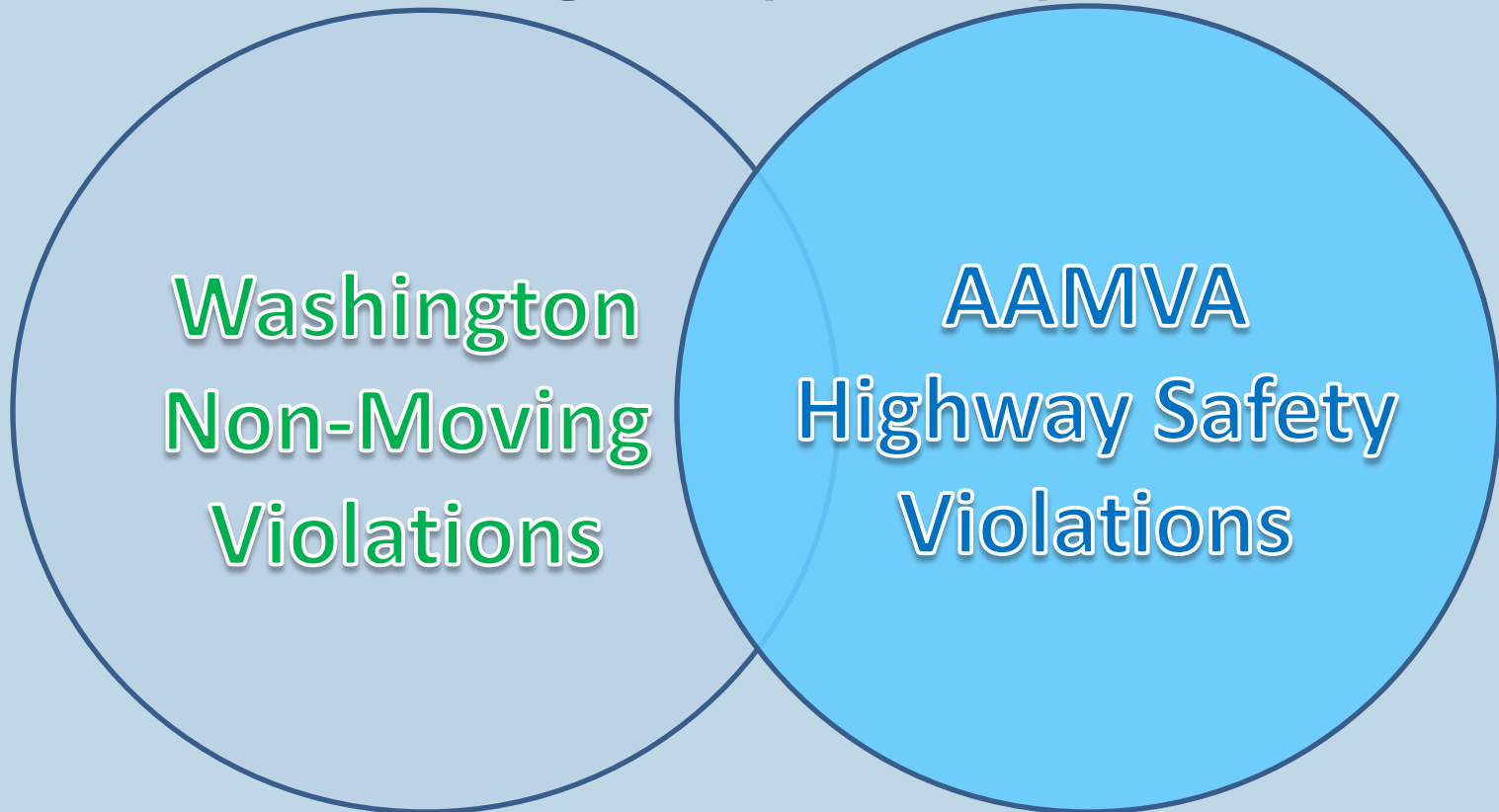
- Data shows they are the greatest threat to the public
- Non-suspended drivers have a collision rate of 3.1%
- Highway safety rate is 18.9%—a 6 fold increase





# For the visual folks...

Moving Violations mostly equal Highway Safety





# Washington Legislation

- Passed legislation in 2012 (E2SSB 6284) limiting suspensions for failure to appear/pay (FTA) for ***moving violations only***
- Nearly identical to the Best Practice Recommendation
- Washington has only 5 SNC violations that we still suspend for:
  - ✓ Minor in Possession
  - ✓ Leaving child in running vehicle\*
  - ✓ Non-payment of child support
  - ✓ Fuel theft\*
  - ✓ Fraudulent license



# Washington Legislation

What is defined as non-moving violation under the new legislation?

