



JOHN SPIROS

State Representative • 86th Assembly District

January 10, 2024

Testimony on Assembly Bill 421

Good Morning Chairman Swearingen and members of the Assembly Committee on State Affairs, and thank you for allowing me to testify on Assembly Bill 421 (AB 421). This bill addresses a concerning provision in Wisconsin statute that has resulted in woefully inadequate penalties for repeat offenses of operating without a license (OWL), operating while revoked (OWR), and operating while suspended (OWS). These penalties have no practical effect and fail to both deter these behaviors and adequately punish repeat offenders.

Currently, the penalty for OWR/OWS is a forfeiture, regardless of whether it's an individual's first citation or their 100th. Even if you receive an OWR/OWS citation that causes great bodily harm or death, the penalty could still be a forfeiture. The penalty for OWL may include jail time, but this is rarely, if ever, enforced. There are instances where an individual *may* be charged criminally, for example of you receive an OWR after a license revocation due to an OWI, but these violators rarely face prosecution.

There are also logistical issues with how the OWL/OWS/OWR statutes interact with each other that allows a person who has never been issued a license to have their hypothetical license suspended or revoked. An example of this comes from my district where an individual who did not have a license had their driver license administratively suspended for failing to pay fines. Then, instead of being cited for OWL and facing criminal penalties, the individual was required to be cited for OWS and face more fines which they continued to ignore. This loophole allowed the individual to be cited 26 times for OWS over a two-year period.

To address these issues, Assembly Bill 421 consolidates and modifies the penalties for OWS, OWL, and OWR. The bill creates a new, consistent, and tiered penalty system where 1st offense OWL/OWR/OWS is a Class B misdemeanor, 2nd-4th offense is a Class A misdemeanor, 5th offense is a Class I Felony, and 6th offense is a Class H felony. The full breakdown of the new penalty structure can be found in the LRB analysis of the bill. The bill also adds OWL/OWR/OWS to the "Habitual Traffic Offender" statute so that if someone is convicted four times they shall be designated a habitual traffic offender and face increased penalties.

Again, thank you, Chairman Swearingen, for allowing me to testify on Assembly Bill 421. This bill will close existing loopholes and create parity among OWL, OWR, and OWS. It is supported by law enforcement organizations and the City of Milwaukee, and I urge the committee to support the bill as well.



Van H. Wanggaard

Wisconsin State Senator

January 10, 2024

TESTIMONY ON ASSEMBLY BILL 421

Thank you Chairman Swearingen and committee members for hearing Assembly Bill 421 (AB 421) today. To put it plainly, the penalties for operating a motor vehicle without a license (OWL), operating and revoked (OAR), and operating while suspended (OWS) in Wisconsin are nothing more than a slap on the wrist that provide no deterrent what-so-ever, and no recourse for frustrated law enforcement. AB 421 strengthens our laws and closes administrative loopholes in order to help law enforcement do their job, improve public safety, and hold habitual criminals accountable.

First, I would like to make it clear that this bill is not a knee-jerk reaction to any one news story, or any one incident. My colleague, Representative Spiros, and I, have been working on this legislation for about 3 years now. It has gone through countless versions, and we are excited to finally bring it forward today.

The issue initially brought to our attention by law enforcement was a loophole that allowed individuals, who never had a license, to have their hypothetical license suspended or revoked, thereby circumventing the penalties for driving without a license.

If someone receives a citation for driving without a license, and does not pay their fine, their license is suspended. The next time they are stopped by the police, the officer sees that their license is suspended and issues them an OWS citation (another forfeiture) which they likely will also not pay, and that process continues on forever. Earlier this year, TMJ4 News in Milwaukee, as part of their "Project: Drive Safer," reported that because of this loophole, one Milwaukee resident was cited 36 times.

The current penalties for operating without a license increase incrementally, with the 3rd offense being criminal and requiring 10 days to 6 months in prison. However, the current penalty for operating with a suspended license, whether it's your 1st ticket or 100th ticket, is a simple forfeiture.

