



# JOE SANFELIPPO

STATE REPRESENTATIVE • 15<sup>th</sup> ASSEMBLY DISTRICT

(608) 266-0620  
FAX: (608) 282-3615  
Toll-Free: (888) 534-0015  
Rep.Sanfelippo@legis.wi.gov

P.O. Box 8953  
Madison, WI 53708-8953

of the cost of an average motor vehicle insurance policy attributable to unrecouped losses incurred due to uninsured motorists.

AB 696 represents a serious overhaul of how Wisconsin addresses the problem of unlicensed and uninsured drivers by putting real force behind the law through significantly stronger penalties and enforcement. Crucially, the bill includes a mechanism to actually induce compliance from the scofflaws by requiring police to impound the vehicle of repeat offenders and not releasing it until the vehicle is properly registered and the individual claiming it is licensed and insured. This bill also requires the Wisconsin Department of Transportation to automatically suspend the license and registration of any individual convicted of driving without insurance unless that individual provides proof of financial responsibility and maintains it for three years.

With this legislation, we are replacing merely hoping for corrective action with real plan for keeping these dangerous drivers off of the road until they demonstrate a willingness to behave responsibly.

Again, thank you for holding a public hearing on this legislation. I'm happy to answer any questions.



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January 13<sup>th</sup>, 2020

## Rep. Sanfelippo's public testimony on 2019 Assembly Bill 696

Chairman Kulp and committee members, thank you for holding a public hearing on AB 696. Wisconsin has a growing problem of individuals operating motor vehicles illegally by driving without a license and without mandatory liability insurance coverage in place. Over a 5-year span, police cited Melvin Gates of Madison over 30 times for driving without a valid license. Worse yet, Jathiel Ruffins of Cottage Grove received over 40 citations for operating a vehicle after having his driver license revoked. Baraboo resident Jacob Schonenberger's 36 citations for driving without a license earned him a story on the local news in early 2018, yet despite the attention to his repeated offenses, he has since been able to get that number to well over 40 citations. With only a small fine as a penalty and no mandatory court appearance to enforce it, these drivers can—and do—brazenly ignore the repeated citations and continue to drive without a valid license.

While seemingly innocuous in nature, these offenders can often pose a real threat on the roads. In May 2018, Ladell Harrison of Milwaukee was released on a \$500 signature bond after his third offense for driving without a valid license or insurance; a few days later, he led the Milwaukee Police Department on a dangerous high-speed chase that ended with the death of one MPD officer and another seriously injured. Just this past February, Terron Clayborn struck and killed a Milwaukee Department of Public Works employee working in the road before fleeing the scene. Despite never having actually possessed a valid driver license, Mr. Clayborn had previously been cited a staggering 31 times for driving without a license, yet it took his killing a public employee in a hit-and-run collision before he faced any real consequences for his actions.

These individuals who drive without licenses represent a real danger to the public as they are nearly three times as likely to cause a fatal crash. Nationally, 19% of fatal car accidents involve at least one invalidly licensed driver. Individuals who have lost their license for good cause—or were never licensed in the first place—represent a particularly dangerous group of drivers that the government should make an effort to keep off the roads. However, Wisconsin law currently treats driving without a license, with a suspended license, or without car insurance as civil offenses, thereby tying the hands of law enforcement and sending a message to these scofflaws that they can continue to ignore the law without repercussions.

Beyond the direct risk of harm from these drivers, uninsured motorists also inflict financial harm on other drivers. Wisconsin has a high rate of uninsured drivers: an estimated 14.3% of Wisconsin motorists fail to carry the mandatory liability coverage, 15<sup>th</sup>-worst in the nation. This leads to tens of millions of dollars in claims against uninsured drivers, often without any realistic hope of recovery by the injured party. As a result, the costs of the medical care and property damage get passed on to insured consumers through higher premiums, with an estimated 10-15%



# DAVID CRAIG

STATE SENATOR

Assembly Committee on Transportation  
January 14, 2020  
Assembly Bill 696  
Senator David Craig

Chairman Kulp and members of the Committee, thank you for taking the time to hear my testimony on Assembly Bill 696.

Over the past several years there have been many high profile cases of individuals lacking a valid driver's license and/or car insurance causing serious, sometimes fatal, car accidents. In 2018, a driver without a license in Milwaukee fled police leading to the death of a police officer. Terron Clayborn received 31 tickets for driving with a suspended or revoked license over a 12 year period. He was only prosecuted after he killed a Milwaukee Public Works employee. Several other recent high profile accidents have resulted in injuries and death. The fact is that unlicensed and/or suspended drivers are three times more likely to cause a fatal crash and 19% of fatal car crashes involve someone without a valid license.

