



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Model Enforcement Program Against Suspended and Revoked Drivers

Guidelines for
Motor Vehicle Administrators
produced in cooperation with
The American Association of
Motor Vehicle Administrators

Other Publications In This Series

A Model State Classified Licensing Program

GPO Stock Number 050-003-00326-3

DOT HS 803 384, September 1978

Inspection Guidelines for Motor Vehicles of Less Than 10,000 Pounds Gross Vehicle Weight

GPO Stock Number 050-003-00329-8

DOT HS 803 385, September 1978

Disclosure of Odometer Readings on Motor Vehicle Title Documents

GPO Stock Number 050-003-00328-0

DOT HS 803 386, September 1978

Driver License Applicant Identification and Licensing System Security

GPO Stock Number 050-003-00348-4

DOT HS 803 800, February 1979

Involvement of Suspended/Revoked Drivers in Traffic Crashes

GPO Stock Number 050-003-00359-0

DOT HS 804 104, June 1979

Comparative Data—State and Provincial Licensing Systems

GPO Stock Number 050-003-00390-5

DOT HS 805 335, October 1980

Functional Aspects of Driver Impairment

GPO Stock Number 050-003-00348-4

DOT HS 805 460, October 1980

Multiple Licensing and Interstate Truck Drivers—A Problem Statement

DOT HS 805 645, January 1981

Driver Improvement System for Traffic Violators

DOT HS 806 284, November 1982

Driver Licensing Examiner Certification Program

DOT HS 806 384, January 1983

Core Curriculum—Instructor's Lesson Plans

DOT HS 806 517, May 1984

Contents

	<i>Page</i>
Acknowledgments	iii
Executive Summary	v
Model Enforcement Program Against Suspended/Revoked Drivers	1
Analysis of Florida's Program	5
Exhibits 1-15	11

Acknowledgments

We wish to thank all agency heads and their people who were contacted during the course of this study. Without their help, the material and information that follows would have been impossible for us to obtain.

The Florida Department of Highway Safety and Motor Vehicles, under Executive Director Robert A. Butterworth, was extremely helpful. All key personnel were permitted to participate.

Special thanks go to Major C. W. Keith, Director of the Division of Driver Licenses, who provided guidance and background information. Major Keith has been instrumental in many of the improvements that have been made in Florida, and his help was invaluable.

Mr. Alan Cochrane, Chief of the Bureau of Records in the Division of Driver Licenses, provided a wealth of information on the background of the Highway Safety Information System. Mr. Cochrane is personally responsible for having developed a major part of this plan.

Mrs. Delphene Strickland, Esq., a charter member of the Traffic Court Review Committee, provided the history

of that group. She has served for many years as Chairperson of the Traffic Court Safety Committee of the Florida Bar Association, and was well qualified to provide background information.

Mr. Don Keirn, Chief of the Bureau of Driver Improvement, and his staff also provided material concerning the suspended and revoked driver procedures used by that Bureau. Mr. David Corbin, Uniform Traffic Citation Administrator, provided assistance and information regarding the traffic citation control program.

Special thanks to Ms. Barbara Coker, Irene Smith, and Eloise Krell who provided much needed support in assembling this material.

The Florida Highway Patrol, City of Tallahassee Police Department, Clerks of the Courts in Leon, Polk and Hillsborough Counties, State's Attorneys and the courts that were contacted, all provided valuable assistance.

The four States visited on field trips were extremely cooperative and their personnel should be commended for this spirit of assistance and cooperation.

Executive Summary

To develop more effective countermeasures for the detection/prosecution of suspended/revoked drivers who continue to drive, the National Highway Traffic Safety Administration (NHTSA) contracted with the American Association of Motor Vehicle Administrators (AAMVA) to examine and document procedures used by the State of Florida for the purpose of detecting and prosecuting these violations. Florida was selected because for those States reporting arrests for this offense Florida's arrest rate was the highest by far.*

In reviewing Florida's system it became apparent that all disciplines in the system were functioning well. These were the Department of Highway Safety and Motor Vehicles, clerks of the courts, State's attorneys (prosecutors), county court judges, the Supreme Court, and the law enforcement community. Further exploration revealed that rather than through some magic method in the detection process, it was the effectiveness of the total system that was attaining the desired results.

The Florida Traffic Court Review Committee is the catalyst between the courts, clerks of courts, State's attorneys, and the Department. The other interagency function impacting the system is the Uniform Traffic

* 1982 Driver License Administration Requirements and Fees, 1982, Federal Highway Administration, Washington, D.C. 20590.

Citation Program administered by the Division of Driver Licenses. This program provides integrity to the entire system. It assures excellent communication and contributes to the level of cooperation that results in an effective program.

The contract called for a review of four additional States in AAMVA Region II. States selected, with the approval of Contract Technical Manager James Latchaw, were: Mississippi, Oklahoma, South Carolina, and Virginia. These States were visited and it was found that they had excellent communications systems, but each lacked one or more of the elements of the Florida system. However, each of the States visited has strong points to build upon. All of the States visited expressed interest in working toward a total system, although this may require enabling legislation.

The model program developed as part of this study follows the Florida system with added features to further improve it.

In conclusion, a total system approach is an effective way to control the suspended/revoked driver while increasing the effect of countermeasures in related areas of accident prevention. The total system is attainable in each of the four States visited. In reviewing other studies and reference works on this issue it appears the total system concept is the only really effective and by far the most cost beneficial way to approach this problem.

Model Enforcement Program Against Suspended/Revoked Drivers

Overview

A model enforcement program against suspended/revoked drivers requires a high level of coordination among the police, the courts, and the State driver licensing agency, supported by a controlled and audited Statewide Uniform Traffic Ticket System and real-time on-line communications among each of the three described functions.

The model program described herein, or any enforcement program against these problem drivers, requires detection followed by prosecution and adjudication.

There are three potential discovery points in the detection of these violators. First, is at the time the officer contacts the driver; second is when the court complaint is filed; and, third is in the driver record agency when either an advance copy of the citation or a record of conviction is received. If the police officer does his job correctly he will check the driver's licensing status at the time he or she is stopped and discovery will be made at once. If the officer fails to do this, an on-line terminal in the clerk of court's office to the driver records agency enables a status check on each defendant and discovery may be made at the time the defendant appears in court. Finally, if not discovered before, the violation may be detected by the records bureau when conviction records on the original charge are received.

From the foregoing it seems plain that the point to detect the violation is by the officer when contact is first made. The use of hand-held or lapel microphones by traffic officers encourages license status checks, if the officer has received training in the importance of this effort.

This model program is based upon information obtained during a review of operational programs in Florida, Mississippi, Oklahoma, South Carolina, and Virginia. The program is based on the principle that comprehensive programs are more effective than the sum or their respective parts. If all elements of the system are functioning properly, a reasonable percentage of suspended/revoked drivers who continue to operate will be detected and apprehended.

A model program should contain the following elements:*

* In some, States, one department has the driver licensing function with the State level law enforcement agency in another. This creates need for a high level of inter-departmental cooperation and coordination. For purposes of describing the model program we have arbitrarily referred to a "Division" of driver licenses, under which are various bureaus, etc. The reader is expected to transpose these into the political structure of his or her own State.

- A. Statewide Driver Licensing Functions
 1. Bureau of Records
 2. Bureau of Driver Control (Improvement)
 3. Bureau of Examining and Issuance (Field Operations)
- B. Statewide On-Line Information System (Communications and Data Processing)
- C. Statewide Public Information/Safety Education
- D. Traffic Law Enforcement (Municipal; County; State)
- E. Judicial (Clerk of Court; Prosecutors; Judges)
- F. Funding—Financial Self-Sufficiency

Program Description

A. Statewide Driver Licensing Functions

The Division of Driver Licenses in any department is the originator of most if not all suspension and revocation orders. It is the custodian of the driver history file and the source of documents needed to detect and prosecute suspended and revoked drivers who continue to drive.

1. Bureau of Records

This bureau has custody of the driver records. It must be able to perform the following functions:

- a. Maintain the driver record file in as current and correct status as possible.
- b. Provide proof of identity. Color photographs and possibly a fingerprint file may be used.
- c. Provide law enforcement and the court system with accurate and timely driving records that meet statutory requirements.

2. Bureau of Driver Control (Improvement)

This bureau issues suspension and revocation orders as well as being responsible for clearing records when compliance has been achieved. It is very important that the system be maintained with a high degree of integrity. It has been shown that drivers arrested for "no driver license" should be highly suspect of being under suspension or revocation. With this in mind, the Bureau should regularly check the "no driver license" conviction records received to determine whether the driver was in fact under suspension or revocation at the time the "no driver license" charge was filled. When a detection is made, the law enforcement officer who made the arrest should be notified and provided with documents for prosecution.

This accomplishes two things; the officer is made aware that he failed to detect a suspended driver, and it enhances the cooperative spirit between law enforcement and the driver license division. This is one of the first programs Florida officials implemented to detect suspended and revoked drivers and they still are detecting about 200 a month by this method.

This Bureau, when making plans for introduction of new legislation, should make every effort to establish:

- a. A statute that provides for service of the suspension or revocation notices to drivers by mail, to the driver's last known address. In Florida this is accomplished and an audit trail is established by requesting receipts from the Postal Service. A list of persons to whom suspension notices are addressed is computer generated at the same time the notices are prepared, and a postal receipt is affixed to the list of addresses when the notices are deposited in the mail.
- b. A statute authorizing the Division of Driver Licenses to transmit driver records to the courts by modern electronic means. Statutes should spell out the legality of the use of this form of record in court trials or for other purposes. Without this, time and efficiency losses due to mail delays damage the integrity of the system.
- c. A Statewide Uniform Traffic Ticket system*, administered by a Traffic Citation Administrator's office is essential and should be considered part of the basic structure of the system. This is very important because it assures:
 - (1) Accurate statistical information.
 - (2) Comparison of arrest information to convictions or other case completions.
 - (3) A means whereby management may review the system and identify problem areas.

While it would be possible to establish a program without a Statewide, controlled and audited single ticket system, there is no systematic way that failures in such a system would be brought to light. This is only one of the advantages of such a system. In one State (South Carolina) a traffic citation control program has been in place for several years. They have upgraded their reporting system from

* For purposes of this model program a Uniform Traffic Ticket (UTT) is one which contains as a minimum: a court complaint; a court record for reporting convictions to the State driver record agency; a police record; and a summons for the violator. A Statewide UTT must be the only traffic ticket form used by any police agency within the State. This is the definition used in the *The Uniform Traffic Ticket Study*, 1980, NHTSA, NTS-21, Washington, D.C. 20590.

time to time, and have discovered improprieties that have resulted in the prosecution of several law enforcement officers and court magistrates. With this program in place, the Division of Driver Licenses is in constant communication with the courts, law enforcement, and prosecutors—a positive factor in maintaining overall cooperation.

3. *Bureau of Examining and Issuance (Field Operations)*

This Bureau is a contact point for the general public and for local law enforcement officers. Its role with the public in this program is to provide information on how drivers can clear individual suspensions. To law enforcement officers it provides on-line service for driver license status reports.

In States that do not have an on-line capability to transmit driver records to law enforcement but do have this capability to their driver licensing field offices, a plan should be developed to provide courts and local law enforcement personnel the driver records needed for prosecution. Field offices also play a part in the detection process when a new resident applies for a driver license. Any State that has the ability to interface with the National Law Enforcement Telecommunications System (NLETS) can obtain a driver licensing status report from other States in a relatively short time. A second and more comprehensive source of information will be available when the National Driver Register provides on-line service to the States (pilot program to begin in 1985).

B. *Statewide On-Line Information Systems (Communications and Data Processing)*

The model program should include the following facilities/services to provide adequate support to user groups:

1. Access to the driver record file with on-line real-time service.
2. Terminals in all clerks of court offices, with printer capabilities.
3. Terminals in all driver license field offices, with printer capabilities.
4. Ability of law enforcement personnel to have immediate access to the driver file for the purpose of driver license status checks.

The system must be accurate and constantly updated. The optimum is for clerks of court to be able to transmit conviction records on-line to the driver records agency, and for the driver licensing field offices to input data to support the immediate clearance of suspensions or revocations.

C. Statewide Public Information/Safety Education.

This function has not been used to its fullest to deter suspended or revoked drivers from driving. There have been public information campaigns over the years such as "speeders lose licenses" and "if you drive, don't drink," but no known campaigns against suspended/revoked drivers. A model program should include an effort by the departmental public information official to inform all drivers that there are mechanisms in the system that are effective in detecting violations for this offense. Highway safety public information efforts frequently inform drivers of the probability of being arrested for driving while intoxicated, and it appears the same approach could be used against suspended/revoked drivers.

D. Traffic Law Enforcement (Municipal; County; State).

All law enforcement officers (State Police/Highway Patrol, county sheriffs, and municipal officers) must make a constant effort to use their present contacts with motorists as a base for enforcement against suspended/revoked drivers.

Law enforcement officers are the first line of attack in a model system. They cannot function effectively, however, if they are not provided the very best support by other elements of the system (driver licensing; public information; communications; adjudication).

Ten counties in one State were studied in the development of this model program. It was determined that in counties with aggressive prosecutors, and with clerks of court providing initiative and support, a detection rate for persons driving under suspension in some cases was 50 percent higher than in other counties where the State and local officials were less aggressive. The factor that most affected law enforcement's efficiency in detecting these drivers was the number of drivers checked for their licensing status when the officer stopped them for a traffic infraction. During the normal course of his patrol, each officer must constantly be motivated to use the tools and services available to him including his communications system. Without proper supervision and training, officers tend to lose interest and trust their intuition rather than automatically requesting a license status check. However, in several of the counties reported above it was found that if the system is functioning properly the officers may become very enthusiastic in the detection and apprehension of these violators.

The initial training and in-service training of each officer should include instruction in the detection of suspended/revoked drivers. Strong emphasis should be placed on the high percentage of persons charged with no driver license that in fact are driving while under suspension/revocation. Roadside driver license checks should be used frequently, perhaps in conjunction with alcohol sobriety checks, as they are a highly effective detection procedure.

To sum up, the role of law enforcement is a key factor in the program. If the support elements are working and all officers consistently check the driver license status, the number and percentage of suspended/revoked drivers detected and apprehended while driving in any State can be dramatically increased.

E. Judicial (Clerk of Court; Prosecutors; Judges)

A model court program has been developed in one State (Florida) that has been highly supportive of the Statewide effort against suspended/revoked drivers. The development and improvement of the court systems was carried out over several years, and now is producing the desired results. It may be worthwhile for officials in other jurisdictions to explore and consider emulating that system.

During the course of the development of this model program, it was found that numerous States have appointed State level traffic court administrators. Establishing controls of this nature should contribute considerably to efficiency, and assure continuity and communications between the court functions and other elements of the system.

F. Funding—Financial Self-Sufficiency.

Financial self-sufficiency should be a goal of all highway safety programs, including special efforts for the control of problem driver populations. The means of achieving this will vary from State to State. However, some ways that have been found successful are as follows:

- Increasing court costs collected to an amount approximating the actual cost of services rendered, including outlay for and depreciation of equipment.
- Dedicating a portion of fines collected to the improvement of the highway safety system. Presently, many States provide that fines shall be dedicated to a school fund, or to the general fund. To assign these funds to the costs of the system may be viewed in the context of "user" fees.
- If convicted violators are incarcerated in jail, also impose a fine large enough to reimburse the community for the cost of the incarceration. Consider the cost and the value of community service in lieu of incarceration.
- Increase the Statewide driver license issuance fees. A recent study revealed that if the fees for driver licenses were raised to equal those of hunting or fishing licenses enough money would be raised to put all States on-line with real-time communications systems as well as providing funding for other major elements of the system.*

* *How Much Is A Driver License Worth To You?*, 1983, James Latchaw, an unpublished paper.

- Increase the charge for license reinstatements, following suspension or revocation. Some jurisdictions now charge in excess of \$100 for reinstatement, and especially so if the license was suspended for an alcohol related offense. This is justifiable when the total costs of the system are considered.
- Rather than paying for all necessary services, find ways for some of them to be donated. Public service

announcements on radio and television are common, and are required by law, and most State and local comprehensive highway safety programs use them but ways must be found to have them aired at the most desirable times of the day. Explore other parts of the program for elements that may be met or improved through the use of donated services.

An Analysis of Florida's Program

Introduction

Most persons whose driving privileges have been suspended or revoked (S/R) continue to drive. As a group, they are overrepresented in fatal and serious injury crashes during the suspension period.¹ It is reliably estimated that as high as 80 percent of the S/R drivers continue to drive while suspended.

In spite of this apparent disregard for the licensing authority, recent studies of multiple alcohol offenders reveal that following termination of the S/R period, a statistically significant reduction in violations was registered for up to 42 months and crashes were reduced for up to 48 months (Hagen, 1978, and 1980; Klingberg, et. al., 1981). That is not to say that these drivers actually drove more safely than the general driving population. What the studies do reveal is that having their licenses suspended caused these convicted drunk drivers to drive more safely than persons with comparable driving records who either were exposed to some other treatment (driver improvement remediation; court referral) or to no corrective action at all.² Thus, license suspension/revocation is a proven countermeasure toward crash reductions of convicted multiple alcohol offenders in spite of the apparently high level of violation of its provisions. However, ways must be found to make license suspension/revocation even more effective. One way would be to actually prevent suspended/revoked persons from driving. Perhaps the only way to assure this is through incarceration, which is both socially and economically unacceptable. As reported above, approximately 80 percent of the S/R drivers continue to drive. This means that 20 percent of this population entirely stops driving during the period of suspension. If all or most of them could either be prevented from driving or be caught driving in violation of the suspension, and arrested and prosecuted, it appears that not only would the number of crashes be further reduced, but the continuing effect of the sanction also would be strengthened.

Effective enforcement programs against S/R drivers are not easily designed and implemented. An effective program requires joint action by all three enforcement func-

tions: the police, the courts and the licensing agency. For example, a "visible driver license" program requires the involvement of the licensing agency to design, establish and authorize use of the visible license, the police to enforce it, and the courts to adjudicate the resulting criminal charges against the violators.³ Finally, a record of conviction is provided to the driver licensing authority where further sanctions may be imposed. The same may be said of programs that at first appear to be more unilateral in nature. The police are in a position to check the licensing status of every driver they contact but it is the licensing agency that provides the status information. The courts may require a license record check on each driver they process, but again the licensing agency provides the record information. The licensing agency could bring to the attention of the police and the courts the apparent unlawful driving of any person who accrues a record of crashes or violations during his or her period of suspension and encourage the prosecution of those drivers for operating in violation of the provisions of the suspension. In each instance, all three enforcement/administrative functions become involved. However, the State records system and electronic communications which identify and provide the licensing status of these violators already is in place and only needs the initiative of the enforcement agencies to make it effective.

While other means of identifying and apprehending these drivers should not be ignored, record checks appear to be the simplest and most cost effective approach.⁴ This is the means whereby officers in the State of Florida report arresting approximately 60,000 S/R drivers each year.⁵ Florida reports that not only the State Patrol but all local enforcement agencies conduct these record checks. What was needed was to determine the accuracy of these reports and determine why a program that appears to be so successful in one State has not been replicated in neighboring jurisdictions.

¹ Involvement of Suspended/Revoked Drivers in Traffic Crashes; AAMVA, 1979

² Suspension and Revocation Effects on the DUI Offender; Hagen, et al, 1980.

³ Handbook for a Field Research Program for Driver's License Law Enforcement; NHTSA, 1973.

⁴ A Study of Hands-Off Driver License Enforcement Through Rapid Communication; NHTSA, 1977.

⁵ 1980 Driver License Administration Requirements and Fees; FHWA, 1980. Since this contract report was prepared Florida has increased its program emphasis and in 1983 reported more than 80,000 S/R drivers apprehended.

I. Background

Task 1 of the study was a review of the Florida procedures for detecting and convicting drivers for the offense of driving while their license was under suspension/revocation.

This task was met through personal interviews with law enforcement officers, clerks of the court, prosecuting attorneys, and Department of Highway Safety and Motor Vehicles personnel.

II. General

A. Department of Highway Safety and Motor Vehicles.

Activities/actions carried out by the Florida Department of Highway Safety and Motor Vehicles and in particular by its Division of Driver Licenses greatly impact on the prosecution of suspended/revoked drivers. This department is the core of the system.

The Florida department is somewhat unique when compared to those of other States. Since 1969, all of the functions in the executive branch of the State government relating to accident prevention and motor vehicle administration have been located in one department (see Exhibit 1-Organization Chart).