As Representative Spiros and I began reviewing the statutes, it became clear that Wisconsin's OWL, OWS, and OAR laws were unnecessarily convoluted and the penalties were woefully inadequate.

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We have brought this bill forward to create parity among OWL, OWS, and OWR, so that OWL and OWS have the same penalties, and OWR has a slightly stronger penalty. In doing so, this bill will ensure that habitual traffic offenders are held accountable by increasing the penalties from a forfeiture to a misdemeanor, and in extreme cases, potentially a felony.

Additionally, I would like to address one other thing this bill does. A few years ago in Kenosha County, we had an instance in which an individual had their license revoked due to committing homicide by use of a vehicle. A little over one year following their release from prison this dangerous individual clearly did not learn his lesson, and was cited for OWR, which was only punishable by a fine. This bill will strengthen the law so that if someone is cited for OWR and they were revoked for: being a habitual traffic offender; a DUI conviction; or a violation of Chapter 940 (crimes against life and bodily security), they are guilty of a Class I felony.

Motor vehicle thefts in Milwaukee County have more than doubled since 2020. Reckless driving is simply out of control. It is out of control because there are literally no penalties for these offenders. They receive a traffic citation, ignore the fine, and continue doing what they've been doing. We can change this by requiring these habitual traffic offenders to show up to court, and receive real consequences for their actions.

This bill will create parity among OWL, OWR, and OWS and close the existing loopholes. Once again this session we are giving police, district attorneys and courts the tools to combat reckless driving. It has earned the support of law enforcement organizations and others and I hope that you will support it as well.



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Katie R. York
State Public Defender

Katie R. York
Deputy State
Public Defender

Assembly Committee on State Affairs
2023 Assembly Bill 421
Wednesday, January 10, 2024

Chairman Swearingen and members,

Thank you for this opportunity to testify on 2023 Assembly Bill (AB) 421. The State Public Defender's (SPD) office has concerns with the workload impact of this legislation and the long term impacts on recidivism and ultimately public safety.

AB 421 creates several new or increased misdemeanor and felony penalties related to operating a motor vehicle without a license, or while suspended or revoked. For many SPD clients, losing their driving privileges is a collateral consequence of their original conviction. When they eventually return to their community, as more than 95% of those sentenced to prison do, most are under community supervision. Key requirements of supervision include meeting with your agent, maintaining employment, or participating in treatment. Having a valid driver's license, particularly in rural areas of Wisconsin where mass transportation is not an option, is not only vital but necessary to meet those supervision requirements. Taking that situation and layering SB 404 on top essentially means that we will be taking people's driver's licenses on conviction, requiring them to follow rules that require a valid driver's license that they will no longer have, and, under the bill, charge them criminally when they drive in an effort to comply with the terms of supervision. It creates a cycle that will ensure that individuals are caught in the criminal legal system.

From a workload and resources standpoint, AB 421 is likely to create a significant number of new cases that will require additional resources for the SPD, prosecutors, courts, jails, and others. A look at available data from the Department of Transportation (DOT) and the Director of State Courts Office suggests that this could be a significant number of additional cases.

DOT data shows that, in 2022, there were 53,265 traffic convictions for operating while suspended entered on driver records files.¹ Court data allows a more detailed look at the potential workload impact. A good example is to use two provisions from SB 404 related to operating while suspended. These two provisions would increase current forfeiture penalties to misdemeanors. The current provision in s. 343.44(1)(a) that is changed on page 4, lines 18-19 of the bill was filed as a forfeiture in 5355 cases in 2022. The current provision in s. 343.44(1)(a) that is changed on page 4, lines 20-21 of the bill was filed as a forfeiture in 1546 cases in 2022.²

¹ <https://wisconsin.gov/Documents/about-wisdot/newsroom/statistics/factsfig/2022ff.pdf> - page 14

² <https://www.wicourts.gov/publications/statistics/circuit/statutereporting.htm>