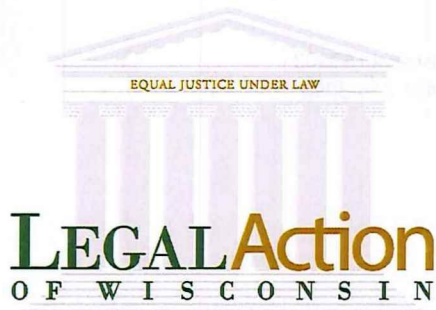
Assembly Bill 696 would require police to impound the vehicles of repeat offenders. The vehicle would be released when it is properly registered and the driver is licensed and insured. Additionally, the DOT would automatically suspend the license and registration of any individual convicted of driving without insurance unless the individual provides proof of financial responsibility and maintains it for three years.

I have heard from numerous constituents involved in accidents with unlicensed or uninsured drivers who are sick of these dangerous motorists getting off scot-free. Impounding the vehicles of habitual offenders until they receive proper training, licensure, and insurance coverage will ensure responsible drivers can use the roadways with less fear of those who willfully ignore state law and operate their vehicles dangerously. Too often after a serious accident it comes to light that the driver at fault did not have proper licensure, registration, and/or insurance.

It is beyond time to address this growing problem on Wisconsin roads.

Thank you for hearing my testimony.





## ADMINISTRATIVE OFFICE

230 West Wells Street, Room 800, Milwaukee, Wisconsin 53203  
[www.legalaction.org](http://www.legalaction.org) | tel 414-278-7722 | fax 414-274-3096

**TO:** Wisconsin Assembly Committee on Transportation  
**FROM:** Abby Bar-Lev Wiley, Legislative & Compliance Director, Legal Action of Wisconsin  
**RE:** Impact of AB 696 on Legal Action of Wisconsin's Clients  
**DATE:** January 14, 2020

Legal Action of Wisconsin (LAW) is a nonprofit law firm. Our attorneys and staff provide free civil legal aid to low-income people in 39 Wisconsin counties, across a territory that extends from the southeastern corner of the state up through Brown County in the east and La Crosse County in the west.

Helping low-income individuals overcome barriers to employment so they can escape poverty and succeed on a path to self-sufficiency is at the heart of our mission. For nearly 20 years, LAW has helped to restore driver's licenses for individuals who have lost their licenses due to poverty. **Studies show that having a valid driver's license can be more essential for finding and keeping employment than having a high school diploma.** In Wisconsin, an individual can have her driver's license suspended or revoked simply for her inability to pay fees. License suspensions or revocations due to poverty can make it difficult or impossible to get to work and provide for one's family. Despite the critical importance of a driver's license, it can be time-consuming and complicated to restore a license once it has been suspended or revoked.

If passed, AB 696 would have a drastic and harmful impact on the low-income individuals and families we serve. Contrary to the bill's stated purpose of increasing the number of insured drivers, this bill proposes increased penalties for uninsured drivers that would actually result in *more* uninsured drivers. Further, the bill's proposal to immediately impound vehicles is a dramatic impingement on our clients' right to personal property. For many of our clients, their cars are their lifeline—they need their cars to get to work and earn a paycheck for their family. This bill would keep low-income Wisconsinites—even those with no history of unsafe driving—from getting to work and could dramatically destabilize their lives.

Legal Action of Wisconsin fears that:

- Section 16 would result in an increased number of uninsured drivers on the roads and, annually, lead to 100,000 new driver's license suspensions, many of which would be poverty—not safety—related. This would prevent people from getting to work, leading to job loss and further economic insecurity;
- Section 7 would eliminate police discretion in enforcing traffic matters and divert police resources away from traffic safety enforcement by significantly increasing police time spent on issuing some of the most common traffic tickets. Operating After Suspension (OAS), Operating After Revocation (OAR), and Operating Without License (OWL) tickets are non-safety violations making up 17% of traffic convictions;

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**La Crosse Office** Buffalo, Crawford, Grant, Jackson, Juneau, La Crosse, Monroe, Richland, Trempealeau and Vernon Counties | tel 608-785-2809 | toll-free 800-873-0927 | fax 608-782-0800

**Madison Office** Columbia, Dane, Dodge, Green, Iowa, Jefferson, Lafayette, Rock and Sauk Counties | tel 608-256-3304 | toll-free 800-362-3904 | fax 608-256-0510

**Migrant Project** Statewide | tel 608-256-3304 | toll-free 800-362-3904 | fax 608-256-0510

**Milwaukee Office** Milwaukee and Waukesha Counties | tel 414-278-7722 | toll-free 888-278-0633 | fax 414-278-7126

**Oshkosh Office** Adams, Fond du Lac, Green Lake, Marquette, Ozaukee, Sheboygan, Washington, Waushara and Winnebago Counties | tel 920-233-6521 | toll-free 800-236-1128 | fax 920-233-0307