1. Parking Violations
2. Equipment Violations (illegal, improper, defective, or missing vehicle equipment)
3. Paperwork Violations (relating to insurance, registration, licensing, licensing and inspections)



# Washington Legislation

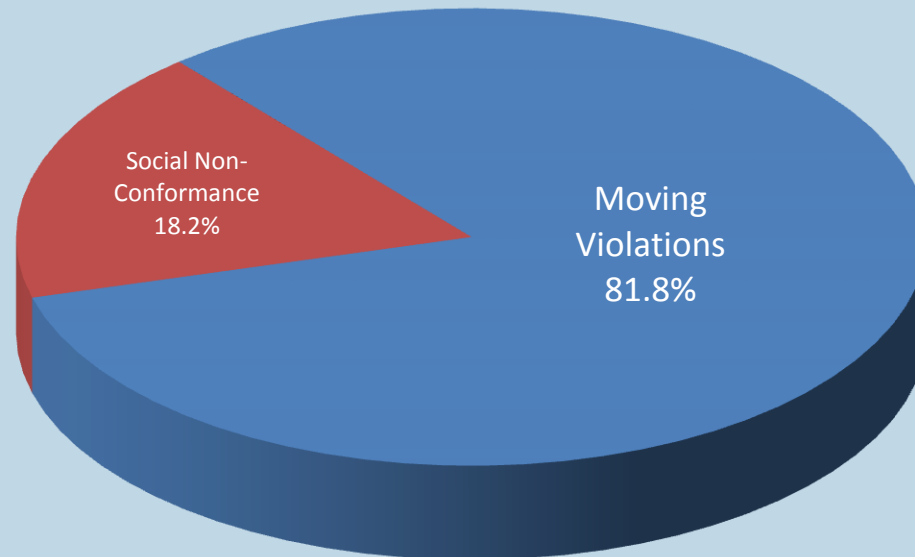
- Based on original violation
- Reciprocity application
- Law is not retro-active – all the previous suspensions remain until the driver pays their fines
- Eliminated requirement to enter payment plan with courts and can now apply for ORL
- Collection agencies



# Moving Only + 5 Non-Social

- Washington is essentially only suspending for FTAs of Moving Violations
- 5 non-moving/SNC violations—which make up about 18% of FTAs