This brought with it a plan to integrate and coordinate all programs within the department. This was developed by the Gulf South Research Institute, and supported by Federal 402 funds. The plan is known as the Highway Safety Information System. This plan is the basis for the present on-line capabilities of the Division of Driver Licenses, the Division of Motor Vehicles, the tax collectors' offices (auto registration tags), and the recent on-line capability of the clerks of the courts (courts in 29 of the largest and most populous counties are now on-line).

B. Division of Driver Licenses, Bureau of Driver Improvement, Bureau of Records, and Traffic Citation Administrator's Office.

What follows is a brief description of the functions and activities in the Division of Driver Licenses, Bureau of Driver Improvement, Bureau of Records, the Traffic Citation Administrator's Section, and the Bureau of Field Operations. One additional bureau in the Division of Driver Licenses is the Bureau of Financial Responsibility. Although this bureau is not involved with the enforcement action under discussion, it does come into the picture through the suspensions it issues.

A person driving while under FR suspension is just as guilty of driving while suspended as with any

other type suspension; however, the bureau does not become directly involved in the detection process.

The Division of Driver Licenses is the moving force behind the detection and prosecution of suspended/revoked drivers. It initiates the action in most instances as well as providing documentation for prosecution.

1. Bureau of Driver Improvement, Division of Driver Licenses.

In 1981, the bureau suspended/revoked and cancelled 378,528 Florida driver licenses. Of these suspensions, 262,976 were for failing to appear in court after a traffic arrest; the remainder were equally divided between point suspensions and alcohol-related revocations, with a small number of suspensions/revocations for miscellaneous reasons.

The bureau uses a computerized program that automatically compares any conviction for "no driver license" with the records of those persons whose driving privilege has been suspended/revoked. When a person is discovered who has been driving during the suspended/revoked period, an automatic computer printout of the individual's record is sent to the bureau (see Exhibit 2). Documents for prosecution are prepared and sent to the officer who made the arrest for no driver license, whether the officer be a Florida Highway Patrol trooper, sheriff's deputy, or municipal police officer. The prepared documents are certified copies of the defendant's suspension order, a certification that the order was given to the U.S. Postal Service for mailing (see Exhibit 3), and a copy of the original citation for "no driver license." The reader's attention is directed to the prosecution procedures developed in the 13th Judicial Circuit of Florida (see Exhibit 4) for an example of what occurs when the documents are received.

This procedure now has been improved by the enactment of Florida Statutes, Section 322.201, by the 1981 legislature (see Exhibit 5). This law provides that the court now can accept a certified driver record in lieu of the documents described above. This is significant because if the system fails and the documents described above are not requested or fail to arrive in time for court procedures, or some other delay occurs, it is a simple matter for the clerk of the court to provide a certified copy of the defendant's record from the clerk's on-line remote terminal into the Division's driver history file.

2. *Bureau of Records, Division of Driver Licenses.*

The bureau works very closely with law enforcement officers, prosecuting attorneys and court clerks. They provide thousands of records for the prosecution of suspended/revoked drivers when requested by any of these agencies (see Exhibit 6). However, with the acceptance by the courts of certified computer generated printouts of driver records from remote terminals located in the offices of the clerks of court, and the placing of more clerks of court on-line, this function will phase out. Locally generated documentation for prosecution will eliminate the mail delays sometimes previously experienced. This program, however, has proven to all agencies in the field that the Division is cooperating in the enforcement of this offense and will provide whatever services it is able to assist with that enforcement. It is obvious that the Division wants the suspended/revoked drivers prosecuted and will do all in its power to assist.

3. *Traffic Citation Administrator's Office, Division of Driver Licenses.*

This function controls the traffic citation (Statewide Uniform Traffic Ticket) from issuance to final disposition, whether as a conviction, dismissal, nolle prosequi, finding of not guilty, adjudication withheld, or any other judgment reached. This has a tremendous impact, because it acts as a review of all functions in the judicial system (police/prosecutor/judicial). The spotlight is placed upon these functions and permits them to be evaluated if a question arises on case disposition.

Two years ago the administration of Florida traffic citations was strengthened considerably by placing four traffic ticket coordinators in the four regions of the State as it is geographically divided for administrative purposes by the Division of Driver Licenses. These coordinators meet frequently with law enforcement personnel, judges and prosecutors. This assures each of the functions (police; courts; driver records) that tickets are being accounted for, that audits are being performed, and that accuracy is being checked. A constant dialogue is maintained between the user agencies and the Division.

A slide presentation describing this function is available through the Traffic Citation Administrator's office. Attached the reader will find a description of the function, including a Statewide breakdown of the annual citation statistics for the first 6 months of 1982 (see Exhibit 7).

4. *Bureau of Field Operations, Division of Driver Licenses.*

The bureau has used this system since 1972, when all field offices (now numbering 132) received on-line access to the driver history file in Tallahassee. Since that time these offices have been providing the courts and court clerks with driver records. This, of course, was before the courts themselves had immediate access. Now that some of the courts are on-line they satisfy their own needs through their own remote terminals, but in some of the smaller counties where none of the court terminals are located the clerks must still rely upon the driver licensing field offices to supply them with driver records.

The Division has an extremely good relationship with local authorities. This relationship is the major reason suspended/revoked drivers are being prosecuted when detected. The Division reflects an aggressive, cooperative posture and takes the initiative in many cases. To have a successful program of this type, the Division has to constantly demonstrate that its records are accurate and readily available. It is essential to demonstrate that the records are accurate, reliable, and readily accessible on a 24 hour basis, 7 days a week, or the system will fail.

III. Law Enforcement.

Law enforcement's role in detecting and apprehending suspended/revoked drivers cannot be over-emphasized. The officers in Florida stop and arrest a driver every 13.6 seconds for a total of 2,320,192 arrests in 1981. This was divided as follows:

Criminal arrests (requires court appearance)	671,078
Noncriminal arrests—moving infractions	1,374,076
Nonmoving infractions	245,483
All others	29,555
	<hr/>
	2,320,192

In 1981, 60,376 drivers were arrested for driving while suspended/revoked (by 1983 this increased to more than 80,000 per year). This represented 2.6 percent of the total number of arrests in 1981. Suspended/revoked driver arrests are 8.9 percent of all criminal arrests, that is, they require court appearance.

In interviews with local law enforcement officers, the primary question was: "How do you detect a suspended/revoked driver?" The responses received revealed:

1. The best and most obvious indication is when a driver has no license in possession; that is, the driver carries a wallet with other documents, but no driver license.

2. A check by radio to the dispatcher, who inquires into the central data files for a status check is extremely effective.
3. Older officers still like to depend upon their intuition and may times fail to check licensing status (frequently their intuition is faulty).
4. Some drivers simply confess they are under suspension.
5. Officers who work in rural areas or in small cities know the people well and because of their knowledge of court cases and other issues they recognize or carry the tag numbers of local persons who are under suspension.

These were the common and most frequent responses; however, it was found that officers assigned to traffic enforcement duties were more diligent than police zone patrols or those assigned to criminal enforcement duties. The traffic officers were much more likely to perform a driver license status check whenever a person was stopped. They also knew the correct procedures for obtaining the proper documents for their court appearances, and were more familiar with the overall system.

This is the most critical point in the process. If the officer does not request a driver record check, particularly in noncriminal cases where there is no mandatory court appearance, the violators can remain undetected and not be prosecuted, or, if charged later, the case may be dismissed for lack of evidence.

Also, some officers follow through with prosecution when they are voluntarily provided with certified documents by the Bureau of Driver Improvement, triggered by that agency receiving a copy of the Uniform Traffic Ticket. Some of the officers said the documents were received too late and the defendant had already been tried on the original charge and either paid his fine or the case had been otherwise resolved. When this occurs the only recourse is to swear out an arrest warrant, but this is infrequently done because of the extra time, effort and trouble required to serve the warrant and initiate a new charge.

Recently, the Florida legislature adopted a new law that requires only a certified copy of the driving record for prosecution of such cases, without backup documents (i.e., a copy of the suspension order, etc.). This situation will improve even more when all of the court clerks have on-line access to the driver record files, and are able to produce their own computer-generated copies of driver records.

A pertinent comment by one Florida Highway Patrol trooper was that since they have received hand-held or lapel-type radios they check more drivers for licensing status. This is because it can be done at the violator's vehicle and the trooper does not have to return to the patrol

car to use the radio. This is a good example of how human nature affects enforcement procedures.

A majority of the officers book the violator and require a bond to be posted for court appearance.

Most of the comments were positive in regard to the present system; however, it appears that a great many more drivers could be checked. With emphasis now being placed on DWI arrests, it is a good time to increase the instruction to law enforcement, court clerks, driver licensing and records personnel, and others, on the importance of apprehending suspended/revoked drivers. Such action would result in even more arrests for this offense.

The high level of interaction between the Florida Division of Driver Licenses and law enforcement agencies in the State is paying off. An analysis of the arrests made by the Florida Highway Patrol, city police officers and sheriffs' deputies in 10 of Florida's larger counties resulted in the following observations:

1. The higher the number of "no driver license" cases made, the higher number of arrests for driving while suspended/revoked.
2. An effort is made by all enforcement agencies (generally speaking) to apprehend these violators. Because of the communications system that is in place, coupled with the high level of State cooperation, all Florida officers are being utilized (Florida Highway Patrol, city police, and sheriffs' officers). This is not the case in every State and has not always been the case in Florida.
3. Aggressive support from the prosecutors and court clerks exists in some counties. The prosecution rate in these counties when compared with "no driver license" arrest cases was high. One county prosecuted 36 percent of their "no driver license" offenders for driving while license suspended/revoked (see Exhibit 8).

IV. The Judicial System.

A. Prosecution.

Polk county was one of the counties visited and a review of procedures was conducted. It is a county of 325,000 persons with a very aggressive clerk of court, E. D. "Bud" Dixon. Mr. Dixon has served as president of the Florida Association of Court Clerks and also as an officer in the national association. The State's attorney for this district, Quillian Yancey, heads an aggressive prosecutor's office and uses the following procedure in detecting and prosecuting suspending/revoked drivers:

When the court case file is prepared the clerk provides the judge and the prosecutor with a complete driving history of the violator. This is now an on-line process with the Division of Driver Licenses, in Tallahassee. When the prosecutor handling the case reviews the file,

in many cases a suspended/revoked driver is discovered. This happens when the arresting officer fails to check or when any breakdown in the system occurs. When the discovery is made a direct information is filed and the clerk prepares a uniform traffic citation. This enters the system in a normal manner and provides an accounting of the action. The violator is then tried on this charge at the same time as the original charge. This is an optimum system as it acts as a last chance for discovery and permits filing the charge prior to trial on the original offense (see Exhibit 9).

A review of procedures in Duval County (Jacksonville) revealed the following:

When a violator is charged with no driver license, a thumb print is placed on the traffic citation to be used at a later date in case a defense is raised that the wrong person is being charged. This can occur when the violator uses a fictitious name and the thumb print helps in prosecution. Duval County has the second highest ratio in Florida for persons charged with driving with suspended/revoked licenses, when compared to the total number of arrests for no driver license.

B. Courts.

The Florida courts are under the direct control of the Chief Justice of the Supreme Court. Former Chief Justice James Adkins was an early advocate of strong traffic courts and a strong supporter of the Uniform Traffic Ticket. He caused a Traffic Court Review Committee to be organized, chaired by a circuit judge and made up of several traffic court judges along with a member of the Division of Driver Licenses, a representative from the Attorney General's office, prosecuting attorneys, a clerk of court, deputy clerk of court, private attorneys, a public defender, and other interested citizens active in accident prevention. This provides the Chief Justice with an oversight group to report to him in areas where improvements can be made in the court system. In some cases this means disciplinary action may be taken against judges who are not performing their jobs in a proper manner, such as not following the rules laid out in the Traffic Court Procedures Manual produced by the Florida Supreme Court. They also develop proposed legislation which the Supreme Court supports before the legislature and which is designed to improve either the traffic safety on Florida's highways or to improve current operating procedures of the judicial and enforcement systems (see Exhibit 10).

V. Data processing.

Data processing provides the technical expertise and facilities for the storage and maintenance of the driver history file. Data center personnel, along with driver licensing personnel, are currently updating the on-line

system for driver licensing. This requires new hardware with greater capacity to improve response time in the field. The entire software package is also being updated and improved. This is a vital element in the system. If it does not function properly and in a timely manner, the users quickly lose faith and do not utilize it to its fullest capability. Speed in identification of suspended/revoked drivers is essential to prosecution. The computer is the only viable means of providing the necessary speed for access to the transmission of mass data. The quickest way to destroy the system is to have constant computer problems. The data processing section also supervises the interface with the Florida Department of Law Enforcement. This agency administers the Florida Criminal Information Communication System (FCIC) (see Exhibit 11). With this program every law enforcement officer in Florida has access to the driver file and can determine the status of a driver within seconds while at the scene of a traffic stop.

VI. Discovery point of the suspended/revoked driver in the Florida system.

In the Florida system, suspended/revoked drivers may be detected at several levels in each of the major disciplines; driver licensing, traffic law enforcement, and the judiciary. A moment's reflection by the reader should clarify how discovery may occur at each of these levels and how the system operates as a whole, as described earlier in this report. Possible discovery points (some more likely than others) are as follows:

1. *Department of Highway Safety & Motor Vehicles*
 - a. *Division of Driver Licenses*
 - (1) Bureau of Records
 - (2) Bureau of Driver Improvement
 - (3) Bureau of Examining (Field Operations)
 - (4) Bureau of Financial Responsibility
 - b. *Law Enforcement*
 - (1) City (local) police
 - (2) County (sheriff)
 - (3) State (Highway Patrol)
 - c. *Courts*
 - (1) Clerk's office
 - (2) Prosecutor's office
 - (3) Presiding judge

VII. Conclusion

Florida, by following its Highway Safety Information Plan, is now beginning to reap the harvest—it is receiving the benefits the plan was designed to provide. The elements of the plan have been brought on-line during the past 12 years. The goal now is to continue to improve the system and maintain the progress that has been achieved.

The key word in the process has been *cooperation* among the elements in the system; the police, the courts, and the Division of Driver Licenses. This coordinated, com-

prehensive program has been found to be very effective in Florida, and other jurisdictions are urged to adopt similar systems.

**Florida Statistical Data
1981**

Total number of licensed drivers	8,598,019
Total number of arrests (all agencies)	2,320,192
Total arrests requiring court appearance	671,078
Total number of suspensions and revocations, including financial responsibility actions	428,528
Total number of arrests for driving while under suspension/revocation	60,376
Total number of arrests for driving without a driver license	219,276

For a narrative description of information gathered for purposes of this study in four additional States (Mississippi, Oklahoma, South Carolina, and Virginia) the reader's attention is directed to EXHIBITS 12, 13, 14 and 15.

**Organizational Structure
State of Florida
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES**

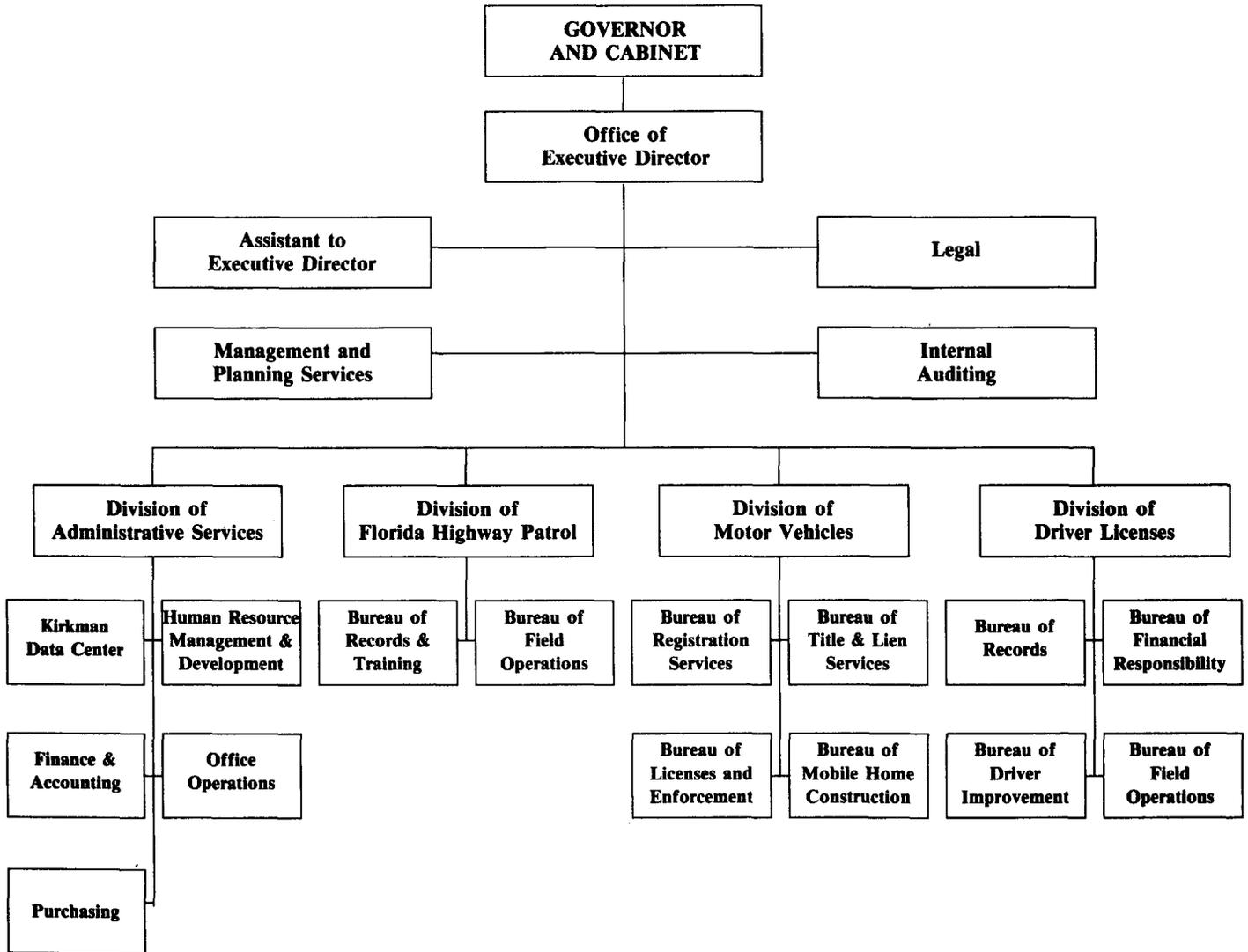
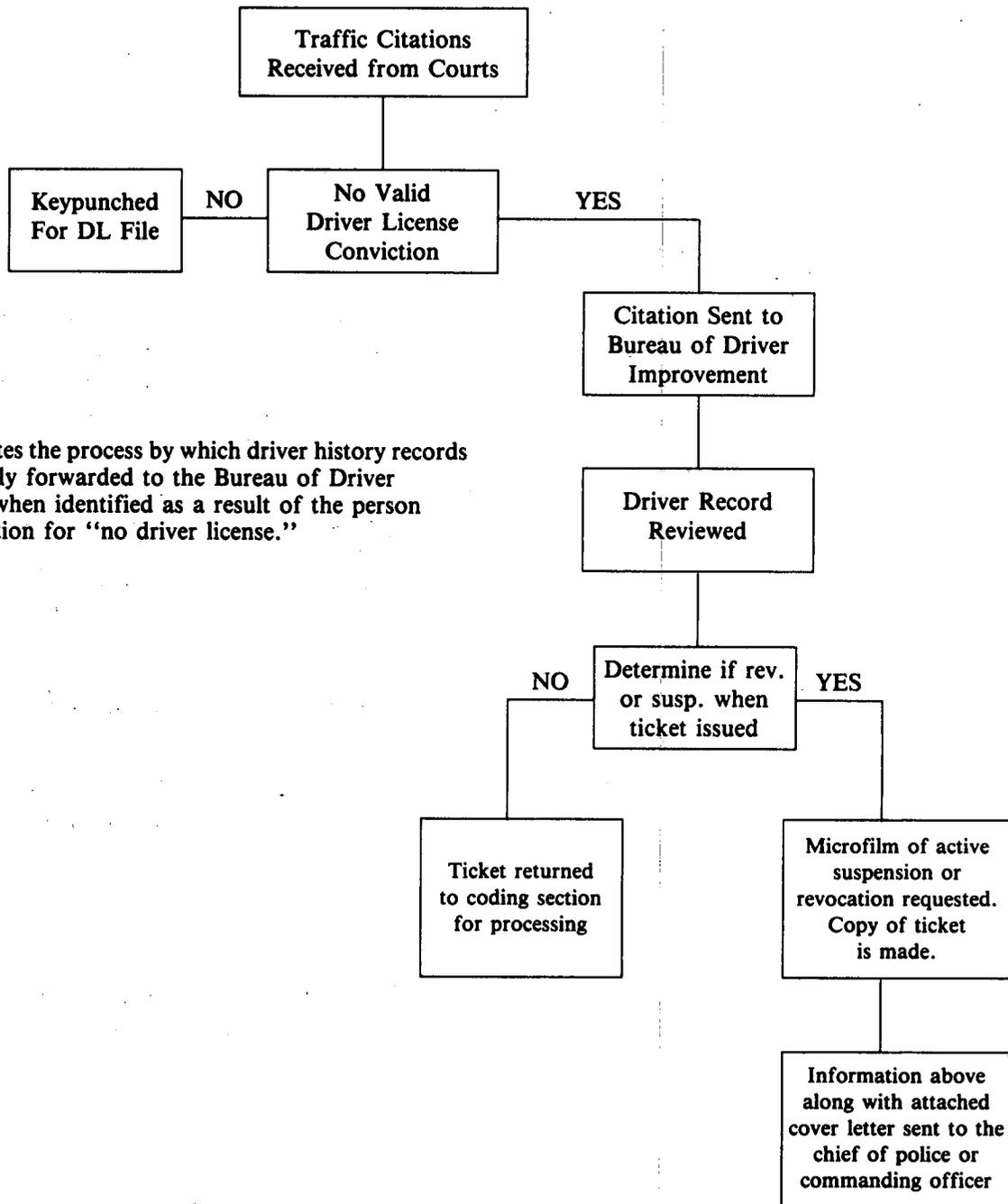


Exhibit 2

1. Flow chart of detection process used by Driver Improvement Bureau when they check all no driver license convictions to determine if the person was under suspension/revocation at the time of arrest.
2. Letter and documents for prosecution mailed to department of arresting officer.