**Racine Office** Kenosha, Racine and Walworth Counties | tel 262-635-8836 | toll-free 800-242-5840 | fax 262-635-8838





# LEGAL Action

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- Section 7 would result in a significant amount of personal property seizure by the government, a policy which led to class action lawsuits in Illinois<sup>1</sup>;
- Section 9 would prevent Wisconsinites from reinstating their driver's licenses due to an additional \$28 reinstatement fee;
- Section 39 would be expensive and take up a significant amount of Department of Transportation staff resources; and
- That the bill, overall, would create significant confusion over enforcement given the many unworkable and logistical issues presented by the bill.

## *Low-Income Wisconsinites Want Auto Insurance but Often Cannot Afford It*

Legal Action of Wisconsin sees many clients with low incomes who depend on their cars to get to work. They are safe drivers trying to provide for their families. **Our low-income clients want to buy auto insurance. They go without it because they cannot afford it.** Our low-income clients—especially people of color—routinely show us quotes they've obtained for auto insurance upwards of \$200-300 per month. For our clients, most of whom are earning \$8-10/hour, there is no way to make their limited budgets stretch to include auto insurance at those rates, no matter how much they would like the coverage. For example, one of our clients who is working full-time and has one child earns less than \$17,000 per year and is just above the federal poverty level. He told us he is trying to get auto insurance, but insurance companies provided premium quotes of more than \$300 per month.

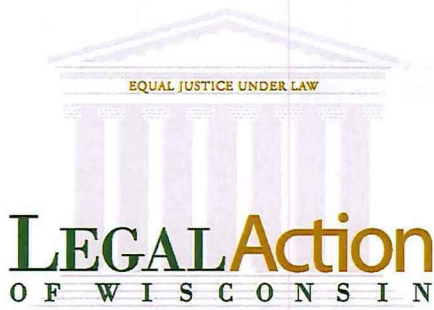
As the Consumer Federation of America (CFA) has documented in extensive research,<sup>2</sup> auto insurers use a variety of socio-economic rating factors that increase premiums for lower-income Americans. For example,

- Auto insurers consider where the vehicle will be kept; insurance rates are significantly higher in zip codes with higher poverty and crime;
- Auto insurers consider whether the vehicle is being financed; premiums are especially high for the millions of Americans who finance their car purchases;
- Auto insurers charge higher rates to drivers with less education and lower-status jobs;
- Auto insurers charge drivers with poor credit scores higher premiums than drivers with excellent scores; and

<sup>1</sup> “The Institute for Justice filed a class-action lawsuit in Illinois state court alleging that Chicago's impound program violates residents' guarantee of due process, as well as protections against excessive fines and unreasonable seizures, under both the Illinois and U.S. constitutions.” <https://reason.com/2019/04/29/chicago-impounds-innocent-peoples-cars-and-soaks-them-in-fines-now-its-getting-sued/>

<sup>2</sup> Tom Feltner & Douglas Heller, Consumer Fed. Of Amer., *High Price of Mandatory Auto Insurance in Predominantly African American Communities* (Nov. 2015), available at [https://consumerfed.org/wp-content/uploads/2015/11/151118\\_insuranceinpredominantlyafricanamericancommunities\\_CFA.pdf](https://consumerfed.org/wp-content/uploads/2015/11/151118_insuranceinpredominantlyafricanamericancommunities_CFA.pdf).





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- Auto insurers utilize marital status in their auto insurance policy pricing, with single drivers generally paying higher premiums than married drivers.

CFA's research found that nationwide, in communities where more than three-quarters of the residents are African American, auto insurance premiums average 71% higher than in those communities with populations that are less than one-quarter African American, after adjusting for density and income. Even middle and upper-middle income African American zip codes show tremendous disparities in premiums over comparable white zip codes.<sup>3</sup>

### *AB 696 is Unnecessarily Punitive & Would Increase the Number of Uninsured Drivers*

By requiring driver's license suspensions for *all* uninsured motorists—including those who have not caused any traffic accidents and lack insurance due to poverty—AB 696 will have the unintended consequence of putting *more* uninsured drivers on the roads. Tens of thousands of Wisconsin residents lack auto insurance because of poverty. This bill does not limit its stiff penalties—which include a 3-year license suspension—to only uninsured drivers who have caused accidents. Instead, AB 696 would apply those penalties to *all* uninsured motorists, potentially leading to more than 100,000 new driver's license suspensions annually.<sup>4</sup> This in turn is likely to lead to a dramatic increase in the number of uninsured drivers in Wisconsin, since drivers without valid licenses face a very difficult time obtaining auto insurance.