**Suspension Type- Washington Group**





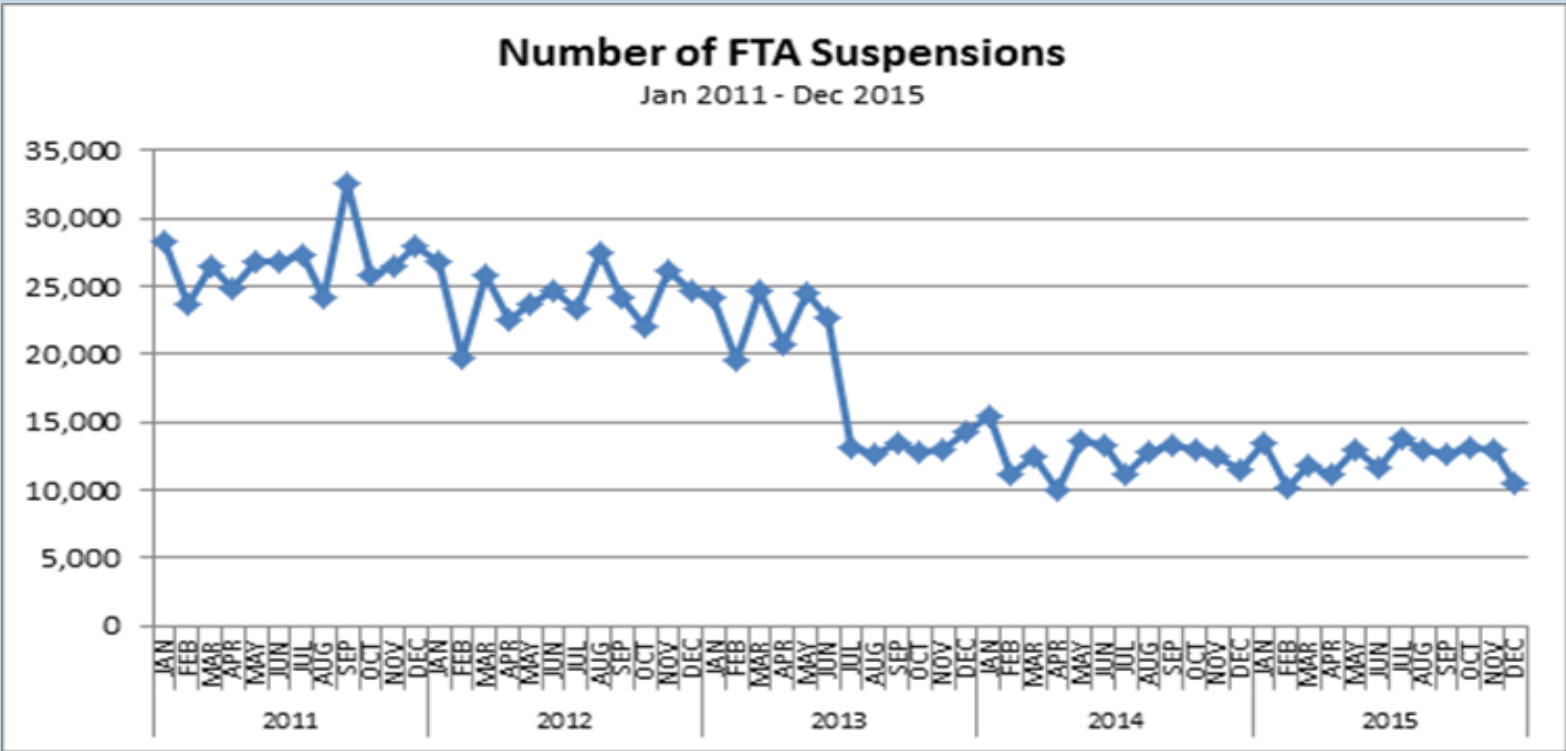
# Assessing impacts

- 24 months since implementation
- Changes with most impact:
  1. Illegal, missing, improper or defective equipment
  2. No registration and no insurance



# Washington FTA reductions

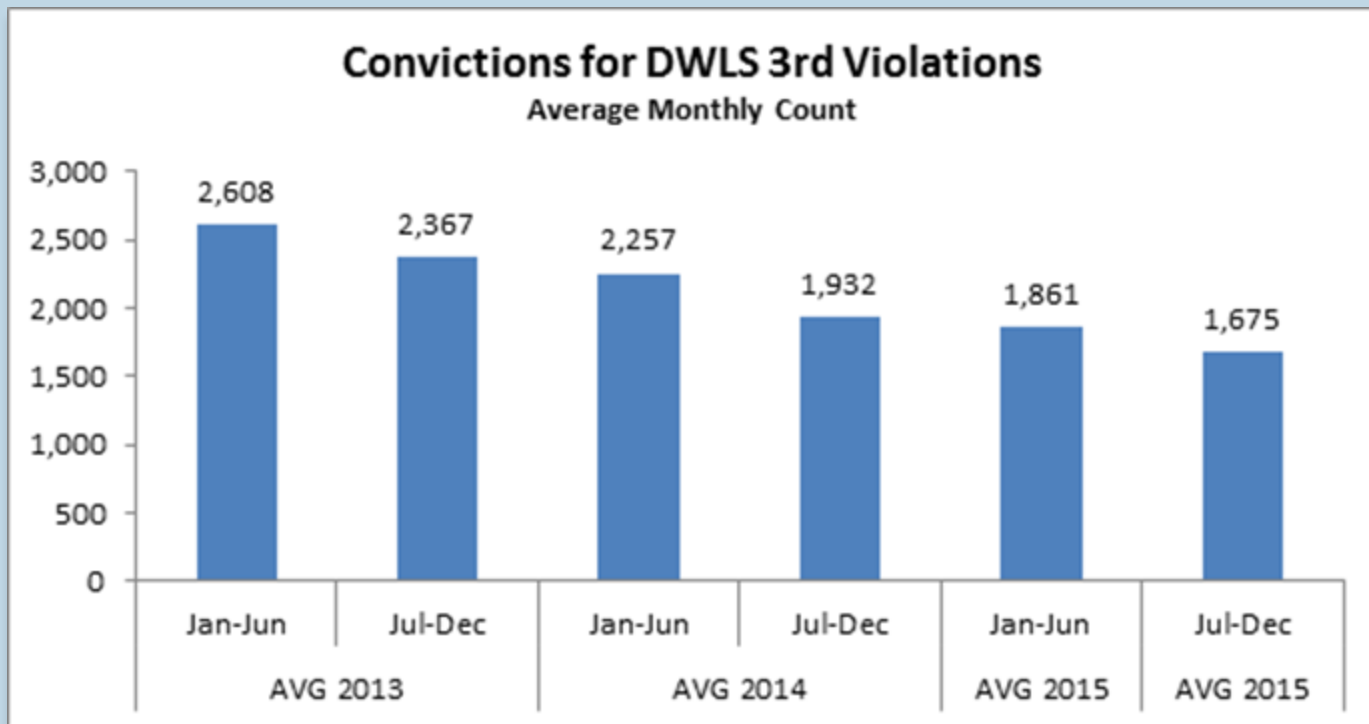
- Upon implementation, the number of suspensions immediately dropped
- Over 12,000 FTA per month were eliminated
- A decrease of about 50%