State of Florida
Department Of
HIGHWAY SAFETY AND MOTOR VEHICLES

NEIL KIRKMAN BUILDING

TALLAHASSEE 32301

Robert A. Butterworth
EXECUTIVE DIRECTOR

1983

COL. J. ELDORGE BEACH, DIRECTOR
DIVISION OF FLORIDA HIGHWAY PATROL

JOHN D. CALVIN, DIRECTOR
DIVISION OF MOTOR VEHICLES

CLAY W. KEITH, DIRECTOR
DIVISION OF DRIVER LICENSES

W. R. KAUFMAN, DIRECTOR
DIVISION OF ADMINISTRATIVE SERVICES

Captain John A. Smith
Florida Highway Patrol
P. O. Box 000
Tallahassee, Florida 00000

RE: John N. Doe
CTL. NO. D000-000-00-000-000

Dear Captain Smith:

Our Department received a conviction report on a charge of no valid driver license made by one of your officers. Upon checking this subject's driving record, however, we find the driving privilege was legally under revocation, suspension, or cancellation at the time of this violation.

We are enclosing copies of documents from this subject's driving record verifying the driving privilege was under suspension, revocation, or cancellation at the time of this violation, along with a copy of the traffic ticket issued by your officer.

This information is being sent to you in the event you or your officer may wish to institute another charge of driving while suspended or revoked in this case.

If you need further evidence or assistance in proceeding further with this case, please do not hesitate to call upon us.

Sincerely,

A handwritten signature in cursive script, appearing to read "D. H. Keirn".

D. H. KEIRN, Chief
Bureau of Driver Improvement

DHK/lv

Enclosures

FLORIDA UNIFORM TRAFFIC CITATION 17653-AH

COUNTY WAKULLA M.P. C.F.D. S.O. OTHER

FLORIDA HIGHWAY PATROL
AGENCY

Abstract Of Court Record For State Licensing
Authority Report Of Conviction

IN THE COURT DESIGNATED BELOW THE UNDERSIGNED CERTIFIES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE THAT

DAY OF WEEK THURSDAY MONTH 02 YEAR 24 83 AT 4:30 A.M.

NAME (PRINT) _____

STREET _____ (Identity withheld)

CITY _____

DATE OF BIRTH MONTH 02 DAY 24 YEAR 32 RACE W SEX M HEIGHT 62

DRIVER LICENSE NUMBER NONE STATE _____ TYPE _____ YEAR LICENSE EXPIRES _____

YEAR TAG EXPIRES STATE MO VEHICLE LICENSE NO. CTT 831

YEAR VEHICLE 16 MAKE BUICK STYLE 2DR COLOR YELLOW

OWNER SAME

OWNER'S ADDRESS/OR DRIVER'S ADDITIONAL ADDRESS _____

UPON A PUBLIC STREET OR HIGHWAY, OR OTHER LOCATION, NAME OFFICE WEST OF PANACEA

CITY IF APPLICABLE _____ COUNTY WAKULLA

FT. MI. N S E W, OF NODE _____

DID UNLAWFULLY COMMIT THE FOLLOWING OFFENSE CHECK ONLY ONE OFFENSE EACH T.C. #

AH-17653 UNLAWFUL SPEED _____ MPH. SPEED APPLICABLE _____ MPH.
(INTERSTATE 4-LANE HWY. WITH 20 FT. MEDIAN OUTSIDE BUS. OR RES. DIST.)

SPEED TOO FAST FOR CONDITIONS CARELESS DRIVING VIOLATION OF RIGHT-OF-WAY

RAN STOP SIGN DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES, NARCOTIC DRUGS, BARBITURATES OR OTHER STIMULANTS IMPROPER OR UNSAFE EQUIPMENT

WILLFUL & WANTON-RECKLESS DRIVING NO TAG

RAN RED LIGHT DRIVING WITH UNLAWFUL ALCOHOL BLOOD LEVEL IMPROPER DRIVER LICENSE

DRIVING ON WRONG SIDE OF ROAD IMPROPER PASSING NO VALID DRIVER'S LICENSE

IMPROPER CHANGE OF LANE OR COURSE FOLLOWING TOO CLOSELY DRIVING WHILE LICENSE SUSPENDED OR REVOKED

OTHER VIOLATIONS OR COMMENTS: _____

ACCIDENT CASE → YES NO

IN VIOLATION OF STATE STATUTE <input checked="" type="checkbox"/>	SECTION <u>322.03</u>	PROPERTY DAMAGE	INJURY	FATAL
LOCAL ORDINANCE <input type="checkbox"/>				

ARREST-DELIVERED TO: _____

ACCEPTED BOND ON HIGHWAY (AMOUNT) _____ TYPE _____ RECEIPT NO. _____

DATE OF ARREST APR 24 1983 TROOP OR UNIT H

RANK-SIGNATURE AND IDENTITY OF OFFICER DET. R. HUNT BADGE NO. 1869 I.D. NO. 1250

COURT INFORMATION: COUNTY WAKULLA DATE 03-08-83 JUDGE'S NAME HON. M. CARTER

COURT CRIMINAL JUSTICE LOCATION FL.

THIS CITATION IS FOR A CRIMINAL VIOLATION COURT APPEARANCE REQUIRED, AS INDICATED ABOVE

THIS CITATION IS FOR AN INFRACTION COURT APPEARANCE REQUIRED, AS INDICATED ABOVE

THIS CITATION IS FOR AN INFRACTION WHICH DOES NOT REQUIRE APPEARANCE IN COURT

I AGREE TO COMPLY WITH THE INSTRUCTIONS ON THE REVERSE SIDE. WILLFUL REFUSAL TO POST BOND OR ACCEPT AND SIGN THIS CITATION CONSTITUTES A MISDEMEANOR AND MAY RESULT IN ARREST

I AGREE AND PROMISE TO COMPLY AND ANSWER TO THE CHARGES SPECIFIED IN THIS CITATION X

SIGNATURE OF DEFENDANT _____

FUTC (REV. 11/82)

**REPORT OF DISPOSITION
"ABSTRACT OF COURT RECORD FOR
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES"**

HA

THE DATES BELOW MUST BE ENTERED ON ALL DISPOSITIONS

FINAL ADJUDICATION OR ACTION ON 5-11-83 ^(DATE) 4-26-83 BY TRAFFIC VIOLATIONS BUREAU

SUBMITTED ON 4-27-83 ^(DATE) 5-11-83 TO DMSMV

I. ACTION BY TRAFFIC VIOLATION BUREAU (TVB) NO HEARING OR TRIAL IN COURT	
<input type="checkbox"/> PAID FINE OR CIVIL PENALTY AT TVB..... 4	ENTER AMT.
<input type="checkbox"/> PAID FINE OR CIVIL PENALTY BY MAIL..... 5	ENTER AMT.
<input checked="" type="checkbox"/> RESTREATED OR FORFEITED BOND..... 6	<u>65.00</u> ENTER AMT.
<input type="checkbox"/> ELECTED TO ATTEND TRAFFIC SCHOOL..... 7	
II. ACTION BY COURT OR HEARING OFFICIAL WHERE APPEARANCE IN COURT OR BEFORE HEARING OFFICIAL IS REQUIRED OR ELECTED.	
VERDICT	SENTENCE
CHECK ONLY ONE:	BY COURT OR HEARING OFFICIAL. USE ONLY WHEN VERDICT IS GUILTY OR ADJUDICATION WITHHELD.
<input type="checkbox"/> GUILTY..... 1	<input type="checkbox"/> SERVED TIME..... 1
<input type="checkbox"/> NOT GUILTY..... 2	<input type="checkbox"/> SENTENCE WITHHELD, DEFERRED OR SUSPENDED..... 2
<input type="checkbox"/> DISMISSED..... 3	<input type="checkbox"/> PROBATION..... 3
<input type="checkbox"/> NOLLE PROSEQUI..... 4	<input type="checkbox"/> TRAFFIC SCHOOL..... 4
<input type="checkbox"/> ADJUDGED DELINQUENT JUVENILE ONLY..... 5	<input type="checkbox"/> FINE AND/OR COSTS..... 5
<input type="checkbox"/> ADJUDICATION WITHHELD..... A	<input type="checkbox"/> LICENSE ACTION ONLY, EXPLAIN BELOW..... 6
<input type="checkbox"/> OTHER..... B	<input type="checkbox"/> OTHER..... 7
EXPLAIN	EXPLAIN
III. FINE AMOUNT <input type="text"/>	COURT COSTS <input type="text"/>
DEFENDANT'S PLEA (CHECK ONE) <input type="checkbox"/> GUILTY <input type="checkbox"/> NOT GUILTY <input type="checkbox"/> NOLLE CONTENDERE	
IV. LOCATION	TYPE OF COURT (CHECK ONE)
COUNTY <u>Wabasha</u>	<input checked="" type="checkbox"/> COUNTY..... 1
CITY <u>Crawfordville</u>	<input type="checkbox"/> CIRCUIT..... 2
<small>LOCATION OF TRIAL COURT</small>	<input type="checkbox"/> OTHER..... EXPLAIN
PRESIDING JUDGE <u>Mike Carter</u>	
V. IF ORIGINAL CHARGE IS CHANGED, ENTER CHARGE OF WHICH DEFENDANT WAS CONVICTED. DO NOT MAKE ANY ADDITIONAL CHANGES ON FRONT OR BACK OF THIS TICKET.	
CHARGE CHANGED TO _____	
LICENSE ACTION	
<input type="checkbox"/> COURT RECOMMENDS THE DEPARTMENT SUSPEND DRIVING PRIVILEGE:	
LENGTH _____	
VIOLATIONS CARRYING MANDATORY REVOCATIONS	
COURT MAY SPECIFY LENGTH _____, OR CHECK ONE	
<input type="checkbox"/> MINIMUM <input type="checkbox"/> MAXIMUM	
<input type="checkbox"/> LICENSE PICKED UP BY COURT AND ATTACHED TO THIS REPORT AS REQUIRED BY F. S. 322.25.	
<input type="checkbox"/> DEFENDANT'S ABILITY TO DRIVE IS QUESTIONABLE AND COURT RECOMMENDS RE EXAMINATION. REASON _____	
SIGNATURE OF INDIVIDUAL SUBMITTING REPORT	
<u>DP</u>	



STATE OF FLORIDA
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
 DIVISION OF DRIVER LICENSES
 NEIL KIRKMAN BUILDING
 TALLAHASSEE, FLORIDA 32301

EXHIBIT 3 - page 4

ORDER OF LICENSE REVOCATION, SUSPENSION, OR CANCELLATION
1983

S-12

MR. (Name withheld)

2050610

DRIVER LICENSE NUMBER 1980-84 REP. OP. D200-000-63-185-000

DATE OF BIRTH 05-25-63

THIS IS TO NOTIFY YOU THAT YOUR DRIVING PRIVILEGE IS **SUSPENDED** BY THE STATE OF FLORIDA. EFFECTIVE
JAN 29, 1983 FOR A PERIOD OF **3 MONTHS** THE REASON FOR THIS ACTION IS BASED
 ON THE FOLLOWING **18 POINTS WITHIN 18 MONTHS (FLORIDA STATUTE 322.27(3))**

OFFENSE DATE	CONV. DATE	COURT	ENTRY	DESCRIPTION	CASE NO.
08-09-81	09-08-81	BREVARD	3.0 PTS	UNLAWFUL SPEED	55/40 707W
01-09-82	11-09-82	DADE	4.0 PTS	SPEED IN POSTED ZONE	69/45 644Q
03-14-82	04-07-82	DADE	3.0 PTS	UNLAWFUL SPEED-4LN-20*MED	60/45 139D
11-02-82	11-18-82	DADE	3.0 PTS	FAIL TO OBEY TRAF INSTR SIGN/DEVICE	58KM
11-27-82	01-17-83	DADE	4.0 PTS	FAIL TO YIELD-ENTERING THRU HIGHWAY	35KM
01-19-83	02-04-83	DADE	3.0 PTS	FAIL TO OBEY TRAF INSTR SIGN/DEVICE	08KF

FLORIDA LAW REQUIRES YOU TO SURRENDER ALL DRIVER LICENSES IN YOUR POSSESSION IMMEDIATELY. IF YOUR LICENSE HAS ALREADY BEEN SURRENDERED, YOU MUST SEND A LETTER EXPLAINING WHEN AND TO WHOM THE LICENSE WAS SURRENDERED. A POSTAGE PAID ENVELOPE IS ENCLOSED FOR THIS PURPOSE. IF YOU FAIL TO SURRENDER YOUR LICENSE, YOUR SUSPENSION OR REVOCATION PERIOD WILL BE DOUBLED BEFORE YOU MAY BE REINSTATED. DRIVING WHILE SUSPENDED OR REVOKED IS PUNISHABLE BY A JAIL SENTENCE AND AN ADDITIONAL 3 MONTHS SUSPENSION OR REVOCATION PERIOD. POSSESSION OF A SUSPENDED OR REVOKED DRIVER LICENSE IS ALSO PUNISHABLE BY A JAIL SENTENCE, PROVIDING YOU FULLY COMPLY WITH THIS ORDER, YOU MAY, AFTER THE EXPIRATION OF THE SUSPENSION OR REVOCATION DATE, REPORT TO ANY EXAMINING OFFICE IN FLORIDA TO TAKE THE REQUIRED EXAMINATION TO BECOME RELICENSED.

AT THE TIME YOU BECOME RELICENSED, YOU MUST PRESENT PROOF OF A VALID AUTOMOBILE LIABILITY INSURANCE POLICY. THIS MAY BE DONE BY SHOWING THE EXAMINER THE POLICY OR A VALID INSURANCE ID CARD. FLORIDA LAW ALSO REQUIRES ANYONE SUSPENDED UNDER THE POINT SYSTEM LAW OR REVOKED FOR DRIVING WHILE INTOXICATED, HABITUAL OFFENDER, OR UNLAWFUL BLOOD ALCOHOL LEVEL, MUST COMPLETE A DRIVER IMPROVEMENT OR ALCOHOL EDUCATION SCHOOL AS REQUISITE TO REINSTATEMENT. WHEN GOING TO THE SCHOOL TO ENROLL, THIS SUSPENSION ORDER SHOULD BE TAKEN AND PRESENTED AT THE TIME OF ENROLLMENT. A LIST OF THE SCHOOLS AND TELEPHONE NUMBERS WILL BE FOUND PRINTED ON THE REVERSE SIDE.

IF YOU FEEL THERE IS AN ERROR IN ANY ENTRY ON YOUR DRIVING RECORD AS LISTED HEREIN, YOU MUST CONTACT THE COURT INVOLVED AS THAT COURT MUST ADVISE OUR DEPARTMENT IN WRITING BEFORE ANY ENTRY OR ACTION MAY BE CHANGED. IF YOU HAVE ANY OTHER QUESTION ABOUT THIS ACTION, CONTACT OR TELEPHONE THE LOCAL DRIVER LICENSE EXAMINING OFFICE IN YOUR AREA.

IF THIS ACTION WILL RESULT IN A HARDSHIP, YOU MAY APPLY FOR AN OCCUPATIONAL LICENSE BY REQUESTING AN ADMINISTRATIVE HEARING WHICH IS EXPLAINED IN DETAIL ON THE REVERSE SIDE. PLEASE READ CAREFULLY AND NOTE THE EXCEPTIONS.

THIS ORDER HAS BEEN FILED IN THE OFFICIAL RECORDS OF THE DIVISION OF DRIVER LICENSES ON THE DAY AND YEAR ABOVE WRITTEN.

Alan Cochrane
 ALAN COCHRANE, CHIEF
 BUREAU OF RECORDS
 TALLAHASSEE, FLORIDA 32301

C. W. Keith
 C. W. KEITH, DIRECTOR
 DIVISION OF DRIVER LICENSES

INFORMATION REGARDING ADMINISTRATIVE HEARING

IF THIS ACTION WILL RESULT IN A HARDSHIP YOU MAY APPLY FOR AN OCCUPATIONAL LICENSE BY REQUESTING AN ADMINISTRATIVE HEARING WITH OUR DEPARTMENT (THE EXCEPTIONS ARE NUMBERED 1 THRU 10 AND ARE EXPLAINED BELOW). TO APPLY FOR THIS HEARING, TAKE THIS ORDER, ALONG WITH YOUR DRIVER LICENSE, AND THE ENCLOSED RETURN ENVELOPE, TO ANY FLORIDA DRIVER LICENSE EXAMINING OFFICE TO EXPEDITE YOUR HEARING. YOU SHOULD DO THIS IMMEDIATELY WHEN YOU RECEIVE THIS ORDER. THE EXAMINER WILL PROVIDE YOU WITH THE HEARING APPLICATION FORM, AND WILL SUBMIT IT ALONG WITH YOUR DRIVER LICENSE TO THIS OFFICE. THE HEARING WILL THEREAFTER BE SCHEDULED AT OUR OFFICE IN YOUR AREA AND YOU WILL BE ADVISED OF THE TIME, DATE AND LOCATION OF THE HEARING BY MAIL AT AN EARLY DATE. IN SUSPENSION OR REVOCATION CASES WHERE THE LICENSE IS SURRENDERED PRIOR TO THE EFFECTIVE DATE OF THE SUSPENSION OR REVOCATION PERIOD, THE EXAMINER WILL EXPLAIN HOW YOU MAY DRIVE PRIOR TO YOUR SUSPENSION OR REVOCATION DATE. PROVIDED YOUR LICENSE IS STILL VALID, WHILE YOUR HEARING IS BEING PROCESSED. IF YOUR SUSPENSION OR REVOCATION PERIOD HAS ALREADY BECOME EFFECTIVE YOU WOULD NOT BE ABLE TO DRIVE UNTIL YOU ARE REINSTATED IN THE EVENT YOU ARE NOT REINSTATED PRIOR TO YOUR SUSPENSION OR REVOCATION DATE. YOU WOULD NOT BE ABLE TO DRIVE AFTER THAT DATE UNTIL YOUR LICENSE IS REINSTATED. FLORIDA LAW PROHIBITS THE ISSUANCE OF ANY RESTRICTED LICENSE FOR BUSINESS OR EMPLOYMENT TO ANYONE RECEIVING A FIRST CONVICTION OF DRIVING WHILE INTOXICATED OR DRIVING WITH AN UNLAWFUL BLOOD ALCOHOL LEVEL UNTIL COMPLETION OF THE REQUIRED ALCOHOL EDUCATION COURSE.

