Michigan is still enforcing a relic of the War on Drugs: automatic driver’s license suspensions for anyone convicted of a drug offense. While most states have opted-out of the federal law which created these automatic suspensions, Michigan suspends an estimated 26,000 driver’s licenses annually for drug offenses unrelated to driving. Driver’s license suspensions for non-driving offenses are indefensible: they are bad policy, waste government resources, and further disadvantage people convicted of drug crimes.

**License suspensions for non-driving offenses don’t work.**

- The American Association of Motor Vehicles found that there is ‘no evidence’ that non-driving suspensions deter criminal behavior.

- Nevertheless, non-driving suspensions are added on top of harsh existing criminal penalties for drug convictions.

**License suspensions waste taxpayer dollars and traffic safety officials’ time.**

- Forcing traffic authorities to focus on non-driving suspensions instead of driving-related behavior undermines public safety. No firm numbers are available for Michigan, but a clear pattern from other states has emerged.

- For example, in 2010, Florida spent $72,314 on paper, envelopes, and postage for the sole purpose of corresponding with people whose licenses were suspended for non-driving reasons.

- Suspending driver’s licenses for non-driving offenses in Colorado consumed 8,566 hours of motor vehicle administrator’s staff time every year — the equivalent of four full-time employees.

**License suspensions make finding and keeping a job harder.**

- Public transportation is often not a reasonable alternative for low-income people who bear the brunt of these license suspensions. For example, 78% of jobs in the Detroit metropolitan area, are not reasonably accessible via public transit for people living in low-income Detroit communities.

- This policy leaves thousands of people without access to economic opportunities. A New Jersey study found that 40% of people lost their job upon having their driver’s license suspended and 88% reported lower income.

Read the full report at www.prisonpolicy.org/driving/national