# Washington DWLS 3<sup>rd</sup> violations

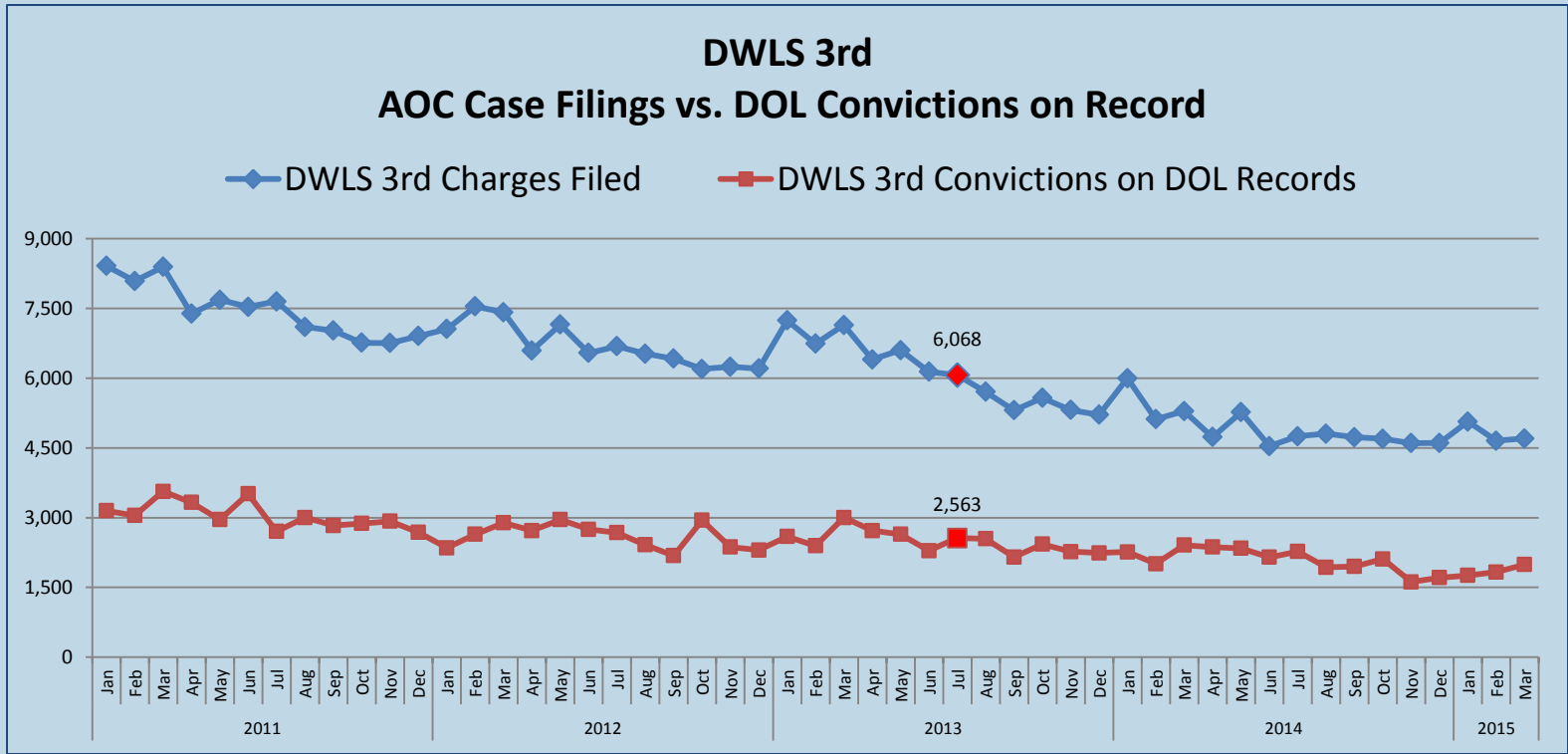
- We're beginning to see some decline
- Current reduction is 656 DWLS 3<sup>rd</sup> per month
- A 24% reduction in DWLS 3<sup>rd</sup>