EXCEPTIONS ON HEARINGS

Anyone suspended or revoked for any of the following reasons must mail in the driver license and any request for these hearings must be submitted in writing to the Department in Tallahassee:

1. FAILURE TO PAY TRAFFIC FINE, ANSWER COURT SUMMONS, OR ATTEND DRIVER IMPROVEMENT SCHOOL	Must contact court, meet requirements and present written certification of compliance to examining office to become re-licensed.
2. HABITUAL TRAFFIC OFFENDER	Must serve one year of revocation before eligible for hearing on occupational license but upon application, may receive a hearing to show cause why license should not be revoked.
3. CONVICTED OF TWO OR MORE VIOLATIONS OF DRIVING WHILE INTOXICATED OR DRIVING WITH AN UNLAWFUL BLOOD ALCOHOL LEVEL (STATUTE 316 193 or 316 1931)	Florida law prohibits reinstatement - even on a restricted basis - until revocation or suspension period expires.
4. SUSPENDED TWICE OR MORE FOR REFUSAL TO TAKE A CHEMICAL TEST (STATUTE 322 261)	
5. CONVICTED OF FOUR OR MORE VIOLATIONS OF DRIVING WHILE INTOXICATED OR DRIVING WITH AN UNLAWFUL BLOOD ALCOHOL LEVEL (STATUTE 316 193 or 316 1931 OR A COMBINATION THEREOF)	Revoked permanently and cannot be reinstated even for hardship purposes.
6. CONVICTED OF MANSLAUGHTER AND DRIVING WHILE INTOXICATED OR DRIVING WITH AN UNLAWFUL BLOOD ALCOHOL LEVEL (STATUTE 316 193 or 316 1931)	
7. INCAPABLE OF OPERATING A MOTOR VEHICLE SAFELY	Must meet Department's requirements and pass the complete driver's examination.
9. INADEQUATE VISION	
10. PHYSICAL OR MEDICAL REASONS	

DRIVER IMPROVEMENT SCHOOLS

FLORIDA LAW REQUIRES ANYONE SUSPENDED FOR POINTS MUST ENROLL INTO AND COMPLETE A DRIVER IMPROVEMENT SCHOOL (LISTED BELOW) AS REQUISITE TO BEING RE-LICENSED, AND ANYONE REVOKED FOR DWI OR ANY ALCOHOL RELATED OFFENSE MUST ENROLL INTO AND COMPLETE AN ALCOHOL EDUCATION SCHOOL (LISTED BELOW) AS REQUISITE TO BEING RE-LICENSED. IF YOU FIND THE TELEPHONE NUMBER OR ADDRESS HAS BEEN CHANGED FOR ANY OF THE SCHOOLS LISTED, CONTACT THE LOCAL DRIVER LICENSE EXAMINING OFFICE FOR THE CORRECT SCHOOL NUMBER AND/OR ADDRESS.

DRIVER IMPROVEMENT COURSES IN FLORIDA

THE FOLLOWING IS A LIST OF THE DRIVER IMPROVEMENT COURSES IN FLORIDA. TO ENROLL IN THE COURSE, IT IS SUGGESTED THAT YOU CALL THE TELEPHONE NUMBER OF THE NEAREST CITY FOR INSTRUCTIONS.

CITY	SERVES COUNTIES OF	TELEPHONE
AVON PARK	HIGHLANDS-DESUJO-MARDEE	813 453-6661 EXT. 115
BRADENTON	MANATEE	813 756-9676
BROOKSVILLE	HERNANDO	904 796-6761 EXT. 228
CENTURY	NORTH ESCAMBIA	904 256-3218
CHIEFLAND	LEVY	904 377-2566
CLEARWATER	PINELLAS	813 799-0233
COCOA	BREVARD	305 631-2433
CRESTVIEW	NORTH OKALOOSA	904 682-2711 EXT. 274
DADE CITY	PASCO-NORTHEAST	904 567-2084
DAYTONA BEACH	VOLUSIA-FLAGLER	904 253-6400
DEFUNIAK SPRINGS	WALTON	904 892-2174
FT. LAUDERDALE	BROWARD	305 485-6033
FT. MYERS	LEE-COLLIER-HENDRY	813 332-3038
FT. PIERCE	ST. LUCIE-DIXIE-ORANGE	305 461-1424 305 461-3141
FT. WALTON	OKALOOSA	904 243-7661
GAINESVILLE	ALACHUA-BRADFORD-GILCHRIST-DIXIE	904 377-2566
INVERNESS	CITRUS	904 726-4525 EXT. 245
JACKSONVILLE	DUVAL-BAKER-CLAY-NASSAU	904 724-7244
KEY WEST	MONROE	305 294-6481 EXT. 281
LABELLE	HENDRY-GLADES	813 675-0544
LAKE CITY	COLUMBIA-UNION-HAMILTON-LAFAYETTE	904 752-7812
LAKELAND	POLK	813 294-7771 EXT. 261
LIVE OAK	SUWANNEE	904 377-2566
MARIANNA	WASHINGTON-HOLMES-JACKSON	904 526-4700
MIAMI	DADE	305 661-2585
MILTON	SANTA ROSA	904 623-9713
NAPLES	COLLIER	813 775-2068
NEW PORT RICHEY	PASCO (SOUTHWEST)	813 842-5714
OCALA	MARION	904 622-6991
ORLANDO	ORANGE-OSCEOLA	305 896-1894
PALATKA	PUTNAM	904 325-4531
PANAMA CITY	BAY-CALHOUN-GULF-FRANKLIN	904 769-2212
PENSACOLA	ESCAMBIA-SANTA ROSA	904 455-9521
PUNTA GORDA	CHARLOTTE-DESDOTO	813 639-8729
SANFORD	SEMINOLE	305 323-2784
SARASOTA	SARASOTA	813 824-1365 EXT. 227
ST. AUGUSTINE	ST. JOHNS-FLAGLER	904 824-4377
ST. PETERSBURG	PINELLAS	813 799-0233
STARFT	MARTIN	305 263-6760
TALLAHASSEE	LEON-GADSDEN-JEFFERSON-LIBERTY-WAKULLA-MADISON-TAYLOR	904 877-5193
TAMPA	HILLSBOROUGH	813 870-0906
TAVARES	LAKE-SUMTER	904 343-9822
VERO BEACH	INDIAN RIVER	305 562-6581
WEST PALM BEACH	PALM BEACH	305 833-1111
WINTER HAVEN	POLK	813 294-7771 EXT.

ALCOHOL EDUCATION COURSES IN FLORIDA

THE FOLLOWING IS A LIST OF THE ALCOHOL EDUCATION COURSES IN FLORIDA. TO ENROLL IN THE COURSE, IT IS SUGGESTED THAT YOU CALL THE TELEPHONE NUMBER OF THE NEAREST CITY FOR INSTRUCTIONS.

CITY	SERVES COUNTIES OF:	TELEPHONE
AVON PARK	HIGHLANDS-MARDEE	813 453-6661 EXT. 115
BRADENTON	MANATEE	813 756-1511 EXT. 245
BRONSON	LEVY-DIXIE-GILCHRIST	904 486-2181
BROOKSVILLE	HERNANDO	904 796-6761 EXT. 228
CLEARWATER	PINELLAS	813 799-0233
DAYTONA BEACH	VOLUSIA-FLAGLER	904 253-6400
DEFUNIAK SPRINGS	WALTON-HOLMES	904 892-2167
FT. LAUDERDALE	BROWARD	305 763-4505
FT. MYERS	LEE-HENDRY-GLADES	813 332-2587
FT. PIERCE	ST. LUCIE-INDIAN RIVER-MARTIN	305 465-6530
FT. WALTON BEACH	OKALOOSA	904 224-0151
GAINESVILLE	ALACHUA	904 377-2566
INVERNESS	CITRUS	904 726-4525 EXT. 245
JACKSONVILLE	DUVAL	904 724-7244
JACKSONVILLE	COLUMBIA-BAKER	904 259-2506
JACKSONVILLE	NASSAU	904 261-4092
JACKSONVILLE	NAVAL AIR STATION (Military Personnel Only)	904 772-2526
KEY WEST	MONROE (LOWER KEYS)	305 294-5237
KEY WEST	NAVAL AIR STATION (Military Personnel Only)	305 296-3561 EXT. 2555
STARKE	UNION-BRADFORD	904 964-8382
LAKELAND	POLK	813 294-7771 EXT. 261
LEESBURG	SUMTER	904 737-9178
LIVE OAK	SUWANNEE-HAMILTON-LAFAYETTE	904 362-4218
MADISON	MADISON-JEFFERSON-TAYLOR	904 973-4123
MARATHON SHORES	MONROE (UPPER KEYS)	305 852-3284
MARATHON SHORES	MONROE (MIDDLE KEYS)	305 743-9491
MIAMI	DADE	305 446-0994
MILTON	SANTA ROSA	904 623-9434 EXT. 124
MILTON	COLLIER	813 455-1031
NEW PORT RICHEY	PASCO	813 847-4700
OCALA	MARION	904 622-6991
ORLANDO	ORANGE-OSCEOLA-SEMINOLE	305 896-1894
ORLANDO	NAVAL AIR STATION (Military Personnel Only)	305 646-5863
PALATKA	PUTNAM	904 325-2211
PANAMA CITY	BAY-CALHOUN-GULF-WASHINGTON	904 769-1833
PENSACOLA	JACKSON	904 432-1222
PENSACOLA	ESCAMBIA	904 452-2676
PENSACOLA	NAVAL AIR STATION (Military Personnel Only)	904 452-2676
PUNTA GORDA	CHARLOTTE-DESDOTO	813 639-8729
QUINCY	GADSDEN-FRANKLIN-LIBERTY	904 877-5193
ROCKLEDGE	BREVARD	305 632-5811
SARASOTA	SARASOTA	813 366-0434
ST. PETERSBURG	PINELLAS	813 799-0233
TALLAHASSEE	LEON-WAKULLA	904 877-5193
TALLAHASSEE	HILLSBOROUGH	813 872-6663
TALLAHASSEE	LAKE	904 343-9822
TALLAHASSEE	PALM BEACH	305 865-1444
TALLAHASSEE	POLK	813 294-7771 EXT. 261

FLORIDA STATUTES

322.251 Personal service or certified mail; surrender of license required.--

(1) All orders of cancellation, suspension, or revocation issued under the provisions of this chapter, chapter 318, chapter 324, or ss. 627.732-627.734 shall be given either by personal delivery thereof to the licensee whose license is being canceled, suspended, or revoked or by deposit in the United States mail in an envelope marked certified mail, postage prepaid, addressed to the licensee at his last known address furnished to the department. Such mailing by the department shall constitute notification, and any failure by the person to receive the mailed order shall not affect or stay the effective date or term of the cancellation, suspension, or revocation of the licensee's driving privilege.

(2) The giving of notice and an order of cancellation, suspension, or revocation by mail is complete upon expiration of 20 days after deposit in the United States mail. Proof of the giving of notice and an order of cancellation, suspension, or revocation in either such manner shall be made by entry in the records of the department that such notice was given. Such entry shall be admissible in the courts of this state and shall constitute sufficient proof that such notice was given.

(3) Whenever the driving privilege is suspended or revoked under the provisions of this chapter, the period of such suspension or revocation shall be indicated on the order of suspension or revocation, and the department shall require the licensee whose driving privilege is suspended or revoked to surrender all licenses then held by him to the department. However, should the person fail to surrender such licenses, the suspension or revocation period shall not expire until a period identical to the period for which the driving privilege was suspended or revoked has expired after the date of surrender of the licenses, or the date an affidavit swearing such licenses are lost has been filed with the department. In any instance where the suspension or revocation order is mailed as provided herein, and the license is not surrendered to the department, and such license thereafter expires, the department shall not renew that license until a period of time identical to the period of such suspension or revocation imposed has expired.

(4) Whenever a cancellation, suspension, or revocation occurs, the department shall enter the cancellation, suspension, or revocation order on the licensee's driver file 20 days after the notice was actually placed in the mail. Any inquiry into the file after the 20-day period shall reveal that the license is canceled, suspended, or revoked and whether the license has been received by the department. History.--s. 5, ch. 59-278; ss. 24, 35, ch. 69-106; s. 1, ch. 78-37; s. 1, ch. 80-158; s. 1, ch. 82-20; s. 561, ch. 82-243.

COURTHOUSE ANNEX
TAMPA, FLORIDA 33602



EXHIBIT 4 - page 1

TELEPHONE
813/272-8400

E. J. SALCINES
STATE ATTORNEY
THIRTEENTH JUDICIAL CIRCUIT
STATE OF FLORIDA
LUKE JOHNSON
TRAFFIC DIVISION CHIEF

DRIVING WITH A SUSPENDED LICENSE

NOTICE REQUIREMENT

Catherine Real
Assistant State Attorney
Tampa, Florida

Written: October 29, 1979
Edited: December 3, 1980

DRIVING WITH A SUSPENDED LICENSE

Section 322.34, F.S. makes it a crime for any person to drive a motor vehicle upon the highways of this state while his operator's or chauffeur's license or driving privilege is cancelled, suspended or revoked. To obtain a conviction, three elements must be proven beyond a reasonable doubt.

1. The Defendant Must Have Driven A Motor Vehicle Upon A Highway In This State:
 - A. Motor Vehicle: Means every vehicle which is self-propelled (and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails), excluding any bicycle, but including any moped [F.S. 322.01(2)].
 - B. Highway: Means the entire width between the boundary lines of every way publically maintained when any part thereof is open to the use of the public for purposes of vehicular traffic [F.S. 322.019(10)].
 - C. Method Of Proof: Testimony from a police officer or other witness who saw the defendant driving.

2. The Defendant's Driver's License Or Driving Privilege Must Have Been Cancelled, Suspended, Or Revoked:
 - A. Cancelled: Means that a license which has been issued through error or fraud has been declared void and terminated [F.S. 322.01 (12)(c)].
 - B. Suspended: Means the privilege to drive a motor vehicle has been temporarily withdrawn [F.S. 322.01 (12)(a)].
 - C. Revoked: Means the privilege to drive a motor vehicle has been terminated [F.S. 322.01 (12)(b)].

D. Method Of Proof: The state must introduce into evidence:

- (1) Certified Copy of Defendant's Driving Record: Section 322.201, F.S. provides that a copy of all accident reports and abstracts or court records of convictions and the complete driving record of any individual duly certified by the Department of Highway Safety and Motor Vehicle, shall be received as evidence in all courts of this state without further authentication, provided, however, that the same is otherwise admissible as evidence.
- (2) Certified Copy of the Notice of Suspension: A copy of the notice sent to the defendant advising him that his license is suspended.

Both of these certified public records fall within the public records exception to the hearsay rule and are self-authenticating.

"Extrinsic evidence of authenticity as a condition precedent to admissibility is not required for:

- (4) A copy of an official public record, report, or entry or of a document authorized by law to be recorded or filed in a public office, including data compilations in any form, certified as correct by the custodian or other person authorized to make the certification by certificate complying with subsections (1), (2), or (3) or complying with any act of the Legislature or rule adopted by the Supreme Court" [Section 90.092, F.S.].

3. Notice Of Cancellation, Suspension, Or Revocation Must Have Been Given To The Defendant:

A. What Constitutes Notice: The cancellation, suspension, or revocation order must be given

- (1) By personal delivery to the licensee, OR
- (2) By deposit in the U.S. mail, certified,

postage prepaid, addressed to the licensee at his last known address furnished the department (Section 322.251 (1), F.S., 1978 Amendment, effective October 1, 1978).

Receipt by the defendant is irrelevant. Failure by the defendant to receive the mailed order will not affect or stay the effective date or term of the cancellation, suspension, or revocation. A return receipt is not required by law. [Section 322.251(1), F.S.].

The defendant must notify the department of any change of address or name. Whenever any person, after applying for or receiving an operator's or chauffeur's license, shall move from the address named in such application, or in the license issued to him, or when the name of a licensee is changed by marriage or otherwise, such person shall within ten days thereafter notify the department in writing of his old and new addresses or of such former and new names, and of the number of his license [Section 322.19, F.S.].

- B. **When Is Notice Effective:** The giving of notice and order by mail is complete upon expiration of 20 days after "deposit" in the U.S. mail. [Section 322,251(2) F.S.].
- C. **How To Prove The Giving Of Notice And Order:** An employee of the Department of Highway Safety and Motor Vehicles who caused the notice and order to be given shall execute an affidavit.

(1) **Requirements of a Valid Affidavit:** It must be sworn to by the employee upon the issuance of such notice and order, it must name the person to whom such notice and order was given, and it must specify the time, place and manner of the giving thereof [Section 322.251(2) F.S.].

(2) Method of Proof: Introduction of the affidavit evidencing that said notice of suspension was mailed pursuant to the requirements of Section 322.251(2) F.S. Certified public records are self-authenticating, no viva voce testimony is required as a prerequisite to its admission.

"Extrinsic evidence of authenticity as a condition precedent to admissibility is not required for:

(4) A copy of an official public record, report, or entry or of a document authorized by law to be recorded or filed and actually recorded or filed in a public office, including data compilations in any form, certified as correct by the custodian or other person authorized to make the certification by certificate complying with subsections (1), (2), or (3) or complying with any act of the Legislature or rule adopted by the Supreme Court" [Section 90.902, F.S.].

D. When Notice Is Not Required: The notice requirements of Chapter 322.251 do not apply to suspensions of licenses for failure to comply with Section 318.15. If a person fails to post bond and to appear at a hearing without having paid the civil penalty, fails to attend driver improvement school if imposed, his driver's license and privilege shall be deemed suspended. The suspension shall be effective on the date the person fails to appear at the hearing as set forth above or fails to comply with the civil penalty imposed. [Section 318.15 F.S.]

SUPPLEMENTAL INFORMATION

1. The three documents needed to establish a prima facie case i.e., a certified copy of defendant's driving record, a copy of the notice of suspension and the certified .251 affidavit can be obtained from the following source

A. Write: (using the enclosed form [see attachment B])
Mrs. Carolyn Martin
Chief Bureau of Driver's Records
Department of Highway Safety and Motor Vehicles
Neil Kirkman Building
Tallahassee, FL 32301 or

B. Phone: Mrs. Martin at (904) 488-2117

To insure timely receipt, advise Mrs. Martin of the anticipated court date.

2. See attachment C for a summary of relevant case law.
3. See attachment D which sets out a suggested model trial format for assistant state attorneys.

322.201 Records as evidence.--A copy, computer copy, or transcript of all abstracts of accident reports and all abstracts of court records of convictions received by the department and the complete driving record of any individual duly certified by machine imprint of the department or by machine imprint of the clerk of a court shall be received as evidence in all courts of this state without further authentication, provided the same is otherwise admissible in evidence. Further, any court of this state which is, or the office of the clerk of which is, electronically connected by a terminal device to the computer data center of the department may use as evidence in any case the information obtained by this device from the records of the department without need of such certification; however, if a genuine issue as to the authenticity of such information is raised by a party or by the court, the court in its sound discretion may require that a record certified by the department be submitted for admission into evidence. For such computer copies generated by a court or clerk of court terminal device, entry in a driver's record that the notice required by s. 322.251 was given shall constitute sufficient evidence that such notice was given, and the affidavit of proof provided for in s. 322.251(2) shall not be required. History.--s. 2, ch. 63-371; s. 1, ch. 67-305; ss. 24, 35, ch. 69-106; s. 2, ch. 81-34. Note.--The words "court of this state which is, or the office of the clerk of which is," were substituted by the editors for the words "court or clerk of a court of this state which is." Note.--The word "may" was substituted by the editors for "shall be able to."

**1982 FLORIDA LEGISLATION AFFECTING PROOF OF NOTICE OF CANCELLATION,
SUSPENSION OR REVOCATION OF THE DRIVING PRIVILEGE. CHAPTER 82-20**

Changes in Florida State Statute 322.251(2), effective October 1, 1982, repeals the section that requires the Department to process sworn affidavits as proof that the notice of cancellation, suspension or revocation was mailed or given to the licensee. An entry of the official notice given, which appears on the driver record, is sufficient and shall be admissible in court.

1. Sample of request by City of Hialeah for documents to prosecute for driving while driver license suspended/revoked.
2. Sample of request from Clerk of Traffic Court for same purpose as above.