This is a total of 6901 cases that were not handled by SPD attorneys in 2022. Based on past calculations, it could be expected that approximately 67% of these individuals would qualify for SPD representation. That would result in just over 4600 additional appointments which is the equivalent of 9 attorneys worth of cases based on current caseload standards. A recently released national workload standards that update the 50 year old caseload standards suggest that more than 9 attorneys would be required for 4600 additional cases. There are two ways to address the resource needs highlighted by the new workload report - a "supply" side and a "demand" side. The recent budget made significant strides on the supply side with compensation increases for public defenders and prosecutors to address retention and recruitment, though the workload remains critically high. On the demand side, the need for additional resources can be mitigated by reducing the demand on those resources. AB 421 would instead place a significant new demand on the most valuable commodity that public defenders and prosecutors have - attorney time.

Long term impacts to recidivism and public safety as well as the workload impact without additional resources are cause for concern with Assembly Bill 421. Thank you again for the opportunity to testify today. If you have additional questions, please feel free to contact me at 608-264-8572 or plotkina@opd.wi.gov.

LEGAL ACTION OF WISCONSIN

Providing free legal services to low-income Wisconsin clients since 1968 • Proporcionando servicios legales gratuitos a clientes de bajos ingresos en Wisconsin desde 1968

TO: Assembly Committee on State Affairs
FROM: Susan Lund, Attorney, Legal Action of Wisconsin and Abby Bar-Lev Wiley,
Legislative Director, Legal Action of Wisconsin
Date: 01/10/2024
RE: Impact of AB 421 on Low-Income Wisconsinites

Thank you for the opportunity to provide testimony on Assembly Bill 421. My name is Susan Lund, I'm an attorney at Legal Action of Wisconsin, the state's largest non-profit law firm. We provide free legal services to people with low incomes. We are longtime partners in the Center for Driver's License Recovery & Employability, where we work with Wisconsin Community Services, Milwaukee Area Technical College, and the City of Milwaukee to help clients resolve driver's license suspensions that are caused by poverty so they can find and keep family-sustaining employment.

A driver's license is a critical employment credential in Wisconsin, where nearly 80% of people drive to—or for—work. Many of us take driving for granted, but upon honest reflection we would have to admit that driving is essential for our jobs, family responsibilities, and participation in many community activities.

When I first heard of the Center for Driver's License Recovery, I assumed that anyone who had a suspended driver's license was an unsafe driver. I had no idea that there were nearly 200 different types of driver's license suspensions in Wisconsin—many of which are NOT caused by traffic safety violations. I soon learned that the #1 type of driver's license suspension is imposed to coerce payment of overdue citation debt. Shockingly, MOST driver's license suspensions in Wisconsin are not safety related.

For people with financial means, a nonpayment suspension is easily fixed. For people experiencing poverty, the resolution is slower and more difficult. Low-income folks are much more likely to have a nonpayment suspension and, because they can't pay to make the problem go away, they are likely to be suspended longer. Another reason they are likely to be suspended longer is because nonpayment suspensions last up to 1 year each—much longer than many safety-related suspensions. For example, someone who is convicted of two Reckless Driving citations within a year is likely to have a two-month demerit point suspension. Inability to pay a single traffic citation could cause a suspension that is six times longer than that. **The bottom line is that this bill is more likely to criminalize poverty than reckless driving.**

In addition to the human cost, there will be financial costs. Without a fiscal estimate on this bill, it's not clear exactly how high that cost might be. But, based on DOT data, it's possible that 100,000 new criminal cases could be filed each year as a result of this bill—more than half of which would likely have nothing to do with unsafe driving. The increased burden on our legal system will be substantial, and could even slow down the resolution of safety related cases.

Traffic violence is unacceptable. Reckless driving deeply impacts our clients, their families, and our communities. But in Wisconsin, suspended driving is not the same as reckless driving. This bill's unintended consequences would outweigh any potential safety impact and have a negative and destabilizing effect on thousands of low-income individuals, their jobs, and their families.

Thank you for your consideration.