Compare AB 696's three-year license suspension to safety-related suspensions:

- A first offense Operating While Intoxicated (OWI) driver's license revocation will lead to a maximum license revocation for 6-9 months.
- Too many demerit points will lead to a license suspension of 2 months to one year at the most; accumulating more than 30 demerit points within one year results in a one-year license suspension.
- A second OWI within 10 years of the first carries with it a license revocation of 12-18 months.
- Being convicted of fleeing an officer will result in loss of a license for no more than 6 months or 1 year if it causes bodily harm to another or property damage.

AB 696 would make the penalty for not being able to afford insurance longer than any of those violations – in many cases, twice or three times as long. A three-year suspension for not being able to afford insurance is extreme. It will clearly increase the number of suspended drivers, and those drivers who lose their license

<sup>3</sup> *Id.* at 3 (“The average premium in upper middle-income, predominantly African American ZIP codes is 194 percent higher than the average premium charged to a similarly situated driver in an upper middle-income, predominantly white ZIP code (\$2,113 vs. \$717).”).

<sup>4</sup> Insurance violation convictions accounted for 15% of traffic convictions (112,442) in 2018.

<https://wisconsindot.gov/Documents/about-wisdot/newsroom/statistics/factsfig/citation.pdf>

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because they are unable to afford insurance are unlikely to be able to get insurance in the near future. Contrary to the stated goal of this bill – reducing the number of drivers without auto insurance – this bill is likely to instead achieve the very opposite effect.

***Mandatory Police Impoundment of Vehicles Used in Operating While Suspended Violations Impinges on Personal Property & Does Not Improve Traffic Safety***

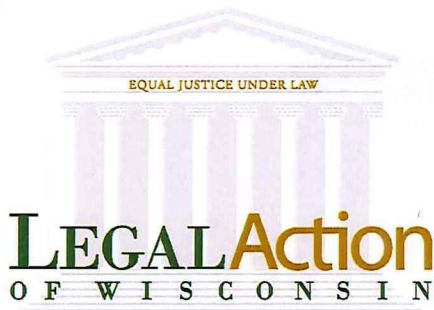
Under this bill, police *must* tow and impound vehicles used in Operating After Suspension (OAS), Operating After Revocation (OAR), and Operating Without License (OWL) offenses. The bill eliminates discretion in deciding whether impoundment is immediately necessary. If this bill were to pass, police would be forced to tow cars away from mothers with babies buckled into their car seats, from fathers on their way to work, from families on their way home to dinner or on their way to church. For many families, particularly those with low incomes, towing their car has an immediate, devastating, and long-lasting impact on their lives. It may take a family years to save up to purchase a car, and that vehicle may be critical for getting to work and earning an income. One study, for example, found that in the Milwaukee area alone, 125,000 people commute into the city for work, and an additional 30,000 individuals commute out of Milwaukee into Waukesha to get to their jobs.<sup>5</sup> AB 696 would mean that the personal property that individuals and families have worked so hard to obtain can be taken away in a moment and could impact their ability to get to work and keep their jobs.

The impoundment mandate in AB 696 would also be an unwise use of police resources that does not actually improve traffic safety. The American Association of Motor Vehicles Association determined that it was a poor use of police resources to enforce nonpayment suspensions. It describes the problem in its November 2018 report, “Reducing Suspended Driver’s and Alternative Reinstatement Best Practices”:

When a law enforcement officer encounters a suspended driver, his or her ability to help ensure the safety of drivers on the roadways and availability to respond to calls for service are reduced. The officer must take appropriate action for the violation at roadside, which often includes waiting for a tow truck for impound and in some cases transporting the individual to jail if a booking offense. Often the officer has to appear in court later for adjudication of the violation(s) during which time there may be little or no enforcement presence in their patrol area. During these times, officers are not available for 911 responses, crash investigation, criminal interdiction, and other enforcement activities, potentially increasing the threat to public safety.

<sup>5</sup> John Johnson, Lubar Center for Public Policy Research & Civic Education at Marquette University, *Commuting and Migrating in the Milwaukee Area, Part 2* (Oct. 27, 2017), available at <https://law.marquette.edu/facultyblog/2017/10/commuting-and-migrating-in-the-milwaukee-area/>.