MAIL REQUESTS TO:
EXHIBIT 6 - page 2

DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
BUREAU OF DRIVER LICENSE RECORDS
NEIL KIRKMAN BUILDING
TALLAHASSEE, FLORIDA 32301

Requestor Number 858
Request Date 3 Nov 82

(NAME EXACTLY AS SHOWN ON DRIVER LICENSE, TO BE LISTED ALPHABETICALLY)

NAME AND ADDRESS	DATE OF BIRTH	FLORIDA DRIVER LICENSE NUMBER	ID NUMBER(S) OF DOCUMENT(S) REQUESTED*
Kial Kay Castleberry 885 W. 75th Street #6 Hialeah, Florida	<i>NW</i> 26 May 61	NO RECORD IN NO MARGIN	<input checked="" type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date
Arnaldo Gonzalez 1875 West 56th Street Apt. 102 Hialeah, Florida	21 Dec 62	G 5 2 4 0 1 8 6 2 4 6 1	<input checked="" type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date
Maximilano Hernandez 2005 W. 12 Avenue #1 Hialeah, Florida	21 Aug 63	H 6 5 5 5 4 0 6 3 3 0 1	<input checked="" type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date
30 zio Mojica S.W. 18th Avenue #2 Miami, Florida	4 Jun 37	M 2 2 0 7 8 0 3 7 2 0 4	<input checked="" type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date
Eredo Rodriguez 932 E. 32nd Street Hialeah, Florida	29 Oct 62	<i>K 312-105-62-289</i> U N K N D W N	<input checked="" type="checkbox"/> D-260 <input type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date

*Document Identification Numbers: D-260.....Transcript of Driver Record
D-205.....Affidavit-Mailing of Suspension or Revocation Order
D-100.....Copy of Suspension or Revocation Order

NOV 29 1982

I hereby certify that the above information is to be used solely by
for official business of said governmental agency.

Court Liaison Supervisor - Sgt. D. Bucciante

(Name of Official Requesting Records-Title)

Hialeah Police Department

(Governmental Agency)

55 S.E. 4th Avenue

(Street Address)

Prepared by: C. Garcia - Clerk

(Signature and Title)

Hialeah, Florida 33010

(City)

(State)

(Zip Code)

FORM TO BE USED BY GOVERNMENTAL AGENCIES REQUESTING INFORMATION FROM FLORIDA DRIVER LICENSE RECORDS
EACH AGENCY MUST FURNISH ITS OWN FORMS AND SUBMIT IN DUPLICATE

MAIL REQUESTS TO: DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
BUREAU OF DRIVER LICENSE RECORDS
NEIL KIRKMAN BUILDING
TALLAHASSEE, FLORIDA 32301

EXHIBIT 6 - page 3

Requestor Number 619

Request Date 9-22-82

Out

(NAME EXACTLY AS SHOWN ON DRIVER LICENSE, TO BE LISTED ALPHABETICALLY)

NAME AND ADDRESS	DATE OF BIRTH	FLORIDA DRIVER LICENSE NUMBER	ID NUMBER(S) OF DOCUMENT(S) REQUESTED*
ARMENTROUT, NANCY R. 2026 Temple Terrace Clearwater, FL 33516	8/6/54 16310-KG 10/7 1030	A 6 5 5 6 3 6 5 4 7 8 6	<input checked="" type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date
HADLEY, LARRY LEROY 353 Jackson Street Dunedin, Fl	3/2/51 55232-KG 10/1/82 9AM	H 3 4 0 5 3 2 5 1 0 8 2 N O N E	<input checked="" type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date
ROESHINK, DENNIS JOSEF 2747 Park Drive Clearwater, FL 33519	8/11/60 54698-KG 10/7/1030	R 2 5 2 1 7 0 6 0 2 9 1	<input checked="" type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date
31 WERS, Jessie Louis Russell Street Clearwater, FL 33515	2/2/41 139-148-0 10/1 1030	S 5 3 6 4 3 2 4 1 0 4 2	<input checked="" type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date
BERRY, DALE CHARLES 3331 17th Street North St. Petersburg, FL 33713	11/22/56 58877-KG 10/5 9AM	S 6 1 6 1 6 3 5 6 4 2 2	<input type="checkbox"/> D-260 <input checked="" type="checkbox"/> D-205 <input checked="" type="checkbox"/> D-100 Rev/Susp Date Rev/Susp Date

*Document Identification Numbers: D-260.....Transcript of Driver Record
D-205.....Affidavit-Mailing of Suspension or Revocation Order
D-100.....Copy of Suspension or Revocation Order

I hereby certify that the above information is to be used solely by _____ for official business of said governmental agency.

Pinellas County Traffic Court
(Governmental Agency)

Karleen F. De Blaker, Clerk of the Circuit Court
(Name of Official Requesting Records-Title)

324 S. Ft. Harrison Av.
(Street Address)

45

Prepared by: Betty Armour
(Signature and Title)

Clearwater, Fl 33516
(City) (State)

OCT 07 1982
(Zip Code)

STATE OF FLORIDA
UNIFORM TRAFFIC CITATION PROGRAM

February 1981

INTRODUCTION

When Florida adopted the first Uniform Citation in 1964, the law required each individual traffic enforcement agency in the State to prepare their own form. Many of the larger agencies followed the basic concept, however, there was a total lack of uniformity from one jurisdiction to another. Therefore, the 1971 Legislature amended the law, mandating the Department of Highway Safety and Motor Vehicles to prepare and distribute to all traffic enforcement agencies in the State an appropriate Uniform Traffic Citation form, requiring it's statewide use. This law also required a judicial disposition on each traffic case, from the courts, which was to be incorporated into the form.

The State's Department of Highway Safety and Motor Vehicles implemented the central issuance program with the assistance of a federal grant, July 1, 1972. The full cost of the program is now being borne by the General Revenue Fund in the Department's Division of Driver Licenses.

To insure effective control of the program, the 1980 Legislature amended the law requiring courts, enforcement agencies and the Department to be jointly responsible for the accountability of all centrally issued citation forms. This mandate requires a transmittal of all citations written by traffic enforcement officers, to be transmitted on a form to the court of jurisdiction and on to the Department. The form is prepared and distributed by the Department of Highway Safety and Motor Vehicles.

Since the central issuance program was implemented, the Department has received outstanding cooperation from local police departments, sheriffs, and courts throughout the State. These local government entities feel as we do - the greatest advantage to central issuance is the control factor.

The very fact that the Uniform Traffic Citation Program exists in Florida has insured uniformity in the enforcement community as well as in the court system. As a result of the program, the Department now provides the Legislature and state and local governments with an accurate measurement of the total traffic enforcement picture, such as where the traffic laws are enforced and how they are being treated in the courts.

In addition to the above, the program has definitely improved the integrity of the Department's driver history records.

FLORIDA UNIFORM TRAFFIC CITATION FORM DESIGN

The responsibility for the design of the citation form is statutorily assigned to the Department of Highway Safety and Motor Vehicles. The Department has a Traffic Citation Administrator who is responsible for the design and distribution of the form. He also serves as liaison between the Department and the users on a statewide basis. The form is designed in five (5) parts and is color coded for ease of identification.

Initial design requires resolution of three (3) operational issues:

- Variation in civil and criminal traffic offenses;
- Complaint and abstract for court and dispositional reporting;
- Accountability purposes.

Variation in Civil and Criminal Traffic Offenses

Since the information needed for both types of traffic offenses is similar, we developed a combined civil infraction/misdemeanor citation, thereby maximizing the utility of the form and eliminating the requirement that law enforcement personnel carry separate citation books.

Complaint and Abstract for Court and Dispositional Reporting

The key function of the complaint copy that was considered during the designing process was that it serve as a sufficient complaint for both civil and criminal actions, primarily for those cases requiring hearings. It is used by judges to make notes and other pertinent information needed by the Court and is retained by the Court.

The majority of Florida traffic offenses have been decriminalized, however, on those cases requiring court hearings, it is necessary for officers to include a specific date in which the defendant is to appear in court in many areas of the State.

The abstract of court record is designed for the Court to report the final adjudication of traffic offenses to the State's Department of Highway Safety and Motor Vehicles. It is designed to include data on the reverse side necessary to create a credible driver history record. One of the important advantages of the abstract copy is the uniformity in reporting dispositions.

Accountability Purposes

The Uniform Traffic Citation is designed to incorporate procedures for effective accountability. A basic fundamental is to require pre-printing of numbers for each set of five (5) copies, in serial number sequence. These numbers are used on daily transmittal lists; master control ledgers, which include disposition date; daily court call lists or sheets; cash journal forms and other similar forms. Periodic examination of books in the hands of law enforcement officers and comparisons with master control records and case files establish further audit controls. Without these steps, it is inaccurate to call this model form a uniform "no fix" traffic citation.

PRINTING

The printing of the citation form is contracted to the lowest bidder of printing firms and corporations in the State of Florida, without regard to their location within the State. It is requisite that the bidder have copy facilities at the time of bidding sufficient for printing, bonding and prompt execution of the Department's contract according to all requirements and specification of applicable statutes and laws in Florida.

The overall size of the form is 4½ inches by 9½ inches, printed in black and red ink, on non-carbon (NCR) paper in the following color coded order:

- Part 1 - Complaint (Court Copy) - White
- Part 2 - Abstract (Disposition Copy) - White
- Part 3 - DHSMV Record Copy - Blue
- Part 4 - Summons Copy (Defendant's) - Canary
- Part 5 - Officer/Agency Copy - Pink

The Department purchases approximately 2,500,000 sets (100,000 books) annually of pre-numbered forms. The numbers are in sequential order in each book of 25 sets, with each number split in three's and an alphabetic character suffix for ease of identification.

Each book of citations has a cover identifying the citation series. The cover also includes calendars for the current and future year, a list of Florida Statutes definitions, instructions for proper usage of the book and an individual officer accountability record. There are two fly sheets (receipts) included in each book which are used for the agency's chief administrative officer to assign to individual officers (see illustrations for examples of the above).

DISTRIBUTION

The Department of Highway Safety and Motor Vehicles receives books of citations annually, directly from the printer. They are placed on the Department's computer inventory file immediately upon receipt.

There are ten (10) satellite distribution headquarters located throughout the State. All law enforcement agencies are supplied with a six (6) month supply and are requested to stock no more than this amount at a time.

When a designated enforcement agency obtains a supply of citation forms from one of our satellite distribution centers, the beginning and ending numbers of a series of citation books is indicated on a form for requisitioning. Each agency's chief administrative officer is required to sign and accept full responsibility of those citations assigned.

The Department uses this requisition form to establish an individual agency inventory file. The agency's chief administrative officer is then responsible for assigning citation books to individual officers, holding the individual officer accountable for those assigned.

Upon issuance of a citation to a violator, the law requires the complaint and abstract copy of the form to be transmitted to the court of jurisdiction within five (5) days from date of offense, in addition the agency is required to transmit the DHSMV Record Copy (blue), with an accompanying transmittal form (see attached example), to the Department of Highway Safety and Motor Vehicles within five (5) days after submitting to the court.

After the case is disposed of in the court system, the clerk of court is required statutorily to submit the abstract/dispositional report on to the Department within ten (10) days after final adjudication of the case. Once the court copy (dispositional report) is received, provided the DHSMV Record Copy (blue) was transmitted, the citation is totally accounted for.

SUMMARY

Although there are many advantages to a centrally issued uniform traffic citation form, the most effective value is the control factor; that of course, being the built-in accountability features. This kind of citation cannot be "killed" without the active aid of four (4) public officials: The court, the police agency, the individual officer and a state official.

An important selling factor to enforcement agencies is the fact that the State's Department of Highway Safety and Motor Vehicles provides the forms at no cost. The current annual cost of the Florida Uniform Traffic Citation Program to the State is estimated at \$472,107. This figure includes salaries, furniture, equipment, office space, supplies, travel and printing expenses.

Included with the illustrations, is one of the statistical reports derived from the use of the Uniform Traffic Citation.

This narrative was prepared by K. D. Corbin, the administrator of the program for the State of Florida. For detailed information pertaining to this program, he may be contacted at:

Department of Highway Safety and Motor Vehicles
Division of Driver Licenses
Neil Kirkman Building
Tallahassee, Florida 32301
Attention: Traffic Citation Administrator
Telephone Number: (904) 488-1890

ILLUSTRATIONS

EXHIBIT 7 - page 7

COVER FOR THE FLORIDA UNIFORM TRAFFIC CITATION

FRONT

OUTSIDE

FLORIDA
UNIFORM TRAFFIC CITATION
BOOK

No 299026 W

TO

No 299050 W

PREPARED AND ISSUED BY:
DEPARTMENT OF HIGHWAY SAFETY
AND MOTOR VEHICLES
DIVISION OF DRIVER LICENSES
NEIL KIRKMAN BLDG.
TALLAHASSEE, FLORIDA 32301

INSIDE

1. Speed -	
A. Exceeded maximum limit - safe - too slow - fast for conditions	316.183
B. Posted Zone (State Road)	316.187
C. Posted Zone (County Road - Municipal Street)	316.189
D. School Zone	316.1895
2. Ran Stop Sign	316.123
3. Willful and wanton reckless driving	316.192
4. Ran red light	316.074
5. A. Driving on wrong side - hill - curve - view obstructed - 100 feet bridge, tunnel, viaduct, railroad crossing	316.087
B. Wrong side divided highway	316.090
6. Improper change of lanes	316.085
7. Violation of right of way.	
A. Entering intersection - through highway	316.121
B. Yield intersection	316.123
C. Emerging from alley - driveway - bldg - private road	316.125
8. Improper parked	
A. Double - bridge - tunnel - crosswalk - within intersection - against sign	316.1945
B. On highway	316.194
9. Careless driving	316.1925
10. Operation of motor vehicle while under influence of intoxicating beverage	316.193
B. Narcotic drugs, barbiturates or other stimulants	316.193
11. Improper passing -	
A. Hill - curve - railroad crossing - bridge, etc.	316.087
B. No passing zone	316.0875
C. School bus	316.172
D. Oncoming traffic	316.085
12. Following too closely	316.0895
13. Improper turn -	
A. Wrong lane - too wide	316.151
B. Interfered with traffic - U-turn	316.1515
C. No signal - Improper signal	316.155
14. Improper start from parked position	316.154
15. Improper backing	316.1985
16. No valid inspection	325.12
17. Improper drivers license	322.03
18. Violation drivers license restriction - glasses, pedal extension - special controls	322.16
19. No tag or registration certificate	320.0713
20. No drivers license	322.03
B. Suspended or revoked	322.34
21. Failure to report accident	316.065
22. Improper tag	320.261

INSIDE

OUTSIDE

INDIVIDUAL OFFICER ACCOUNTABILITY RECORD

1981

Grid of 12 monthly calendars for 1981, including January through December.

1982

Grid of 12 monthly calendars for 1982, including January through December.

IMPORTANT

EACH CITATION IN THIS BOOK MUST BE ACCOUNTED FOR. IF CITATION IS SPOILED WHILE WRITING IT OR IS NOT COMPLETED FOR ANY REASON, MARK VOID ACROSS IT, SIGN IT AND TURN ALL COPIES IN TO PROPER AUTHORITY. IF CITATION IS LOST OR MISSING BEFORE OR AFTER WRITING IT, AN AFFIDAVIT CONCERNING THIS FACT SHOULD BE EXECUTED AND TRANSMITTED TO THE PROPER AUTHORITY. IF THE ENTIRE BOOK OF CITATIONS OR PART OF IT IS RENDERED UNUSABLE IN ANY WAY, IT SHOULD BE TURNED IN FOR TRANSMITTAL TO THE PROPER AUTHORITY.

OFFICER _____

AGENCY _____

DATE ISSUED OFFICER _____

Large grid table with 25 rows and 5 columns: Citation Number, Defendant, Issue Date or Void, Transmitted To, Date Transmitted.

OFFICER'S RECEIPT

.....

Department _____

No. From _____ To _____

Issued To - Officer's Name _____

Date Issued _____

Troop
or
Dist. _____

Issuing Authority _____

I, the undersigned, certify that I have personally examined each of the twenty-five (25) prenumbered complaint forms with the numbers shown above and have found all said forms included in this book. I accept full responsibility and accountability for this uniform complaint book issued to me on the above date.

Signature of Officer _____ ID _____

PART 1 - COMPLAINT (COURT COPY) - WHITE

EXHIBIT 7 - page 10

FRONT

REVERSE

FLORIDA UNIFORM TRAFFIC CITATION 299-031 W

COMPLAINT

COUNTY _____ AGENCY _____

IN THE COURT DESIGNATED BELOW THE UNDERSIGNED CERTIFIES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE THAT _____

COMPLAINT

D (DAY OF WEEK) _____ MONTH _____ DAY _____ YEAR _____ AT _____ A. M. _____ P. M.

NAME (PRINT) FIRST _____ MIDDLE _____ LAST _____

STREET _____ IF DIFFERENT THAN ON DRIVER LICENSE - CHECK HERE -> _____

CITY _____ STATE _____ ZIP CODE _____

DATE OF BIRTH MONTH _____ DAY _____ YEAR _____ RACE _____ SEX _____ HEIGHT _____

DRIVER LICENSE NUMBER _____ STATE _____ TYPE _____ YEAR LICENSE EXPIRES _____

YEAR TAG EXPIRES _____ STATE _____ VEHICLE LICENSE NO. _____

YEAR VEHICLE _____ MAKE _____ STYLE _____ COLOR _____

OWNER _____

OWNER'S ADDRESS OR DRIVER'S ADDITIONAL ADDRESS _____

UPON A PUBLIC STREET OR HIGHWAY, OR OTHER LOCATION, NAMELY _____

CASE NO. _____ DOCKET NO. _____ PAGE NO. _____

DATE	COURT ACTION AND OTHER ORDERS
	BAIL FIXED AT \$ _____ OR CASH DEPOSIT OF \$ _____ SIGNATURE OF PERSON GIVING BAIL _____ SIGNATURE OF PERSON TAKING BAIL _____
	FINE IN THE AMOUNT OF \$ _____ RECEIVED AS REQUIRED BY COURT SCHEDULE. SIGNATURE OF CLERK _____
	CONTINUANCE TO _____ REASON _____
	CONTINUANCE TO _____ REASON _____
	BOND ESTREATED _____
	WARRANT ISSUED _____
	DEFENDANT FAILED TO APPEAR - DRIVER LICENSE SUSPENDED
	DEFENDANT ARRAIGNED ON _____ (DATE)
	PLEA: _____
	FINDING: _____
	ADJUDICATION: _____
	SENTENCE: FINE _____ COST _____ JAILED _____ DAYS
	DRIVER IMPROVEMENT SCHOOL _____
	OTHER _____
	DRIVER LICENSE SUSPENDED OR REVOKED FOR _____ DAYS
	RECOMMEND DRIVER LICENSE SUSPENSION FOR _____ DAYS
	RECOMMEND RE-TEST _____
	SIGNATURE OF JUDGE _____
	TESTIMONY - JUDGES NOTES (OR OTHER COURT ORDERS):
	APPEAL BOND OF \$ _____

CITY (IF APPLICABLE) _____ COUNTY _____

FT. MI N S E W OF NODE _____

DID UNLAWFULLY COMMIT THE FOLLOWING OFFENSE CHECK ONLY ONE OFFENSE EACH TICKET

UNLAWFUL SPEED _____ MPH SPEED APPLICABLE _____ MPH
(I) INTERSTATE (II) 4-LANE HWY WITH 30 FT. MEDIAN OUTSIDE BUS. OR RES. DIST. I

SPEED TOO FAST FOR CONDITIONS CARELESS DRIVING VIOLATION OF RIGHT-OF-WAY

RAN STOP SIGN DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES, NARCOTIC DRUGS, BARBITURATES OR OTHER STIMULANTS NO VALID INSPECTION CERTIFICATE

WILFUL & WANTON-RECKLESS DRIVING NO TAG

RAN RED LIGHT DRIVING WITH UNLAWFUL ALCOHOL BLOOD LEVEL IMPROPER DRIVER LICENSE

DRIVING ON WRONG SIDE OF ROAD IMPROPER PASSING NO VALID DRIVER'S LICENSE

IMPROPER CHANGE OF LANE OR COURSE FOLLOWING TOO CLOSELY DRIVING WHILE LICENSE SUSPENDED OR REVOKED

IMPROPER TURN

OTHER VIOLATIONS OR COMMENTS _____

TYPE ACCIDENT CASE

VIOLATION OF STATE STATUTE	SECTION	PROPERTY DAMAGE	INJURY	FATAL
LOCAL ORDINANCE		\$		

ARREST - DELIVERED TO _____
ACCEPTED BOND OR HIGHWAY SAUNDERS _____ TYPE _____ RECEIPT NO. _____

DATE OF ARREST _____ TROOP OR UNIT _____

NAME SIGNATURE AND IDENTITY OF OFFICER _____ BADGE NO. _____ I.D. NO. _____

COURT INFORMATION -

COURT _____ DATE _____ TIME _____

JUDGE'S NAME _____

LOCATION _____

THIS CITATION IS FOR A CRIMINAL VIOLATION COURT APPEARANCE REQUIRED AS INDICATED ABOVE.