Center for Driver's License Recovery & Employability

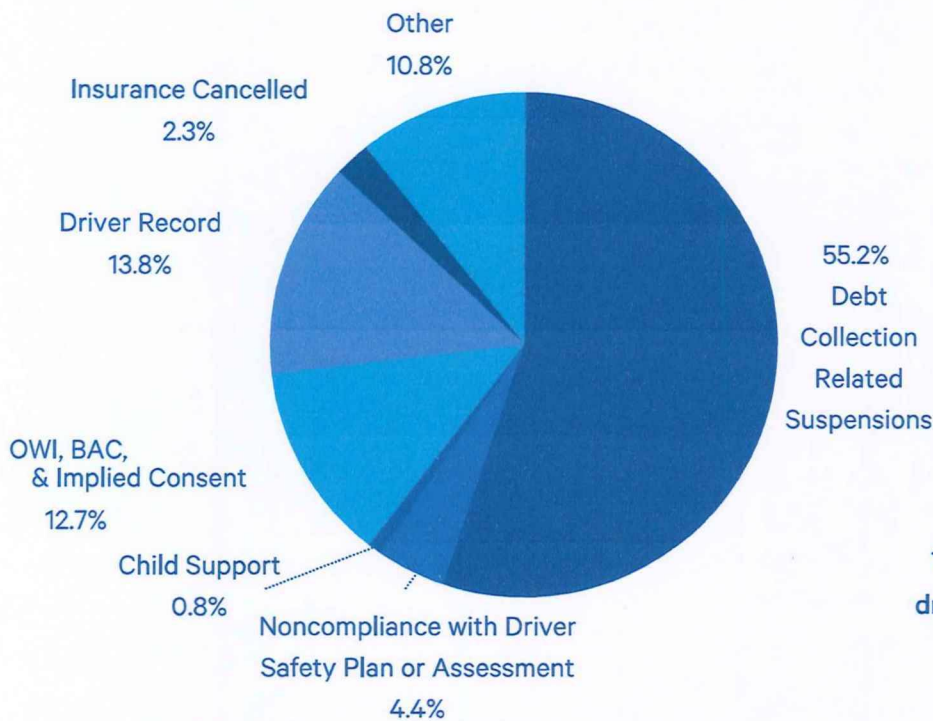
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WI SB 404/AB 421 WILL HARM LEGAL ACTION OF WISCONSIN CLIENTS by criminalizing conduct related to poverty, not traffic safety



55%
OF DRIVER'S LICENSE
SUSPENSIONS IN WISCONSIN
OVER THE LAST TEN YEARS
HAVE BEEN ORDERED TO
COERCE PAYMENT OF DEBT
AND ARE NOT SAFETY
RELATED.

The only purpose of "Failure to Pay Forfeiture" driver's license suspensions is to coerce payment of debt.

The chart above is a visualization of the following data points from the last decade in Wisconsin: Debt collection suspensions 2,016,155; Noncompliance with Driver Safety Plan or Assessment 159,999; Child Support 32,498; OWI, BAC, and Implied Consent 463,344; Driver Record 504,554; Insurance Cancelled 82,998; Other 395,011.

THE IMPACT

100,000 new criminal cases could be filed each year as a result of this bill

Over the last decade there were 1,114,549 convictions for Operating While Suspended, Operating Without License, and Operating While Revoked. Most of these were non-criminal. If SB 404 passes, most would be criminal, leading to approximately 100,000 more criminal charges each year. It is likely that more than half of those charges would be filed against people whose underlying suspension was not related to traffic safety.

If traffic safety is the primary concern, the unintended consequences of SB 404 would be greater than the intended effect of the bill.

“Debt-related restrictions on driving privileges force an impossible choice: stop driving and lose everything — or keep driving and risk more fines and fees, criminal charges, arrest and jail time. Driver's license suspensions trigger a decades-long cycle of poverty and punishment — that many people never escape. For the 86% of Americans that drive to work — losing the ability to drive also means losing the ability to work, provide for your family, and get medical care.”
-- The Free to Drive Report

“The number of individuals with a suspended license also places a burden on the limited resources of law enforcement.”