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Requiring impoundment in Wisconsin would require a significant use of police time and resources, as OAS, OAR, and OWL violations make up 17% of traffic tickets—a total of 123,130 convictions in 2019.<sup>6</sup> Importantly, most driver's license suspensions in Wisconsin are caused by nonpayment of traffic tickets—an issue entirely unrelated to traffic safety but closely connected to poverty. In 2018, 243,343 driver's license suspensions were ordered in Wisconsin for nonpayment of traffic tickets, making up 59% of all driver's license suspensions in the state.<sup>7</sup>

### *Government Confiscation and Sale of Private Vehicles: Logistical Concerns, Property Rights, and the Illinois Lawsuits*

Under this bill, after impoundment, the vehicle owner may claim their vehicle by paying the fine for the offense and any impoundment fees, unless they can show they were found not guilty in court. To get the vehicle out of impoundment, the owner must demonstrate that they have a valid driver's license, insurance, and registration. Vehicles not claimed within 30 days are subject to sale or other disposal by the government.

There are numerous property rights issues and logistical concerns raised by this provision. The bill requires that a notice be sent to individuals after 30 days, instructing them that the vehicle can be recovered upon payment of fees. The notice must state that if the owner does not reclaim the vehicle, the inaction will be considered “a waiver of all right, title, and interest in the motor vehicle and a consent to the sale of the motor vehicle.” Critically, however, the bill does not detail how much time an owner will have from receiving the notice until they will be fully stripped of their personal property. Moreover, because people with low incomes tend to move more often than wealthier individuals, those with low incomes—who may be most reliant on their vehicles—may also be the least likely to actually receive these notices in the mail. And because many individuals with OAS, OAR, and OWL offenses have had their driver's license taken away simply because they cannot afford the fees, these individuals are also unlikely to be able to pay the fees associated with impoundment to maintain ownership of their vehicle.

There are other aspects of the impoundment provision that make it nearly impossible to recover a vehicle. For example, an individual would be unable to resolve certain registration issues while the vehicle is impounded. Those vehicle owners would be caught in a catch-22—unable to register their vehicle until they

<sup>6</sup> In 2018, Operating After Suspension tickets made up 11% (79,453); Operating Without a License violations made up 4% (28,959), and Operating After Revocation made up 2% (14,718) of traffic convictions.

<https://wisconsin.gov/Documents/about-wisdot/newsroom/statistics/factsfig/citation.pdf>

<sup>7</sup> Revocation & Suspension Statistics, *Revocation & Suspensions by Reason of Conviction, January-December 2018*, Wisc. Dept. of Transportation, available at <https://wisconsin.gov/Documents/about-wisdot/newsroom/statistics/factsfig/revsus-statistics.pdf>.



# LEGALAction

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get it out of impound, but unable to get their vehicle out of impound until they register it. Moreover, because most court dates would occur after the 30-day deadline to claim the vehicle, there would be no realistic opportunity for the owner to demonstrate a court finding of “not guilty.” That effectively means the individual would be forced to pay a fine and additional impound fees before they are given their day in court. Finally, this bill provides no protections for individuals who are unable to pay the fine in full due to poverty. Must these individuals forfeit their vehicles to the government? This provision raises serious concerns about due process and excessive fines. These issues are likely to result in litigation, like the class-action lawsuit currently pending in Illinois.

Illinois is currently in the midst of two lawsuits regarding impoundment and poverty, one of which is a class action lawsuit challenging Chicago’s impoundment law on constitutional grounds, and another argues a violation of federal law that is being taken all the way to the United States Supreme Court. The class action lawsuit challenges Chicago’s impoundment program, arguing that it provides “constitutionally inadequate notice to car owners whose vehicles have been impounded, and to car owners whose vehicles will be disposed of,” and also argues the law’s refusal to return impounded vehicles until all fines are paid is a civil rights violation.<sup>8</sup> The impound system is being challenged in state court. A separate lawsuit specifically challenges the impoundment law’s refusal to return vehicles even after an owner files for bankruptcy. The federal Seventh Circuit Court of Appeals held that the impoundment program violated federal law, finding that the city could not “hold captive” an individual’s property, recognizing “*the importance of vehicles to residents’ everyday lives, particularly where residents need their vehicles to commute to work and earn an income in order to eventually pay off their fines and other debts.*”<sup>9</sup> The city of Chicago is currently appealing the Seventh Circuit’s decision to the U.S. Supreme Court.<sup>10</sup> Although Chicago’s impoundment laws and AB 696 are not identical, there is significant enough overlap to fairly assume that the legislature could potentially face a lengthy court battle in Wisconsin as well if the bill were to pass.