THIS CITATION IS FOR AN INFRACTION COURT APPEARANCE REQUIRED AS INDICATED ABOVE.

THIS CITATION IS FOR AN INFRACTION WHICH DOES NOT REQUIRE APPEARANCE IN COURT.

AGREE TO COMPLY WITH THE INSTRUCTIONS ON THE REVERSE SIDE WITHOUT REFUSAL TO BE ARRESTED AND SIGN THIS CITATION CONSTITUTES A WAIVER AND MAY RESULT IN AN ARREST AND PROMISE TO COMPLY AND ANSWER TO THE CHARGES SPECIFIED IN THIS CITATION.

SIGNATURE OF DEFENDANT _____

PART 2 - ABSTRACT (DISPOSITION COPY) - WHITE

EXHIBIT 7 - page 11

FRONT

REVERSE

FLORIDA UNIFORM TRAFFIC CITATION 299-030 W

Abstract Of Court Record For State Licensing Authority Report Of Conviction. Includes fields for COUNTY, AGENCY, DATE OF FINAL ADJUDICATION, and various personal and vehicle details.

Location fields including CITY (IF APPLICABLE), COUNTY, and FT. MI N S E W OF NODE.

Offense section: DID UNLAWFULLY COMMIT THE FOLLOWING OFFENSE. Includes checkboxes for UNLAWFUL SPEED, SPEED TOO FAST FOR CONDITIONS, CARELESS DRIVING, etc.

Accident case section: TYPE ACCIDENT CASE. Includes checkboxes for VIOLATION OF STATE STATUTE, LOCAL ORDINANCE, SECTION, PROPERTY DAMAGE, INJURY, FATAL.

Arrest and bond section: ARREST - DELIVERED TO, ACCEPTED BOND ON HIGHWAY (AMOUNT), TYPE, RECEIPT NO.

Arrest details: DATE OF ARREST, TROOP OR UNIT.

Officer information: NAME SIGNATURE AND IDENTITY OF OFFICER, BADGE NO, I.D. NO.

Court information: COURT, JUDGE'S NAME, DATE, TIME, LOCATION.

Disclaimer and signature section: THIS CITATION IS FOR A CRIMINAL VIOLATION COURT APPEARANCE REQUIRED... SIGNATURE OF DEFENDANT.

REPORT OF DISPOSITION - ABSTRACT OF COURT RECORD FOR DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES

I. ACTION BY TRAFFIC VIOLATION BUREAU (TVB) NO HEARING OR TRIAL IN COURT. Includes checkboxes for PAID FINE OR CIVIL PENALTY AT TVB, PAID FINE OR CIVIL PENALTY BY MAIL, ESTREATED OR FORFEITED BOND, ELECTED TO ATTEND TRAFFIC SCHOOL.

II. ACTION BY COURT OR HEARING OFFICIAL WHERE APPEARANCE IN COURT OR BEFORE HEARING OFFICIAL IS REQUIRED OR ELECTED. Includes VERDICT and SENTENCE options.

III. FINE AMOUNT, COURT COSTS, DEFENDANT'S PLEA (CHECK ONE) GUILTY, NOT GUILTY, NOLO CONTENDERE.

IV. LOCATION, TYPE OF COURT (CHECK ONE) COUNTY, CIRCUIT, OTHER. Includes PRESIDING JUDGE.

V. IF ORIGINAL CHARGE IS CHANGED, ENTER CHARGE OF WHICH DEFENDANT WAS CONVICTED. DO NOT MAKE ANY ADDITIONAL CHANGES ON FRONT OR BACK OF THIS TICKET.

LICENSE ACTION section: COURT RECOMMENDS THE DEPARTMENT SUSPEND DRIVING PRIVILEGE: LENGTH, VIOLATIONS CARRYING MANDATORY REVOCATIONS, COURT MAY SPECIFY LENGTH, LICENSE PICKED UP BY COURT, DEFENDANTS ABILITY TO DRIVE IS QUESTIONABLE.

SIGNATURE OF INDIVIDUAL SUBMITTING REPORT.

FRONT

REVERSE

299-031 W

FLORIDA UNIFORM TRAFFIC CITATION

COUNTY _____ F.N.P. C.P.D. S.O. OTHER _____

IN THE COURT DESIGNATED BELOW THIS UNDERSIGNED CERTIFIES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE THAT _____ AGENCY SUMMONS (DEFENDANT'S COPY)

0 (DAY OF WEEK) MONTH DAY YEAR AT _____ A.M. P.M.

NAME (PRINT) FIRST MIDDLE LAST

STREET IF DIFFERENT THAN ON DRIVER LICENSE - CHECK HERE →

CITY STATE ZIP CODE

DATE OF BIRTH MONTH DAY YEAR RACE SEX HEIGHT

DRIVER LICENSE NUMBER STATE TYPE YEAR LICENSE ISSUED

YEAR TAG EXPIRES STATE VEHICLE LICENSE NO.

YEAR VEHICLE MAKE STYLE COLOR

OWNER

OWNER'S ADDRESS/OR DRIVER'S ADDITIONAL ADDRESS

UPON A PUBLIC STREET OR HIGHWAY, OR OTHER LOCATION, NAMELY _____

CITY (IF APPLICABLE) COUNTY _____

FT. MI N S E W OF NODE

DID UNLAWFULLY COMMIT THE FOLLOWING OFFENSE CHECK ONLY ONE OFFENSE EACH TICKET

UNLAWFUL SPEED _____ MPH. SPEED APPLICABLE _____ MPH.
(INTERSTATE 4-LANE HWY. WITH 20 FT. MEDIAN OUTSIDE BUS. OR RES. DIST.)

SPEED TOO FAST FOR CONDITIONS CARELESS DRIVING VIOLATION OF RIGHT-OF-WAY

RAN STOP SIGN DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES, NARCOTIC DRUGS, BARBITURATES OR OTHER STIMULANTS NO VALID INSPECTION CERTIFICATE

WILFUL & WANTON RECKLESS DRIVING NO TAG IMPROPER DRIVER LICENSE

RAN RED LIGHT DRIVING WITH UNLAWFUL ALCOHOL BLOOD LEVEL NO VALID DRIVER'S LICENSE

DRIVING ON WRONG SIDE OF ROAD IMPROPER PASSING DRIVING WHILE LICENSE SUSPENDED OR REVOKED

IMPROPER CHANGE OF LANE OR COURSE FOLLOWING TOO CLOSE IMPROPER TURN

OTHER VIOLATIONS OR COMMENTS: _____

TYPE ACCIDENT CASE

IN VIOLATION OF: STATE STATUTE	SECTION:	PROPERTY DAMAGE	INJURY	FATAL
LOCAL ORDINANCE		S		

ARREST - DELIVERED TO: _____
ACCEPTED BOND ON HIGHWAY (AMOUNT) _____ TYPE _____ RECEIPT NO. _____

DATE OF ARREST _____ TROOP OR UNIT _____

SIGNATURE AND IDENTITY OF OFFICER _____ BADGE NO. _____ P. NO. _____

COURT INFORMATION

COURT _____ DATE _____ TIME _____
JUDGE'S NAME _____ LOCATION _____

THIS CITATION IS FOR A CRIMINAL VIOLATION/COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.
 THIS CITATION IS FOR AN INFRACTION/COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.
 THIS CITATION IS FOR AN INFRACTION WHICH DOES NOT REQUIRE APPEARANCE IN COURT I AGREE TO COMPLY WITH THE INSTRUCTIONS ON THE REVERSE SIDE. WILLFUL REFUSAL TO AGREE AND SIGN THIS CITATION CONSTITUTES A MISDEMEANOR AND MAY RESULT IN A FURTHER VIOLATION. I AGREE AND PROMISE TO COMPLY AND ANSWER TO THE CHARGES SPECIFIED IN THIS CITATION.

SIGNATURE OF DEFENDANT _____

NOTIFICATION TO INDIVIDUAL CHARGED WITH A TRAFFIC INFRACTION NOT REQUIRING A COURT APPEARANCE

FAILURE TO RESPOND TO THIS CITATION WITHIN 10 DAYS WILL RESULT IN A DELINQUENT FEE IN ADDITION TO THE AMOUNT CHECKED BELOW. FAILURE TO FULLY COMPLY WILL RESULT IN THE STATE OF FLORIDA SUSPENDING YOUR DRIVING PRIVILEGE INDEFINITELY UNTIL COURT COMPLIANCE IS MET.

INSTRUCTION

YOU MUST ELECT ONE OF THE FOLLOWING OPTIONS WITHIN TEN (10) DAYS OF THE DATE OF THIS CITATION:

1. PAY A CIVIL PENALTY OR FORFEIT BOND IN THE AMOUNT CHECKED BELOW: (SECTIONS 318.18, 142.01, FLORIDA STATUTES.)
 - BICYCLE OR PEDESTRIAN VIOLATIONS \$5.00
 - NON-MOVING VIOLATION \$15.00
 - MOVING VIOLATION \$25.00
 - EXCEEDING 55 MPH SPEED LIMIT BY MORE THAN 10 MPH AND LESS THAN 25 MPH \$50.00
 - SPEEDING EXACTLY 80 MPH IN 55 MPH SPEED LIMIT \$75.00
2. ATTEND DRIVER IMPROVEMENT SCHOOL BY CONTACTING CLERK OF THE COUNTY COURT.
3. IF YOU DESIRE A COURT HEARING RATHER THAN PAYING THE PRESCRIBED PENALTY OR ELECTING TO ATTEND DRIVER IMPROVEMENT SCHOOL, AND NO DATE, TIME AND PLACE FOR APPEARANCE IS INDICATED IN THE COURT INFORMATION SECTION ON THE FRONT OF THIS CITATION, YOU MUST CONTACT THE CLERK OF THE COUNTY COURT IN THE COUNTY WHERE YOU RECEIVED THIS CITATION.

PAYMENT MUST BE MADE TO THE CLERK OF THE COURT ON OR BEFORE _____

BETWEEN THE HOURS _____ AM AND _____ PM
DAY OF WEEK _____ THROUGH _____ DAY OF WEEK _____

MAILING ADDRESS OF CLERK OF COURT _____

NOTE: You must enclose this citation if you mail payment. Payment should be in the form of a money order or cashier's check.

Personal checks are acceptable. Personal checks are not acceptable. Make payable to the clerk of the county court.

IF YOU ELECT A HEARING AND THE COMMISSION OF AN INFRACTION HAS BEEN PROVEN, THE COUNTY JUDGE MAY IMPOSE A PENALTY NOT TO EXCEED \$500.00 OR REQUIRE ATTENDANCE AT A DRIVER IMPROVEMENT SCHOOL OR BOTH.

IF YOU HAVE ANY QUESTIONS REGARDING ANY INFORMATION CONTAINED IN THIS CITATION, CONTACT THE CLERK OF THE COUNTY COURT.

NOTE: POINTS WILL BE ASSESSED AGAINST YOU IN ACCORDANCE WITH THE SCALE BELOW IF:

1. YOU FORFEIT BOND OR PAY CIVIL PENALTY.
 2. YOU ELECT TO ATTEND DRIVER IMPROVEMENT SCHOOL.
 3. THE COUNTY JUDGE DETERMINES THAT YOU HAVE COMMITTED THE INFRACTION.
- ACCUMULATION OF ONE OR MORE POINTS MAY INCREASE YOUR COST OF MOTOR VEHICLE INSURANCE.

SCALE OF POINTS

1 RECKLESS DRIVING	4 POINTS
2 LEAVING THE SCENE OF, OR UNLAWFUL SPEED RESULTING IN, AN ACCIDENT	6 POINTS
3 PASSING STOPPED SCHOOL BUS	4 POINTS
4. SPEED IN EXCESS OF 15 MPH OVER LIMIT	4 POINTS
5. SPEED NOT IN EXCESS OF 15 MPH OVER LIMIT	3 POINTS
6. IMPROPER EQUIPMENT (BRAKES, LIGHTS, STEERING)	2 POINTS
7. OTHER MOVING VIOLATIONS	3 POINTS
8. MOVING VIOLATION RESULTING IN AN ACCIDENT	4 POINTS

F SUSPENSION UNDER POINT SYSTEM

ACCUMULATED WITHIN 12 MONTHS	1 MONTH SUSPENSION
ACCUMULATED WITHIN 18 MONTHS	3 MONTHS SUSPENSION
24 POINTS ACCUMULATED WITHIN 36 MONTHS	1 YEAR SUSPENSION

IN COMBINING POINTS AND SUSPENSIONS, THE OFFENSE DATE OF _____

FRONT
REVERSE SIDE IS BLANK

299-031 W

FLORIDA UNIFORM TRAFFIC CITATION

COUNTY _____ F. M. P. C. P. D. S. O. OTHER _____

IN THE COURT DESIGNATED BELOW THE UNDERSIGNED CERTIFIES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE THAT _____

AGENCY
DHSMV RECORD
Forward to Records Section, DHSMV, Tallahassee

O (DAY OF WEEK)	MONTH	DAY	YEAR	AT	A M	P. M.
NAME (PRINT) FIRST MIDDLE LAST						
STREET IF DIFFERENT THAN ON DRIVER LICENSE - CHECK HERE						
CITY				STATE	ZIP CODE	
DATE OF BIRTH	MONTH	DAY	YEAR	RACE	SEX	HEIGHT
DRIVER LICENSE NUMBER	STATE			TYPE	YEAR LICENSE EARNED	
YEAR TAG EXPIRES	STATE	VEHICLE LICENSE NO.				
YEAR VEHICLE	MAKE	STYLE	COLOR			
OWNER'S ADDRESS/ OR DRIVER'S ADDITIONAL ADDRESS						
UPON A PUBLIC STREET OR HIGHWAY, OR OTHER LOCATION, NAMELY						
CITY (IF APPLICABLE)			COUNTY			
FT. MI. N S E W OF NODE						

DID UNLAWFULLY COMMIT THE FOLLOWING OFFENSE: CHECK ONLY ONE OFFENSE EACH TICKET

UNLAWFUL SPEED _____ MPH SPEED APPLICABLE _____ MPH
 INTERSTATE 4-LANE HWY. WITH 10 FT. MEDIAN OUTSIDE RWS OR RES. DST. I

<input type="checkbox"/> SPEED TOO FAST FOR CONDITIONS <input type="checkbox"/> RAN STOP SIGN <input type="checkbox"/> WILFUL & WANTON RECKLESS DRIVING <input type="checkbox"/> RAN RED LIGHT <input type="checkbox"/> DRIVING ON WRONG SIDE OF ROAD <input type="checkbox"/> IMPROPER CHANGE OF LANE OR COURSE	<input type="checkbox"/> CARELESS DRIVING <input type="checkbox"/> DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES, NARCOTIC DRUGS, BARBITURATES OR OTHER STIMULANTS <input type="checkbox"/> DRIVING WITH UNLAWFUL ALCOHOL BLOOD LEVEL <input type="checkbox"/> IMPROPER PASSING <input type="checkbox"/> FOLLOWING TOO CLOSELY <input type="checkbox"/> IMPROPER TURN	<input type="checkbox"/> VIOLATION OF RIGHT-OF-WAY <input type="checkbox"/> NO VALID INSPECTION CERTIFICATE <input type="checkbox"/> NO TAG <input type="checkbox"/> IMPROPER DRIVER LICENSE <input type="checkbox"/> NO VALID DRIVER'S LICENSE <input type="checkbox"/> DRIVING WHILE LICENSE SUSPENDED OR REVOKED
---	---	--

OTHER VIOLATIONS OR COMMENTS: _____

TYPE ACCIDENT CASE				
IN VIOLATION OF STATE STATUTE <input type="checkbox"/> LOCAL ORDINANCE <input type="checkbox"/>	SECTION:	PROPERTY DAMAGE	INJURY	FATAL

ARREST - DELIVERED TO: _____
 ACCEPTED BOND ON HIGHWAY (AMOUNT): _____ TYPE _____ RECEIPT NO. _____

DATE OF ARREST _____ TROOP OR UNIT _____

NAME SIGNATURE AND IDENTITY OF OFFICER: _____ BADGE NO. _____ I.D. NO. _____

COURT INFORMATION -

COURT _____ JUDGE'S NAME _____

LOCATION _____

THIS CITATION IS FOR A CRIMINAL VIOLATION COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.
 THIS CITATION IS FOR AN INFRACTION COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.
 THIS CITATION IS FOR AN INFRACTION WHICH DOES NOT REQUIRE APPEARANCE IN COURT.
 I AGREE TO COMPLY WITH THE INSTRUCTIONS ON THE REVERSE SIDE WILLFUL REFUSAL TO POST BOND OR ACCEPT AND SIGN THIS CITATION _____ AND MAY RESULT IN ARREST.
 I AGREE AND PROMISE TO COMPLY AS TO THE CHARGES SPECIFIED IN THIS _____

45

(RE OF DEFENDANT)

FUTC (REV. 10/80)

299-031 W

PART 5 - OFFICER/AGENCY COPY - PINK

EXHIBIT 7 - page 14

FRONT

REVERSE

FLORIDA UNIFORM TRAFFIC CITATION 299-031 W

COUNTY _____ F.H.P. C.F.O. S.O. OTHER _____

AGENCY _____

OFFICER-AGENCY COPY

D (DAY OF WEEK) _____ MONTH _____ DAY _____ YEAR _____ AT _____ A.M. / P.M.

NAME (PRINT) FIRST _____ MIDDLE _____ LAST _____

STREET _____ IF DIFFERENT THAN ON DRIVER LICENSE - CHECK HERE → _____

CITY _____ STATE _____ ZIP CODE _____

DATE OF BIRTH _____ MONTH _____ DAY _____ YEAR _____ RACE _____ SEX _____ HEIGHT _____

DRIVER LICENSE NUMBER _____ STATE _____ TYPE _____ YEAR LICENSE EXPIRES _____

YEAR TAG EXPIRES _____ STATE _____ VEHICLE LICENSE NO. _____

YEAR VEHICLE _____ MAKE _____ STYLE _____ COLOR _____

OWNER _____

OWNER'S ADDRESS/OR DRIVER'S ADDITIONAL ADDRESS _____

UPON A PUBLIC STREET OR HIGHWAY, OR OTHER LOCATION, NAMELY _____

I _____ N _____ CITY (IF APPLICABLE) _____ COUNTY _____

FT. MI N S E W OF NODE _____

DID UNLAWFULLY COMMIT THE FOLLOWING OFFENSE CHECK ONLY ONE OFFENSE EACH TICKET

UNLAWFUL SPEED _____ MPH. SPEED APPLICABLE _____ MPH.
 INTERSTATE 4-LANE HWY WITH 10 FT. MEDIAN OUTSIDE BUS. OR RES. DIST.)

SPEED TOO FAST FOR CONDITIONS CARELESS DRIVING VIOLATION OF RIGHT-OF-WAY

RAN STOP SIGN DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES, NARCOTIC DRUGS, BARBITURATES OR OTHER STIMULANTS NO VALID INSPECTION CERTIFICATE

WILFUL & WANTON RECKLESS DRIVING DRIVING WITH UNLAWFUL ALCOHOL BLOOD LEVEL NO TAG

RAN RED LIGHT IMPROPER PASSING IMPROPER DRIVER LICENSE

DRIVING ON WRONG SIDE OF ROAD FOLLOWING TOO CLOSELY NO VALID DRIVER'S LICENSE

IMPROPER CHANGE OF LANE OR COURSE IMPROPER TURN DRIVING WHILE LICENSE SUSPENDED OR REVOKED

OTHER VIOLATIONS OR COMMENTS _____

TYPE ACCIDENT CASE

IN VIOLATION OF:	SECTION:	PROPERTY DAMAGE	INJURY	FATAL
STATE STATUTE		\$		
LOCAL ORDINANCE				

ARREST - DELIVERED TO: _____

ACCEPTED BOND ON HIGHWAY (AMOUNT) _____ TYPE _____ RECEIPT NO. _____

DATE OF ARREST _____ TROOP OR UNIT _____

RANK SIGNATURE AND IDENTITY OF OFFICER _____ BADGE NO. _____ I.D. NO. _____

COURT INFORMATION

COURT _____ JUDGE'S NAME _____

DATE _____ TIME _____

LOCATION _____

THIS CITATION IS FOR A CRIMINAL VIOLATION COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.