-- The American Legislative Exchange Council (ALEC)

This information is provided by:

**LEGAL ACTION
OF WISCONSIN**

STATEMENT OF JAMES GRAMLING
RETIRED MILWAUKEE MUNICIPAL COURT JUDGE
TO ASSEMBLY COMMITTEE ON STATE AFFAIRS
REGARDING AB 421 JANUARY 10, 2024

Good Afternoon, Chairman Swearingen and Committee Members. My name is Jim Gramling. I appear before you today in opposition to Assembly Bill 421. My reasons will follow a brief statement of my experience in the area of traffic and driver's license law.

I was elected to the Milwaukee Municipal Court, the busiest traffic court in the State, in 1986 and soon took an interest in how driver's licensing and traffic law functioned. This interest led to my appointment to the 1995 Governor's Task Force on Suspended and Revoked Drivers. Governor Thompson and his experts wanted us to evaluate the jumbled and counterproductive state of licensing laws at the time. Our work product led to 1997 Wis Act 84 which brought order and balance to this area of the law.

After working at the for 21 years, I began volunteering at the Center for Driver's License Recovery in Milwaukee, representing suspended and revoked drivers in pursuit of valid licenses. My work there continues today. I also worked on successful legislative efforts to change licensing laws which had no impact on traffic safety but kept low-income drivers from obtaining or retaining their licenses. Two of our bills were signed by Gov. Doyle and two by Gov. Walker. Representative Spiros was the lead Assembly author on one of them, 2015 Act 234, which cut in half the time drivers stayed suspended for not paying traffic fines.

So I have quite a bit of experience in getting our state's licensing system to work for all drivers, including those at the bottom end of the income spectrum, the fellow citizens you and I would love to see make it to the middle class. Why do I feel, strongly, then, that AB 421 take us in the entirely wrong direction?

Let's start with the problem of the reckless drivers that we have seen and heard so much about. Sponsors of the bill seem to believe that criminalizing **all** acts of operating while suspended or revoked, even if there is no bad driving involved, will somehow curb reckless driving. Do you really believe that the guy who chooses to run red lights, weave through traffic, and speed down neighborhood streets will stop and think twice if this bill passes? He's already committed enough acts to be punished plenty of ways. And consider that the bill does not even

criminalize a **single act** of reckless driving. So a validly licensed driver could commit certain acts of reckless driving and get a mere ticket, while a poor bloke who didn't pay a traffic fine on time and is driving with a burned out taillight could be pulled over and charged criminally with Operating While Suspended. Where is the sense in that? Until you can answer that question, AB 421 should not leave this Committee.

So who are the suspended drivers that this bill would sweep up? Who does this kind of driving? Well look at the reasons people get suspended in the first place. Nearly 50%, one half, of all suspensions are for failing to pay a traffic forfeiture on time, not for any act of dangerous driving. And this type of suspension happens nearly 3 times as often as the next highest suspension. In fact, it's higher than the next 12 types of suspension added together, including for drunk driving, speeding, and demerit points. So by and large the suspended drivers out there are people who didn't pay their fines. And this bill would criminalize them. Keep in mind that there were over 53,000 convictions in 2022 for driving while suspended per DOT records. I urge you to think about this – would your constituents want you to crack down on people driving down the road on a suspended license, or people speeding through their neighborhoods? Why not criminalize the 147,000 drivers convicted of speeding in WI in 2022?

Here is something else you are obligated to consider about this bill: it would redefine who becomes an Habitual Traffic Offender. HTO status is reserved for the worst drivers in WI. If you commit a certain number of violations in a specified period you get revoked for 5 years. AB 421 would add the violations of Operating While Suspended, Operating Without a License, and Operating After Revocation to the list. Never mind that the Legislature eliminated these 3 violations from the HTO list through 2005 Act 25 because they didn't reflect bad driving. Many thousands of drivers would become HTO and suffer a 5-year revocation. But the bill doesn't stop there. Anyone caught driving while HTO would be charged as a Class I felon! Facing up to a \$10,000 fine and up to 3.5 years of imprisonment! You must rethink a proposal that would strip thousands of people not only of their driving rights and freedom but of their voting rights as well, essentially for driving while poor.