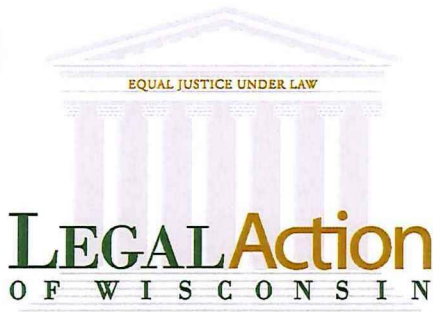
## Conclusion

AB 696 would be tremendously detrimental to our clients and to other low-income motorists who are struggling to care for their families and make ends meet. Moreover, the bill contains numerous logistical and fairness issues and fails to address the real issue facing many of Wisconsin’s uninsured motorists and suspended drivers: poverty. Wisconsinites want to have auto insurance, but for many low-income people,

<sup>8</sup> Elliott Ramos, *Lawsuit Challenges Constitutionality of Chicago’s Car Impound Program*, NPR WBEZ Chicago (April 30, 2019), <https://www.npr.org/local/309/2019/04/30/718591680/lawsuit-challenges-constitutionality-of-chicago-s-car-impound-program>.

<sup>9</sup> *In re Fulton*, 926 F.3d 916, 926 (7th Cir. 2019), *cert. granted sub nom. Chicago, Il v. Fulton*, No. 19-357, 2019 WL 6880702 (U.S. Dec. 18, 2019) (emphasis added).

<sup>10</sup> *Chicago, Il v. Fulton*, No. 19-357, 2019 WL 6880702, at \*1 (U.S. Dec. 18, 2019).



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including many of our clients at Legal Action, it is astronomically unaffordable. AB 696 does not make it easier or more affordable to access insurance. Instead, this punitive bill would lead to more uninsured motorists on the roads; it would prevent people from getting to their jobs while impinging on their personal property rights and diverting police resources away from traffic safety; it could potentially open up the state to lawsuits; and would have devastating consequences for people like Legal Action's clients who are living paycheck to paycheck.

Thank you for the opportunity to comment on this legislation. Please do not hesitate to contact us if you have questions.

Sincerely,

Abby Bar-Lev Wiley  
Legislative & Compliance Director  
Legal Action of Wisconsin

Molly Gena  
Managing Attorney, Milwaukee  
Legal Action of Wisconsin

Susan Lund  
Staff Attorney  
Legal Action of Wisconsin

Elizabeth Groeschel  
Staff Attorney  
Legal Action of Wisconsin





To: Members, Assembly Committee on Transportation  
From: Badger State Sheriffs' Association (BSSA)  
Wisconsin Sheriffs and Deputy Sheriffs Association (WS&DSA)  
Date: January 14, 2020  
**RE: Statement on Assembly Bill 696**

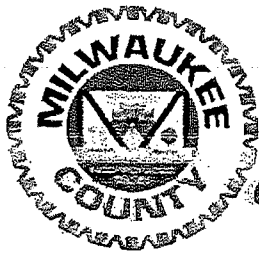
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BSSA and WS&DSA submit these comments for information only regarding Assembly Bill 696. Our organizations appreciate the overall sentiment of Assembly Bill 696, which will overhaul the penalties of driving in Wisconsin without insurance. However, our organizations are concerned with Section 7 of the bill, which expands the circumstances and requirements for when a vehicle must be immediately impounded by law enforcement.

Under the bill, except for one exception, law enforcement will be required to immediately impound a vehicle if an individual commits an operating while suspended, (OWS) or operating after revocation (OAR), operating without a license (OWL) offense. The bill also requires the law enforcement officer to impound the vehicle, inventory the vehicle, and contact any rental or leasing agency that may have a security interest in the vehicle.

This change under the bill will increase the number of vehicles impounded, require more capacity at tow lots to store the vehicles, and increase law enforcement's time for administrative paperwork, thereby removing officers from maintaining public safety in their counties. Furthermore, under the bill, if the person is found not guilty, law enforcement will have no recourse to recover the impoundment costs (tow, storage, staff time, etc).

Our organizations fully support legislation to target uninsured and unlicensed drivers, but we ask legislators to consider the ramifications for law enforcement under AB 696. We look forward to working with the authors to address these concerns.



CLERK OF CIRCUIT COURT  
CRIMINAL DIVISION

*Milwaukee County*

JOHN BARRETT • Clerk of Circuit Court/Director of Court Services

TAMMY KRUCZYNSKI  
Division Administrator

JAMES WILSON  
Deputy Division Administrator

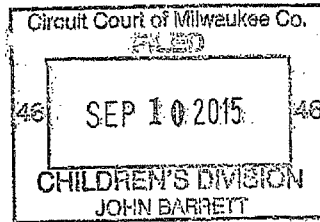
CHERYL FLORYANCE  
Deputy Division Administrator

THOMAS N. OELSTROM  
Financial Coordinator

JUNE SIMETH  
Staff Attorney

MICHAEL GROSSMAN  
Staff Attorney

September 3, 2015



Name: Jason Graham

D.O.B. 04/05/1980

To whom it may concern:

Please be advised that a search of the criminal index for the Circuit Court of Milwaukee County has been completed for the above listed individual.