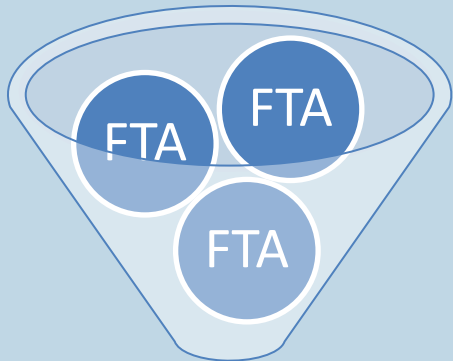


# WA DWLS 3<sup>rd</sup> filings

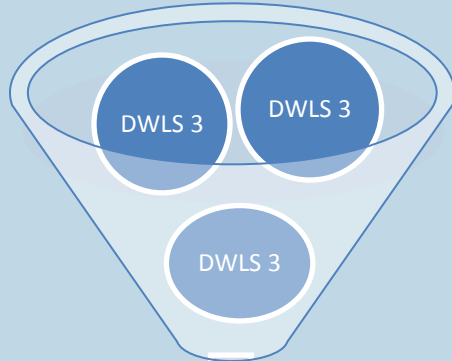
- Not all DWLS 3<sup>rd</sup> filings with the court become convictions on the drive record
- Many are resolved, dismissed, or reduced



# Net monthly results



12,000 Suspensions Not Imposed



656 Fewer DWLS 3<sup>rd</sup> Arrests

## So what does that mean?



# Outcome so far

- The WSP estimates that 9 hours of Trooper time is used to arrest, book, jail, complete paperwork, submit reports, and appear in court for a DWLS 3<sup>rd</sup> case
- The average reduction post E2SSB 6284 in DWLS 3<sup>rd</sup> arrests is 656 per month as of April 2015
- 9 hours x 656 monthly arrests x 12 months = **70,848 annual law enforcement hours** not spent processing DWLS 3<sup>rd</sup> cases under the new law
- This frees up the WSP to pursue true Highway Safety issues that pose a real threat to public safety



# More outcomes...

- DOL staff are not processing 12,000 suspensions per month in the records unit (saved 2 FTEs)
- For the first time in many years they have no backlog
- The courts/DOL are freed up from over 650 mandatory court appearances/prosecution for DWLS 3<sup>rd</sup> violators
- The FTAs for non-moving have been moved to collections agencies





# More outcomes...

- Department of Licensing has had a reduction in reinstatement fees but an increase in occupational restricted license fees
- Postage reduced due to fewer FTA suspension notices being mailed (\$17k annually)
- Fewer calls to agency asking about reinstatement requirements
- Projected revenue loss to local government offset by workload decreases and redirected staff rather than reduction



# Challenges

- Predicting court filings and convictions
- Jail/bed reductions
- Quantifying local government workload decreases and revenue impact
- ODL applications fell short of estimates by 5%
- Legal challenges post law change
- Defining non-moving
- Obtaining data