I have tried, in this brief statement, to demonstrate to you how this bill would fail to meet its objectives and criminalize poverty. Where will you find the prosecutors, defenders, and jail cells to prop up legislation like this? I have worked over the past 29 years with prosecutors, defenders, judges, and legislators – both Democrats and Republicans - to refine the licensing system we have in Wisconsin. While not perfect it captures what I believe is the proper balance

between 2 abilities – accountability on one hand, and the ability of our lesser well-off citizens to drive legally on the other.

So I ask you, do not give in to the myth that you are cracking down on reckless driving by treating suspended drivers as criminals, or that you will stop repeated driving while suspended by sending suspended drivers to jail. I believe your time would be better spent defining the actual conduct you want to eliminate and then criminalize that. You will otherwise be creating a system that a Legislature some years from now will have to undo ... because it is unnecessarily punitive and counterproductive.

Thank you.

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January 10, 2024

Committee on Assembly of State Affairs

RE: AB-421 Operating without a license -- Penalties for operating a motor vehicle without a license or after license suspension or revocation and providing a penalty.

Dear Honorable Committee Members,

Thank you for this opportunity to submit comments on AB421 regarding penalties for operating a motor vehicle without a license suspension and revocation and providing a penalty. As an organization, the Wisconsin Clerks of Circuit Court Association (WCCCA) is not taking an official position and remains neutral on this bill but wants to make the committee aware that there will be a significant fiscal impact to both the Circuit and Municipal courts, along with increased workloads for the entire judicial system should this be entered into law.

Most operating without a licenses are handled as civil forfeitures with a larger portion of the costs remaining with the County. With this bill providing criminalizing OAL and OAS, additional work falls to the District Attorney for filing a criminal complaint. Filing at the state level results in a loss of revenue to municipalities, along with an increase in circuit court filings, both offices which are currently overburdened. Additionally, there would be an increased request for Public Defender representation for representation of indigent defendants.

We are asking for an in-depth analysis of the impact on the entirety of the judicial system before proceeding with this bill.

Thank you again for your time and consideration.

Sincerely,

John A. Vander Leest

Wisconsin Clerk of Circuit Court Assn
Legislative Chair

Stacy Kleist

Wisconsin Clerk of Circuit Court Assn
President

CRIMINAL LAW SECTION

To: Assembly State Affairs Committee
From: Criminal Law Section, State Bar of Wisconsin
Date: January 10, 2024
Re: Oppose AB 421 – increasing penalties for operating after suspension/revocation

The State Bar of Wisconsin's Criminal Law Section, a group composed of prosecutors and defense attorneys as well as judges and law school professors, opposes AB 421, which increases penalties for driving on a suspended or revoked license.

In Wisconsin, driver's licenses are suspended and revoked for many reasons, often unrelated to safe driving. It is not uncommon for a driver's license to be suspended for failure to pay parking tickets or equipment violation citations (such as a burnt-out headlight) or being behind on child support payments. While most people receiving a parking or equipment violations pay their citations quickly, indigent Wisconsinites are not always able to pay those tickets before the due date. The situation then "snowballs" as late fees and interest piles up, eventually resulting in a loss of driving privileges.

The loss of driving privileges can lead to significant collateral consequences, as those persons still need to get to work, school, or family commitments, so many take the risk and drive, as they believe the consequences of missing those obligations outweighs the risk of being caught driving.

AB 421 would further exacerbate a difficult situation for many Wisconsinites by elevating the penalties for operating on a suspended or revoked license to higher level misdemeanors as well as felonies, all of which could result in jail time and will result in significantly higher fines.

A felony conviction would have a detrimental effect on a person in multiple ways. It makes it significantly more difficult to maintain gainful employment, secure stable housing, and prevents working in some fields that require a professional license. Corporations far too often have blanket policies against employing felons, and those that do not tend to hire applicants without felony convictions. Landlords often view the felony conviction as an indication the potential tenant is too a high risk as well.