The results of this search are as follows:

Open cases:  
NONE

Misdemeanor convictions on file:  
2001CM007052

Felony convictions on file:  
2006CF006827, 2006CF000511

Criminal traffic convictions on file:  
2006CT001373, 2005CT002113, 2004CT013968, 2004CT012918, 2003CT004353,  
2000CT006977, 1999CT000899

SEAL

Customer Service Specialist

As an additional resource regarding arrest and conviction records, you may wish to contact the State of Wisconsin Crime Information Bureau at 608-266-5764.

**NOTE:**

*The original of this document will have a Milwaukee County emblem in the upper left-hand corner and an embossed Court Seal in the lower left-hand corner.*



**Criminal and Traffic Disposition Report  
Milwaukee County Circuit Court**

Report Date: 09-01-2015

04:11 pm

Name Address	DOB	Viol Date	Case No. Cit No.	Charge	Amended From	Plea	Disposition/ Date	Penalty	Amount
Graham, Jason 4871 N Sherman Blvd Milwaukee, WI 53209	04-05-1980	01-19-2013	2013TR003883 S2036123	343.44(1)(a) Operating While Suspended		No Contest	Guilty Due to No Contest Plea 02-18-2013	Forfeiture / Fine	\$ 204.00
Graham, Jason 4871 N Sherman Blvd Milwaukee, WI 53209	04-05-1980	01-19-2013	2013TR003882 S2036112	346.13(1) Unsafe Lane Deviation		No Contest	Guilty Due to No Contest Plea 02-18-2013	Forfeiture / Fine	\$ 178.80
Graham, Jason 4871 N Sherman Blvd Milwaukee, WI 53209	04-05-1980	05-23-2012	2012TR017809 G5101224	343.44(1)(b) Operating While Revoked (Forfeiture)		No Contest	Guilty Due to No Contest Plea 06-22-2012	Forfeiture / Fine	\$ 267.00
Graham, Jason 4871 N Sherman Blvd Milwaukee, WI 53209	04-05-1980	01-13-2006	2006CT001373 G2886483	343.44(1)(b) Operating While Revoked (4th+)		Guilty	Guilty / No Contest 06-28-2006	Forfeiture / Fine	\$ 300.00
Graham, Jason 4871 N Sherman Bl Milwaukee, WI 53209	04-05-1980	09-24-2006	2006CF006827	940.19(2) Substantial Battery-Intend Bodily Harm		Guilty	Guilty Due to Guilty Plea 03-20-2007	State prison Restitution Costs Extended Supervision	\$ 218.00
		09-24-2006	2006CF006827	946.49(1)(b) Bail Jumping-Felony		Guilty	Guilty Due to Guilty Plea 03-20-2007	State prison Costs Extended Supervision	\$ 113.00
Graham, Jason 4871 N Sherman Bl Milwaukee, WI	04-05-1980	03-20-2004	2006CF000511	941.29(2)(a) Felon Possess Firearm		Guilty	Guilty Due to Guilty Plea 10-10-2006	State prison Costs Extended Supervision	\$ 348.00
		03-20-2004	2006CF000511	947.01 Disorderly Conduct [939.63 - WHILE ARMED]			Dismissed on Prosecutor's Motion 10-10-2006	? Felon	
Graham, Jason (nmn) 4871 N Sherman Bl Milwaukee, WI 532095242	04-05-1980	10-13-2005	2005CT010487 G2964275	343.44(1)(b) Operating While Revoked (4th+)			Dismissed on Prosecutor's Motion 01-10-2006		