THIS CITATION IS FOR AN INFRACTION COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.

THIS CITATION IS FOR AN INFRACTION WHICH DOES NOT REQUIRE APPEARANCE IN COURT.

I AGREE TO COMPLY WITH THE INSTRUCTIONS ON THE REVERSE SIDE WILLFUL REFUSAL TO COMPLY OR ACCEPT AND SIGN THIS CITATION CONSTITUTES A MISDEMEANOR AND MAY RESULT IN ARREST OR ACCEPT AND PROMISE TO COMPLY AND ANSWER TO THE CHARGES SPECIFIED IN THIS CITATION

SIGNATURE OF DEFENDANT _____

REPORT OF ACTION ON CASE

VIOLATIONS BUREAU:

Date _____

Amt. of Fine Paid \$ _____ Costs \$ _____

COURT ACTION:

Date _____ Plea _____

Disposition _____

Amt. of Fine Paid \$ _____ Costs \$ _____

License Action _____

OFFICER'S NOTES FOR TESTIFYING IN COURT

PLEASE NOTE FACTS AND CIRCUMSTANCES IN ADDITION TO THOSE CHECKED ON FACE OF COMPLAINT - THAT IS: 1. ANY SPECIFIC ACTION OF VIOLATOR WHICH INCREASED THE HAZARD OF THE VIOLATION, 2. WHERE VIOLATION OBSERVED AND CONTACT MADE: 3. TOTAL DISTANCE TRAVELED DURING PURSUIT; 4. STATEMENTS BY VIOLATOR AND GENERAL ATTITUDE; 5. PLACE OF EMPLOYMENT.

SLIPPERY PAVEMENT <input type="checkbox"/> Rain <input type="checkbox"/> Night <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Unlighted <input type="checkbox"/> Open <input type="checkbox"/> Ongoing <input type="checkbox"/> Pedestrian <input type="checkbox"/> Snow <input type="checkbox"/> Direction	CAUSED PERSON TO DODGE <input type="checkbox"/> Driver <input type="checkbox"/> Pedestrian <input type="checkbox"/> MISSED ACCIDENT BY APPROX _____ FT	ACCIDENT TYPE L: Yes L: No R: Yes R: No V: Yes V: No Other Front Contact U: High Angle J: Head On T: High Speed I: Rear End I: Run off Highway I: Intersection	HIGHWAY TYPE 132 Lane 133 Lane 14 Lane 14 Lane divided AREA Rural Suburban School Industrial Business
--	---	--	---

WITNESSES:

VEHICLE DEFECTS

Service Brakes _____

Parking Brakes _____

Headlights _____

Tail Lights _____

Stop Lights _____

Windshield Wiper _____

Horn _____

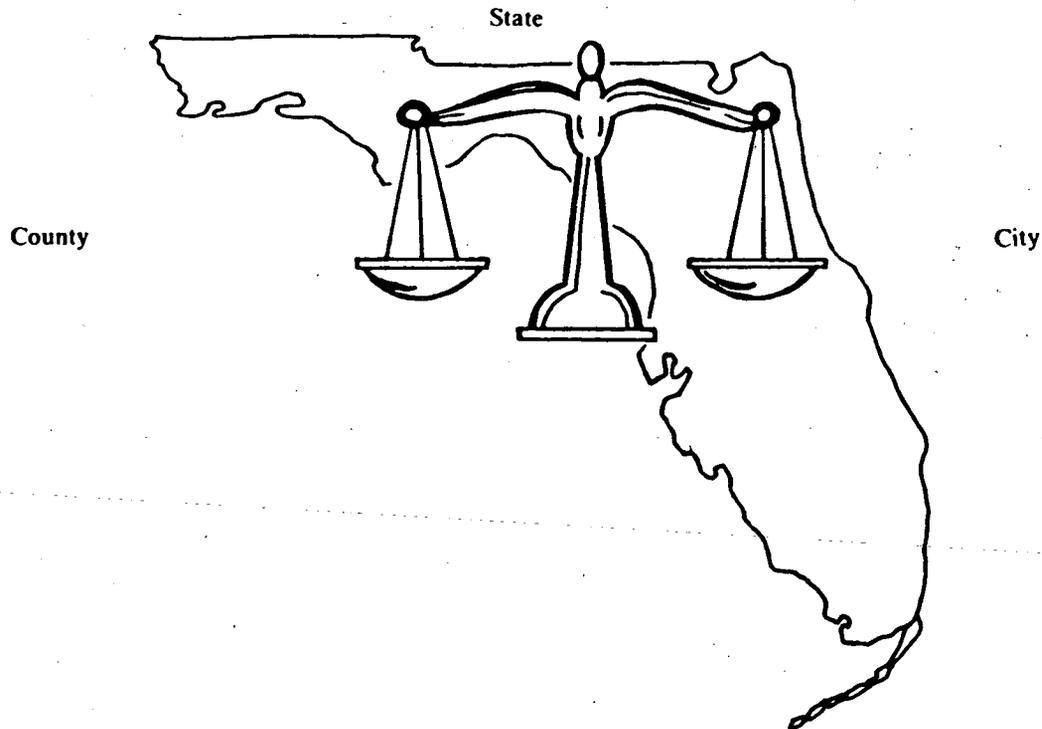
Tires _____

Other _____

STATE OF FLORIDA
Department of Highway Safety and Motor Vehicles

ROBERT A. BUTTERWORTH
Executive Director

SEMIANNUAL
UNIFORM TRAFFIC CITATION STATISTICS
JANUARY - JUNE 1982



48

Compiled by:
The Office of the Traffic Citation Administration

MARCH 1983

EXHIBIT 7 - page 16

GEORGE FIRESTONE
Secretary of State
JIM SMITH
Attorney General
GERALD LEWIS
Comptroller

State of Florida

BOB GRAHAM
Governor

BILL GUNTER
Treasurer
DOYLE CONNER
Commissioner of Agriculture
RALPH D. TURLINGTON
Commissioner of Education

Department of Highway Safety and Motor Vehicles

Neil Kirkman Building

ROBERT A. BUTTERWORTH
Executive Director

Tallahassee, 32301

DIVISIONS

- FLORIDA HIGHWAY PATROL
- DRIVER LICENSES
- MOTOR VEHICLES
- ADMINISTRATIVE SERVICES

March 31, 1983

TO: All Law Enforcement Agencies, Clerks of County Courts
and County Judges

SUBJECT: Uniform Traffic Citation Statistics for January thru
June 1982

The Department of Highway Safety and Motor Vehicles wishes to acknowledge in appreciation, the interest, work and assistance, all of you have shown in the Uniform Traffic Citation Programs over the years.

As a result of your continual cooperation and our effort to make this a workable program, we are again happy to provide you with the enclosed statistical information. This information was compiled for the first 6 months of 1982. We feel these reports are self-explanatory. However, should you have any questions, please feel free to contact Mr. Dave Corbin, our Traffic Citation Administrator, who is responsible for the program. He can be reached at (904) 488-1890 or Suncom 278-1890.

The last three reports which all reflect arrest and disposition data needs explanation as to thier differences, one is for State Totals, one for County, and the other for an Individual Agency. When these were originally prepared we failed to place tag violations, which are considered non-moving infractions, into a catagory of its own. These violations thus appear in "all others" category located just above the Grand Totals. The majority of these infractions will appear in this group. In the future, this will appear as a seperate category.

As you are aware we provide you with traffic statistics on a regular basis semiannually and annually. Other time periods are made available on request only. Additional requests should be directed to Mr. Corbin or one of our Regional Traffic Coordinators assigned to your County as listed on the reverse side.

The primary reason we provide you with these summaries is to assist you with an accurate measurement of the total traffic enforcement picture in your city, county and state. We welcome any comments or questions you may have.

Sincerely,



Robert A. Butterworth
Executive Director

RAB/KDC/blt
Enclosure

TABLE OF CONTENTS

LETTER OF TRANSMITTAL

VIOLATION SUMMARY BY COUNTY

Offense data classifying Criminal Traffic, Civil Infractions-moving and non-moving, based on citations written by all Enforcement Agencies within each County.

AGENCY SUMMARY BY COUNTY

Summary breakdown of citations written by FHP, all Municipal Police and Sheriff Departments within each County.

DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS STATISTICS

5 Year comparison by age group based on convictions reported from all 67 Counties.

ARREST AND DISPOSITION STATE TOTALS

Categorizing violation groups, enforcement agencies and dispositional data.

ARREST AND DISPOSITION COUNTY TOTALS

Categorizing violation groups, enforcement agencies and dispositional data.

ARREST AND DISPOSITION INDIVIDUAL AGENCY TOTALS

Categorizing violation groups for individual agencies and dispositional data.

INDIVIDUAL AGENCY TOTALS ARE PROVIDED TO CLERKS OF COURT AND JUDGES UPON REQUEST ONLY.

FLORIDA
UNIFORM TRAFFIC CITATION STATISTICS
VIOLATION SUMMARY BY COUNTY

JANUARY - JUNE 1982

COUNTY	CRIMINAL TRAFFIC	CIVIL INFRACTION		ALL OTHERS	TOTAL
		MOVING	NON MOVING		
ALACHUA	4537	15292	829	2222	22880
BAKER	697	3556	16	36	4305
BAY	2757	6573	241	1147	10718
BRADFORD	646	2856	35	70	3607
BREVARD	6320	16368	1279	2601	26568
BROWARD	39680	88034	9818	19038	156570
CALHOUN	276	734	3	67	1080
CHARLOTTE	1010	4039	76	332	5457
CITRUS	761	1530	114	234	2639
CLAY	854	2721	119	267	3961
COLLIER	2082	4924	189	649	7844
COLUMBIA	1049	4987	78	181	6295
DADE	61927	143426	16733	31429	253515
DE SOTO	428	1665	45	66	2204
DIXIE	346	1784	14	23	2167
DUVAL	21882	59183	2035	10784	93884
ESCAMBIA	5259	13999	418	1224	20900
FLAGLER	546	857	227	116	1746
FRANKLIN	229	412	19	31	691
GADSDEN	646	2243	42	186	3117
GILCHRIST	41	92	1	7	141
GLADES	148	1309	15	15	1487
GULF	389	361	18	19	787
HAMILTON	373	1614	32	98	2117
HARDEE	822	1166	95	116	2199
HENDRY	742	932	82	178	1934
HERNANDO	684	2377	198	152	3411
HIGHLANDS	890	2816	156	245	4107
HILLSBOROUGH	18001	40452	2198	8563	69214
HOLMES	190	474	13	32	709
INDIAN RIVER	1961	6256	455	693	9365
JACKSON	517	2490	25	78	3110
JEFFERSON	222	1319	39	32	1612
LAFAYETTE	71	152	6	25	254
LAKE	2768	8804	350	665	12587

COUNTY	CRIMINAL TRAFFIC	CIVIL INFRACTION		ALL OTHERS	TOTAL
		MOVING	NON MOVING		
LEE	5150	11792	613	2373	19928
LEON	2523	6612	319	1695	11149
LEVY	606	3202	19	209	4036
LIBERTY	103	639	4	1	747
MADISON	408	2356	26	50	2840
MANATEE	3083	10007	618	1189	14897
MARION	2868	8965	381	718	12932
MARTIN	1813	5749	294	440	8296
MONROE	3155	6362	433	703	10653
NASSAU	1761	4837	50	243	6891
OKALOOSA	2095	7424	190	680	10389
OKEECHOBEE	446	1855	27	47	2375
ORANGE	20500	39427	4586	7409	71922
OSCEOLA	1693	8312	164	352	10521
PALM BEACH	25259	52505	5515	10685	93964
PASCO	1934	5947	252	619	8752
PINELLAS	18602	40086	3108	9502	71298
POLK	6861	14933	1678	2994	26466
PUTNAM	1266	2779	90	154	4289
ST. JOHNS	1889	6150	226	581	8846
ST. LUCIE	3480	11314	382	1552	16728
SANTA ROSA	1077	3813	100	272	5262
SARASOTA	4295	15801	1514	1382	22992
SEMINOLE	4933	13110	1047	2037	21127
SUMTER	775	3660	171	200	4806
SUWANNEE	635	3672	10	210	4527
TAYLOR	493	1046	25	92	1656
UNION	270	849	8	23	1150
VOLUSIA	7667	27413	5048	2918	43046
WAKULLA	215	384	6	37	642
WALTON	499	1011	26	53	1589
WASHINGTON	149	740	11	39	939
TOTALS	306254	768549	62954	131080	1268837

PREPARED BY: TRAFFIC CITATION ADMINISTRATOR/Division of Driver Licenses
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
March 1983

The above information is based on the blue copy of the Uniform Traffic Citation written by all enforcement agencies within each county

FLORIDA
UNIFORM TRAFFIC CITATION STATISTICS
AGENCIES SUMMARY BY COUNTY

JANUARY - JUNE 1982

COUNTY	FHP	MUNICIPAL POLICE	SHERIFF DEPARTMENT	OTHER AGENCIES	TOTAL
ALACHUA	5902	11561	5279	138	22880
DAKER	4038	9	254	4	4305
BAY	4169	5913	590	46	10718
BRADFORD	2311	1268	17	11	3607
BREVARD	7158	16527	2597	286	26568
BROWARD	20678	115588	19742	562	156570
CALHOUN	782	198	98	2	1080
CHARLOTTE	2913	965	1577	2	5457
CITRUS	1326	854	450	9	2639
CLAY	1373	1560	1023	5	3961
COLLIER	2379	3200	2246	19	7844
COLUMBIA	5254	493	524	24	6295
DADE	38821	136044	78344	306	253515
DE SOTO	1501	382	314	7	2204
DIXIE	2071	22	67	7	2167
DUVAL	15050	4063	74669	102	93884
ESCAMBIA	10712	6596	3371	221	20900
FLAGLER	978	464	254	50	1746
FRANKLIN	339	107	241	4	691
GADSDEN	2466	619	12	20	3117
GILCHRIST	79	1	61	0	141
GLADES	1457	7	20	3	1487
GULF	644	54	87	2	787
HAMILTON	1628	262	164	63	2117
HARDEE	975	981	234	9	2199
HENDRY	839	329	733	33	1934
HERNANDO	2416	790	205	0	3411
HIGHLANDS	2388	1349	334	36	4107
HILLSBOROUGH	16692	31851	20156	515	69214
HOLMES	521	120	67	1	709
INDIAN RIVER	3468	3813	2076	8	9365
JACKSON	2543	397	64	106	3110
JEFFERSON	1481	80	49	2	1612
LAFAYETTE	77	1	169	7	254
LAKE	5921	6572	89	5	12587

COUNTY	FHP	MUNICIPAL POLICE	SHERIFF DEPARTMENT	OTHER AGENCIES	TOTAL
LEE	4973	8965	5887	103	19928
LEON	4164	6241	630	114	11149
LEVY	3281	674	79	2	4036
LIBERTY	729	0	18	0	747
MADISON	2538	271	28	3	2840
MANATEE	6964	3558	4366	9	14897
MARION	7958	3483	963	528	12932
MARTIN	3728	2409	1794	365	8296
MONROE	6952	1229	2380	92	10653
NASSAU	4048	918	1643	282	6891
OKALOOSA	4682	5095	611	1	10389
OKEECHOBEE	1918	323	128	6	2375
ORANGE	24541	34135	13142	104	71922
OSCEOLA	7950	1698	855	18	10521
PALM BEACH	24780	47960	20465	759	93964
PASCO	3698	3606	1442	6	8752
PINELLAS	8417	49013	13762	106	71298
POLK	10564	14455	1162	285	26466
PUTNAM	3159	758	315	57	4289
ST. JOHNS	4867	1419	2540	20	8846
ST. LUCIE	7117	5961	3624	26	16728
SANTA ROSA	2750	2228	279	5	5262
SARASOTA	9462	7340	6171	19	22992
SEMINOLE	4368	12765	3878	116	21127
SUMTER	3383	1080	336	7	4806
SUWANNEE	3833	601	37	56	4527
TAYLOR	1297	215	135	9	1656
UNION	942	42	166	0	1150
VOLUSIA	8917	31457	2637	35	43046
WAKULLA	512	0	121	9	642
WALTON	1076	227	285	1	1589
WASHINGTON	766	82	89	2	939
TOTALS	355684	601248	306145	5760	1268837

PREPARED BY: TRAFFIC CITATION ADMINISTRATOR/Division of Driver Licenses
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
March 1983

The above information is based on the blue copy of the Uniform
Traffic Citation written by all enforcement agencies within each county

State of Florida

**DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS STATISTICS
"ANNUAL COMPARISON OF CONVICTIONS BY AGE GROUP"**

Age Group	1977	1978	1979	1980	1981
Below 15	0	4	3	1	1
15	5	6	5	22	15
16	36	68	91	128	168
17	164	177	261	425	498
18	773	1,180	1,282	1,409	1,350
19	1,507	1,524	1,583	1,753	1,886
20	1,702	1,512	1,750	1,863	2,052
21	1,601	1,619	1,762	1,914	2,110
22	1,628	1,591	1,735	1,861	2,080
23	1,584	1,503	1,590	1,851	2,137
24	1,374	1,373	1,524	1,706	2,012
25	1,470	1,315	1,386	1,562	1,810
26-30	6,215	5,782	6,050	6,680	7,835
31-35	5,069	4,641	4,509	4,969	5,701
36-40	4,564	4,096	3,820	3,816	4,353
41-45	4,304	3,769	3,326	3,200	3,582
46-50	4,060	3,431	2,892	2,654	2,784
51-55	3,226	2,961	2,554	2,396	2,326
56-60	2,170	1,913	1,774	1,600	1,747
61-65	1,334	1,134	1,011	962	949
66-70	635	558	485	478	501
Above 70	344	270	228	245	276
TOTAL	43,765	40,427	39,621	41,495	46,173

PREPARED BY: TRAFFIC CITATION ADMINISTRATOR/Division of Driver Licenses
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES

March 1983

*The above is based on the Report of Convictions reported to DMSMV on
Copies of the Uniform Traffic Citation by all of Florida's 67 County Court Clerks.*