In addition, a felony conviction for those caught driving when their original offense was unrelated to safe driving raises the seriousness of driving while revoked or suspended to higher level than substantial battery (class I felony), stalking (class I felony), and a person's first three drunk driving convictions. (first offense is a non-criminal forfeiture, second and third offenses are misdemeanors). It is illogical to say a person who drives after a license is suspended for failing to pay a parking ticket is a greater risk to public safety than a person who breaks their victim's arm, stalks their high school crush, or drives drunk for a third time.

Making individuals felons for committing a secondary offense such as OAR or OWS disproportionately impacts low-income Wisconsinites by increasing the difficulty a person experiences in obtaining good paying jobs, securing safe housing, and providing for their families, among many other consequences, and it certainly won't decrease their transportation needs. There is also no guarantee the person will be able to pay the increased fines for the violation, in fact, it is even less likely they will be able to do so.

For these reasons, the Criminal Law Section of the State Bar of Wisconsin objects to AB 421.



STATE BAR OF WISCONSIN

If you have questions or concerns, please do not hesitate to contact our lobbyist, Lynne Davis, ldavis@wisbar.org or 608-852-3603.

The State Bar of Wisconsin establishes and maintains sections for carrying on the work of the association, each within its proper field of study defined in its bylaws. Each section consists of members who voluntarily enroll in the section because of a special interest in the particular field of law to which the section is dedicated. Section positions are taken on behalf of the section only.

The views expressed on this issue have not been approved by the Board of Governors of the State Bar of Wisconsin and are not the views of the State Bar as a whole. These views are those of the Section alone.



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Wisconsin

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January 10, 2024

Chair Swearingen, Vice-Chair Green, and Honorable Members of the Assembly Committee on State Affairs:

The American Civil Liberties Union of Wisconsin appreciates the opportunity to provide written testimony in opposition to Assembly Bill 421.

Put simply, AB-421 would criminalize an extraordinary number of Wisconsinites for conduct unrelated to reckless driving or traffic safety, resulting in significant financial and human costs for an already overburdened criminal legal system.

Under the bill, the penalties for Operating While Suspended and Operating while After Revocation would increase from a civil forfeiture to a Class B and Class A misdemeanor, respectively. The bill would also increase the penalty for Operating Without a License to a Class A misdemeanor for a second or subsequent offense.

Counterintuitively, most driver's license suspensions in Wisconsin—over 55%—are imposed solely as a sanction for nonpayment of ticket debt, according to data from the Wisconsin Department of Transportation (DOT).¹ Between 2013-2022, Wisconsin imposed an average of over 201,600 driver's license suspensions each year to collect unpaid ticket debt.² Each year, there are more debt-based license suspensions than safety-related suspensions in Wisconsin.

We know that debt-related suspensions result in a host of collateral consequences. With limited transportation options to get to work, school, and other obligations, Wisconsinites can get trapped in an endless cycle of debt.

DOT data also shows there were over 53,000 convictions for Operating While Suspended, over 14,000 convictions for Operating After Revocation, and over 31,500 convictions for Operating Without a License in 2022 alone.³ Converting driving with a suspended or revoked license or driving without a license to criminal offenses would create an extraordinary increase in the criminal caseload across the state, resulting in significant financial costs to the system for prosecutors, public defenders, and other system players in addition to the human costs associated with funneling tens of thousands of Wisconsinites into the criminal legal system.

¹ Wisconsin DOT reports that, of 3,554,559 driver's license suspensions imposed over the last 10 years, 1,912,148 have been caused by "Failure to Pay Forfeiture" and 104,007 driver's license suspensions have been caused by "Failure to Pay Forfeiture—Juvenile,"

<https://wisconsin.gov/Documents/dmv/shared/withdrawals-summary.pdf>.

² *Id.*

³ "Traffic Convictions Entered on Driver Record File, January – December 2022), Wisconsin DOT, <https://wisconsin.gov/Documents/dmv/shared/convictions2022.pdf>.