**Criminal and Traffic Disposition Report  
Milwaukee County Circuit Court**

Report Date: 09-01-2015

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Name Address	DOB	Viol Date	Case No. Cit No.	Charge	Amended From	Plea	Disposition/ Date	Penalty	Amount
Graham, Jason 4871 N Sherman Blvd Milwaukee, WI 53209	04-05-1980	10-15-2005	2005CT010397 G2943382	343.44(1)(b) Operating While Revoked (4th+)			Dismissed on Prosecutor's Motion 01-10-2006		
Graham, Jason (nmn) 4871 N Sherman Bl Milwaukee, WI 532095242	04-05-1980	01-16-2005	2005CT002113 F6050774	343.44(1)(b) Operating While Revoked (3rd)		Guilty	Guilty / No Contest 01-10-2006	Forfeiture / Fine	\$ 350.00
Graham, Jason (nmn) 4871 N Sherman Bl Milwaukee, WI 532095242	04-05-1980	08-09-2005	2005CM006857	940.19(1) Battery [939.62 - HABITUAL CRIMINALITY]			Dismissed on Defendant's Motion 04-05-2006		
		08-09-2005	2005CM006857	946.49(1)(a) Bail Jumping-Misdemeanor [939.62 - HABITUAL CRIMINALITY]			Dismissed on Defendant's Motion 04-05-2006		
Graham, Jason (nmn) 4871 N Sherman Bl Milwaukee, WI 532095242	04-05-1980	08-09-2005	2005CM006856	940.42 Intimidate Witness [939.62 - HABITUAL CRIMINALITY]			Dismissed on Defendant's Motion 04-05-2006		
		08-09-2005	2005CM006856	946.49(1)(a) Bail Jumping-Misdemeanor [939.62 - HABITUAL CRIMINALITY]			Dismissed on Defendant's Motion 04-05-2006		
Graham, Jason (nmn) 4871 N Sherman Blvd Milwaukee, WI 532095242	04-05-1980	10-29-2004	2004CT013960 F2543251	343.44(1)(b) Operating While Revoked (4th)		Guilty	Guilty / No Contest 01-18-2005	Forfeiture / Fine	\$ 200.00
Graham, Jason (nmn) 4871 N Sherman Blvd Milwaukee, WI 532095242	04-05-1980	09-23-2004	2004CT012918 F2541361	343.44(1)(b) Operating While Revoked (4th)		Guilty	Guilty / No Contest 01-18-2005	House of Correction	\$ 0.00
Graham, Jason (nmn) 4871 N Sherman Blvd Milwaukee, WI 532095242	04-05-1980	03-20-2004	2004CM008145	947.01 Disorderly Conduct [939.63 - WHILE ARMED]			Dismissed on Prosecutor's Motion 01-20-2006		



**Criminal and Traffic Disposition Report  
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Name Address	DOB	Viol Date	Case No. Cit No.	Charge	Amended From	Plea	Disposition/ Date	Penalty	Amount
Graham, Jason 4871 N Sherman Blvd Milwaukee, WI 53209	04-05-1980	08-27-2003	2003CT012937 E0571922	343.44(1)(b) Operating While Revoked (5th)			Dismissed on Prosecutor's Motion 01-18-2005		
Graham, Jason 4871 N Sherman Blvd Milwaukee, WI 53209	04-05-1980	05-15-2003	2003CT008306 D8365906	343.44(1)(b) Operating While Revoked (4th+)			Dismissed on Prosecutor's Motion 01-18-2005		
Graham, Jason 415 N 30TH ST Milwaukee, WI 53208	04-05-1980	04-20-2001	2001TR020965 A9946742	346.04(2) Failure to Obey Traffic Officer/Signal		Not Guilty	Dismissed on Prosecutor's Motion 09-17-2001		
Graham, Jason 5743 N 67th St Milwaukee, WI 53218	04-05-1980	04-20-2001	2001CT004053 A9946753	343.44(1)(b) Operating While Revoked (2nd w/in 5)	Operating While Revoked (3rd w/in 5)	Guilty	Guilty / No Contest 09-17-2001	Forfeiture / Fine	\$ 50.00
Graham, Jason 415 N 30TH ST Milwaukee, WI 53208-4210	04-05-1980	08-04-2001	2001CM007052	943.01(1) Criminal Damage to Property		Guilty	Guilty / No Contest 06-30-2003	Probation, sent imposed House of Correction	\$ 500.00
Graham, Jason 415 N 30TH ST Milwaukee, WI 53208	04-05-1980	07-14-2000	2000TR028994 B0070140	347.48(2m) Mandatory Seatbelts Requirement		No Contest	Guilty / No Contest 08-18-2000	Forfeiture / Fine	\$ 0.00
Graham, Jason 415 N 30TH ST Milwaukee, WI 53208-4210	04-05-1980	11-09-2000	2000CT006977 B0583774	343.44(1)(b) Operating While Revoked (2nd w/in 5)		Guilty	Guilty / No Contest 04-26-2001	House of Correction	\$ 0.00
Graham, Jason 415 N 30TH ST Milwaukee, WI 53208	04-05-1980	12-05-1998	1999TR003681 Z4006321	343.44(1) Operating After Suspension (1st)		No Contest	Guilty / No Contest 01-28-1999	Forfeiture / Fine	\$ 0.00
Graham, Jason 4871 N. Sherman Blvd. Milwaukee, WI 53209	04-05-1980	12-05-1998	1999TR003675 Z4006310	346.57(5) Exceeding Speed Zones, etc. (20-24 MPH)		No Contest	Guilty / No Contest 01-28-1999	Forfeiture / Fine	\$ 111.37
Graham, Jason 415 N. 30th Street Milwaukee, WI 53208-1019	04-05-1980	01-24-1999	1999CT000899 Z2957522	343.44(1) Operating After Revocation (5th+)		Guilty	Guilty / No Contest 02-10-2000	House of Correction	\$ 0.00