FLORIDA UNIFORM TRAFFIC CITATION STATISTICS
ARRESTS AND DISPOSITIONS
MADE DURING PERIOD 01E2-0E22

DATE RLn C2/03/83

718

* TOT ARRESTS = TOT DISP + TOT PENDING

** % OF ARREST GRAND TOT

VIOL GROUP	FIP	CITY POLICE	ARRESTS		TOTAL ARREST	%	STATE TOTALS			DISPOSITIONS ON APRESITS DURING PERIOD					TOTAL DISP	TOTAL PENC						
			SHRF DEPT	OTHER AGENCY			ACT GUILTY	TYE PERS	TYE MAIL	BCND EST.	ELECT TR SCH	ADJ CEL	CISM	ACJ W/P			C-FNGD					
CRIMINAL																						
DR WFL INTOX	4975	14323	10656	175	30169	02%	21762	326	0	0	338	0	500	3915	142	3477	20583	2186				
D-L-W-A-L	1078	3870	2319	144	7411	01%	1710	51	0	0	34	0	71	4742	15	171	6623	788				
DRIFLESS DR	1477	3455	2465	276	7673	01%	4194	96	0	0	97	0	200	1229	236	560	6652	1021				
DR SCENE ACC	3076	5593	1626	108	10403	01%	5122	197	0	0	39	1	180	1813	1240	454	6592	1611				
FLEEING	278	1696	1113	78	3165	00%	1381	71	0	0	27	0	100	633	402	115	2614	551				
DR DR LIC	32021	57960	35756	456	127203	10%	31265	481	0	0	1317	2	283	56647	7111	1002	55106	26057				
DR/OLDS/RY	7490	19800	11848	408	39546	03%	18656	151	0	0	651	0	207	6834	4943	1669	31482	8064				
VIOL/ARREST	1733	4182	2429	15	8359	01%	3913	59	0	0	88	0	27	1661	1244	217	6552	1367				
UNL/USE/EL	1573	769	432	45	2819	00%	1078	18	0	0	43	0	37	793	377	1447	2246	472				
AD/APP/ATG	33209	20045	9818	825	63897	05%	36017	183	0	0	734	0	116	12926	2887	30766	52863	11034				
OTHER CRIM	2588	1523	1325	163	5609	00%	1469	54	0	0	23	1	100	2227	552	2247	4426	1183				
TOTALS	90508	133226	79827	2693	306254	24%	126567	1687	0	0	3631	4	1821	95420	19749	42225	248679	57575				
% OF ARRESTS																						
	C30%	C44%	O26%	O01%			O51%	O01%	O00%		% OF TOTAL	% OF TOTAL	O00%	O01%	O00%	O01%	O38%	O02%	O17%	% OF ARRESTS	O01%	O15%
NON-CRIMINAL MOVING INFRACTIONS																						
UNLAW/SPEED	160759	44050	24122	280	229251	18%	9407	811	62196	120566	585	194	14	4624	6521	33452	205378	23673				
SP/TX/F/CDAC	722	9120	2687	70	12559	01%	2417	296	3541	2240	14	8	14	1032	1266	1261	11228	1271				
SP/PCST/TONE	20498	45435	29308	212	95453	08%	4505	294	41251	35557	130	130	11	2476	2969	7590	87463	7990				
DR/TX/SLCW	592	74	35	0	701	00%	63	32	265	94	1	0	0	76	41	442	572	125				
CAPELESS DR	15926	43957	19550	202	79635	06%	16093	1574	23333	12938	203	65	63	8924	6851	859	70084	9551				
FL DR-D-W	7350	29380	9505	21	46256	04%	11364	1153	12662	6350	108	31	15	3888	5368	1615	41979	4257				
FA SIGN	8569	26355	16872	222	52422	04%	3197	568	25758	13014	59	43	11	1825	2478	6534	46553	5465				
TR LGT	4192	88679	31492	109	124472	10%	5813	1733	67411	24415	77	93	11	4616	6093	7202	110262	14210				
TR /DEV	2	3465	2716	10	6157	00%	173	77	3832	270	4	9	1	183	161	657	5230	667				
IM IN	6175	15312	5436	24	26947	02%	3091	403	12245	5117	29	15	15	1348	1625	2502	23888	3055				
IM ISING	11059	6132	4294	81	21565	02%	1948	294	8458	6016	46	16	6	1460	1017	6529	19401	2164				
FO CLOSE	1898	3902	1640	8	7649	01%	1187	177	2494	1670	27	0	0	533	628	94	6716	733				
W/ CF RD	1132	6549	2373	39	10053	01%	744	112	4125	2504	8	5	7	780	409	872	8694	1255				
IM IF CHG	10	18535	8696	35	27276	02%	2323	570	11579	4248	19	13	8	3326	1478	1720	23524	3752				
IM KING	4027	6621	1953	16	12627	01%	1209	187	4983	3474	18	19	2	782	809	161	11483	1144				
DR/W-D/LIGHT	1174	2765	2008	17	5964	00%	461	40	2575	1076	6	6	4	488	230	438	4886	1078				
OVER/W/L/HGT	1621	106	149	356	2352	00%	92	18	676	1001	4	0	0	71	37	1170	2099	253				
LOAD/LEAN/DP	2	475	493	61	1031	00%	48	3	544	296	3	0	0	29	24	101	547	84				
OTHER MOV	1025	3977	1215	42	6259	00%	452	84	2579	1660	9	4	1	222	257	1176	5408	851				
TOTALS	247172	354928	164544	1845	768549	61%	64587	8586	292147	243186	1750	651	183	36843	38362	76515	666215	82234				
% OF ARRESTS																						
	C32%	O46%	O21%	O00%			O09%	O01%	O43%		% OF TOTAL	% OF TOTAL	O00%	O00%	O00%	O05%	O06%	O11%	% OF ARRESTS	O09%	O11%	
NON-MOVING INFRACTIONS																						
IMP PARKING	947	2961	575	95	4573	00%	222	62	1874	1173	7	1	5	219	110	306	3673	500				
NO HELMET	553	3317	2155	28	6453	01%	387	18	3105	1359	6	1	0	246	132	92	5254	1155				
NO/INSP/STKR	17	367	156	2	542	00%	40	2	255	80	0	0	0	52	17	345	446	56				
DEF LIGHTS	1013	9513	4453	16	14995	01%	907	72	7926	2021	4	1	5	938	375	992	12319	2676				
DEF BRAKES	442	458	163	6	1069	00%	224	18	326	188	3	0	0	88	72	139	519	150				
DEF STEERING	0	6	5	1	12	00%	2	0	2	2	0	0	0	0	1	5	7	5				
DEF MUFFLER	2033	3915	1647	4	7599	01%	285	19	3710	1567	6	0	0	302	67	255	6376	1223				
DEF TIRES	1946	2711	701	7	5365	00%	397	33	2605	770	2	0	2	309	130	1086	4248	1117				
OTHER N/MOV	4862	12233	5048	203	22346	02%	1205	195	8823	3289	10	2	16	1313	612	4173	15465	6881				
TOTALS	12208	35481	14503	362	62954	05%	3669	419	28636	10509	38	5	28	3467	1536	7393	46707	14247				
% OF ARRESTS																						
	C15%	O56%	O24%	O01%			O08%	O01%	O55%		% OF TOTAL	% OF TOTAL	O00%	O00%	O00%	O07%	O03%	O15%	% OF ARRESTS	O07%	O03%	
ALL OTHERS	5796	77553	46671	860	131080	10%	0	0	0	0	0	0	0	0	0	0	107244	23836				
GRAND TOTALS	355684	601248	306145	5760	1268837	00%	194823	10692	320783	254055	5219	660	2032	139730	59667/26133	1090545	177692					
% OF ARRESTS																						
	O28%	O47%	O24%	O00%			O18%	O01%	O29%		% OF TOTAL	% OF TOTAL	O00%	O00%	O00%	O12%	O05%	O12%	% OF ARRESTS	O06%	O14%	

EXHIBIT 7 - page 22

FLORIDA UNIFORM TRAFFIC CITATION STATISTICS
ARRESTS AND DISPOSITIONS
MADE DURING PERIOD 0102-0682

DATE RUN 02/03/82 271

* TOT ARRESTS = TOT DISP + TOT PENDING

** % OF ARREST GRAND TOT

VIOL GROUP	FHP	CITY POLICE	ARRESTS		* TOTAL ARREST	** %	ALACHUA			CLLATA			DISPOSITIONS ON ARRESTS DURING PERIOD					TOTAL DISP	TOTAL PENC
			SPRF DEPT	OTHER AGENCY			ACT GUILTY	ACT TVB PERS	TYPE MAIL	BCND EST.	ELECT TR SCH	ACJ DEL	CISM W/H	ACJ W/H	CMNGC	% OF TOTAL DISPOSITIONS	% OF ARRESTS		
CRIMINAL																			
CR WHL INTRC	89	191	167	8	455	02%	303	2	0	0	0	0	1	102	0	18	414	41	
D-U-R-A-L	28	100	85	31	244	01%	50	1	0	0	0	0	0	176	0	2	227	17	
FFCKLESS CR	44	64	39	21	168	01%	72	3	0	0	0	0	1	56	6	11	138	20	
LV SCENE ACC	94	73	8	2	177	01%	80	1	0	0	0	0	1	64	9	6	155	22	
FLEEING	2	20	20	1	49	00%	20	1	0	0	0	0	0	12	1	1	34	15	
NO DR LIC	585	962	499	11	2057	09%	103	1	0	0	1	0	0	1168	446	10	1719	228	
DR/DL/SLE/RV	104	240	138	33	515	02%	72	0	0	0	0	0	0	109	100	11	361	154	
VIN/DL/DEST	22	26	11	0	70	00%	19	0	0	0	0	0	0	26	12	4	63	7	
LNL/USE/CL	11	1	3	1	16	00%	3	0	0	0	0	0	0	5	6	9	14	2	
NG/IMP/TAG	529	114	36	0	679	03%	478	0	0	0	0	0	0	107	27	490	612	67	
OTHER CRIM	57	28	17	5	107	00%	25	0	0	0	0	0	0	58	3	40	86	21	
TOTALS	1582	1819	1023	113	4537	20%	1225	15	0	0	1	0	3	1883	696	602	3823	714	
NON-CRIMINAL																			
UNLAW/SPEED	2915	1900	1553	1	6809	30%	257	4	1533	3420	3	0	1	999	25	1200	6242	567	
SP/TTC/F/CCAG	0	103	29	0	132	01%	8	0	38	31	0	0	0	43	0	30	120	12	
SP/POST/TIME	225	2033	736	0	2994	13%	134	3	879	1261	0	0	0	535	6	239	2818	176	
C SLCW	4	1	0	0	5	00%	1	0	3	1	0	0	0	0	0	5	5	0	
C SS DR	264	771	225	0	1260	06%	180	9	350	204	0	0	0	377	8	14	1128	122	
F /R-N-W	100	368	31	0	499	02%	127	4	95	82	0	0	0	149	7	14	464	35	
F SIGN	62	376	125	3	566	02%	24	3	225	189	1	0	0	82	2	58	530	20	
F D LGY	22	1275	200	4	1501	07%	69	4	587	427	0	0	0	283	11	77	1391	110	
T L/DEV	0	24	21	0	45	00%	4	0	13	14	0	0	0	4	1	19	36	5	
T RN	59	53	12	0	124	01%	15	0	26	37	0	0	0	31	3	38	112	12	
I SSING	119	119	46	1	285	01%	25	2	105	69	0	0	0	51	2	74	254	31	
F /CLOSE	17	45	11	0	73	00%	8	0	20	19	0	0	0	20	0	2	67	6	
V OF RD	20	471	16	14	521	02%	21	4	186	171	0	0	0	99	2	11	483	38	
IMP LANE CHG	0	125	50	0	215	01%	11	1	58	60	0	0	0	59	1	14	190	25	
IMP PARKING	59	73	4	0	136	01%	7	0	42	37	0	0	0	34	0	1	120	16	
DR/W-O/LIGHT	16	40	13	0	69	00%	5	0	26	9	0	0	0	7	1	11	58	11	
OVER/W/L/HGT	13	2	1	1	17	00%	1	0	7	8	0	0	0	0	0	11	16	1	
LCAD/LEAK/CP	0	6	3	0	9	00%	1	0	0	7	0	0	0	0	0	0	8	1	
OTHER MOV	6	19	7	0	32	00%	4	0	7	10	0	0	0	4	1	2	26	6	
TOTALS	3501	7804	3563	24	15252	67%	902	34	4214	6066	4	0	1	2777	70	1820	14068	1224	
NON-PARKING INFRACTIONS																			
IMP PARKING	9	9	2	0	20	00%	1	0	8	3	0	0	0	2	0	1	14	6	
NO HELMET	4	65	24	0	93	00%	1	0	40	29	0	0	0	7	0	0	77	16	
PC/INSP/STKR	0	4	1	0	5	00%	0	0	3	1	0	0	0	1	0	4	5	0	
DEF LIGHTS	13	142	38	0	193	01%	2	0	109	48	0	0	0	9	3	9	171	22	
DEF BRAKES	7	5	1	0	13	00%	2	0	1	4	0	0	0	3	0	2	10	3	
DEF STEERING	0	0	0	0	0	00%	0	0	0	0	0	0	0	0	0	0	0	0	
DEF MUFFLER	25	18	10	0	53	00%	0	0	25	19	0	0	0	1	0	1	45	6	
DEF TIRES	10	4	0	0	14	00%	2	0	7	4	0	0	0	0	0	6	13	1	
OTHER N/MOV	274	128	35	1	438	02%	3	1	65	74	0	0	0	7	1	20	151	287	
TOTALS	342	375	111	1	829	04%	11	1	258	182	0	0	0	30	4	43	486	343	
ALL OTHERS																			
ALL OTHERS	77	1563	582	0	2222	10%	0	0	0	0	0	0	0	0	0	0	1564	258	
GRAND TOTALS	5902	11561	5279	138	22880	00%	2138	50	4472	8248	5	0	4	4690	770	2465	20341	2534	

EXHIBIT 7 - page 23

**Arrests for suspended/revoked drivers
compared to arrests for no driver
license in 10 Florida counties**

Alachua County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	1,198	187
City	1,790	401
Sheriff's office	505	137
Other	22	53
Total	3,515	778

Percentage of no. DL arrest to driving while suspended/revoked=22%

Broward County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	3,785	916
City	21,316	7,233
Sheriff's office	3,094	1,238
Other	100	83
Total	28,295	9,470

Percentage of no. DL arrest to driving while suspended/revoked=33%

Dade County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	14,256	1,758
City	25,244	5,568
Sheriff's office	14,184	3,605
Other	49	24
Total	53,733	10,955

Percentage of no. DL arrest to driving while suspended/revoked=20%

Duval County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	1,916	494
City	700	330
Sheriff's office	13,054	4,525
Other	5	4
Total	15,675	5,353

Percentage of no. DL arrest to driving while suspended/revoked=34.1%

Hillsborough County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	2,757	514
City	5,055	1,395
Sheriff's office	5,615	298
Other	41	9
Total	13,427	2,207

Percentage of no. DL arrest to driving while suspended/revoked=16.1%

Leon County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	1,032	157
City	968	256
Sheriff's office	126	37
Other	18	10
Total	2,144	460

Percentage of no. DL arrest to driving while suspended/revoked=21.1%

Orange County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	5,106	914
City	5,483	1,703
Sheriff's office	2,131	618
Other	7	3
Total	12,727	3,238

Percentage of no. DL arrest to driving while suspended/revoked=25.1%

Palm Beach County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	3,658	915
City	8,885	3,505
Sheriff's office	3,339	1,348
Other	95	20
Total	15,977	5,788

Percentage of no. DL arrest to driving while suspended/revoked=36%

Pinellas County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	1,545	325
City	9,340	3,015
Sheriff's office	1,450	711
Other	39	35
Total	12,374	4,086

Percentage of no. DL arrest to driving while suspended/revoked=33%

Polk County Violation

Agency	No. D.L.	Driving while license suspended/revoked
Florida Highway Patrol	2,056	296
City	2,118	778
Sheriff's office	247	88
Other	43	210
Total	4,464	1,372

Percentage of no. DL arrest to driving while suspended/revoked=30.1%

Example of Clerk of Court reviewing arrest and the driving record. Detecting a suspended driver, notifying the prosecuting attorney, writing a traffic citation.

The State's Attorney then filed a direct information and the subject was tried at the same time the original charge was heard by the judge.



STATE OF FLORIDA
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
DIVISION OF DRIVER LICENSES
TRANSCRIPT OF DRIVER RECORD

Header information including name (Identity withheld), address (AKELAND), date of birth (01-06-47), sex (M), height (509), and license information (01-06-83, 25338).

Table with columns: ACCIDENT/OFFENSE EFFECTIVE DATE, CONVICTION OR RESTATEMENT DATE, COUNTY OR STATE, CITY, COURT, ENTRY, DESCRIPTION, DOCKET OR TICKET NUMBER, and BATCH. Contains multiple rows of accident and conviction records.

IF AN ACCIDENT IS LISTED AND NO VIOLATION IS SHOWN, THE PERSON WAS INVOLVED AS A DRIVER IN AN ACCIDENT BUT THERE HAS BEEN NO CONVICTION FOR A VIOLATION.

IN COMPLIANCE WITH SECTION 322.201, F.S., I, C. W. KEITH, DIRECTOR, DIVISION OF DRIVER LICENSES, DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES, STATE OF FLORIDA, DO HEREBY CERTIFY THAT I AM THE CUSTODIAN OF THE RECORDS OF SAID DIVISION OF DRIVER LICENSES AND THAT THIS IS A TRUE AND CORRECT TRANSCRIPT OF THE ABOVE NAMED LICENSEE'S DRIVING RECORD AS TAKEN FROM THE OFFICIAL RECORDS ON FILE IN THIS DEPARTMENT.

Signature of C. W. Keith, Director

FORM DHSMV-D-260 REV 2/76

C W KEITH Director

DISPOSITION CODES

- 1 - GUILTY
2 - ESTREATURE
3 - FORFEITURE
4 - ADJUDGED DELINQUENT

ACTION CODES

- 1 - DEPARTMENT ACTION
2 - COURT ACTION

ACCIDENT CODES

- Y - INDICATES ACCIDENT

RESTRICTION CODES

- A. CORRECTIVE LENSES
B. OUTSIDE REARVIEW MIRROR
C. BUSINESS PURPOSES
D. EMPLOYMENT PURPOSES
E. DAYLIGHT DRIVING ONLY
F. AUTOMATIC TRANSMISSION
G. ACCOMPANYING DRIVER OVER 18
H. 1 1/2 TON SINGLE UNIT VEHICLE
I. DIRECTIONAL SIGNALS
J. GRIP ON STEERING WHEEL
K. HEARING AID
L. SEAT CUSHION
M. HAND CONTROLS OR PEDAL EXTENSION
N. LEFT FOOT ACCELERATOR
R. INCLUDES FOLLOWING
1. DAYLIGHT DRIVING
2. ACCOMPANYING DRIVER OVER 18 EXCEPT WHEN DRIVING MOTOR DRIVEN CYCLES. MOTOR DRIVEN CYCLES MUST BE LESS THAN 5 BRAKE H.P.
S. OTHER

* EXCEPTION MAY OPERATE A 'MOTOR VEHICLE' A NIGHT TIME 60 DAYS PRIOR TO 16TH BIRTHDAY

copy to State Atty. 1-26-83

An example of a citation for driving while suspended being issued by the Clerk of Court office.

This is the citation that was issued by the officer.

This citation was issued by the deputy Clerk of Court

83-08757

716-256 0

83-01009 *Dismissed/Not* 33

FLORIDA UNIFORM TRAFFIC CITATION 716-256

COUNTY POLK-05 F.H.P. C.P.D. S.O. OTHER

IN THE COURT DESIGNATED BELOW THE UNDERSIGNED CERTIFIES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE THAT

COMPLAINT

D (DAY OF WEEK) MONTH DAY YEAR AT 2:57 P.M.

N TUES 1 4 83 2:57

NAME (PRINT) FIRST MIDDLE LAST
(Identity withheld)

STREET (Identity withheld)

CITY LAKELAND STATE FL. ZIP CODE 33801

DATE OF BIRTH MONTH DAY YEAR RACE SEX HEIGHT
01 06 47 W M 5-00

DRIVER LICENSE NUMBER STATE FL TYPE CH YEAR LICENSE EXPIRES 83

VEHICLE TAG EXPIRES STATE FL VEHICLE LICENSE NO. L 83834

YEAR VEHICLE MAKE Ford STYLE VAN COLOR BROWN

OWNER SAME AS DRIVER

OWNER'S ADDRESS/OR DRIVER'S ADDITIONAL ADDRESS
JAMES H. ALLEN

UPON A PUBLIC STREET OR HIGHWAY, OR OTHER LOCATION, NAMELY
S.R. 600 AUBURNDALE, FL.

CITY (IF APPLICABLE) COUNTY POLK-C

FT. MI. N S E W OF NODE

DID UNLAWFULLY COMMIT THE FOLLOWING OFFENSE: (CHECK ONLY ONE OFFENSE EACH TICKET)

UNLAWFUL SPEED _____ MPH. SPEED APPLICABLE _____
(INTERSTATE 4-LANE HWY. WITH 30 FT. MEDIAN OUTSIDE BUS OR RES. DIST.)

SPEED TOO FAST FOR CONDITIONS CARELESS DRIVING VIOLATION OF RIGHT-OF-WAY

RAN STOP SIGN DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES. NO VALID INSPECTION CERTIFICATE

WILFUL & WANTON-PECKLESS DRIVING NARCOTIC DRUGS, BARBITURATES OR OTHER STIMULANTS NO TAG

RAN RED LIGHT DRIVING WITH UNLAWFUL ALCOHOL BLOOD LEVEL IMPROPER DRIVER LICENSE

DRIVING ON WRONG SIDE OF ROAD IMPROPER PASSING NO VALID DRIVER'S LICENSE

IMPROPER CHANGE OF LANE OR COURSE FOLLOWING TOO CLOSELY DRIVING WHILE LICENSE SUSPENDED OR REVOKED

IMPROPER TURN DRIVING WHILE LICENSE SUSPENDED OR REVOKED

OTHER VIOLATIONS OR COMMENTS: Expired temporarily tag.

TYPE ACCIDENT CASE

IN VIOLATION OF:	SECTION:	PROPERTY DAMAGE	INJURY	FATAL
STATE STATUTE LOCAL ORDINANCE	<u>320.131</u>	\$		

ARREST - DELIVERED TO: _____ TYPE _____ RECEIPT NO. _____

DATE OF ARREST 1-4-83 TROOP OR UNIT P.C.S.O.

RANK SIGNATURE AND IDENTITY OF OFFICER Olis Rader BADGE NO. 175 I.D. NO. _____

COURT INFORMATION - 1-25-83 7:00 A.M.

COUNTY Polk DATE 1-25-83 TIME 7:00 A.M.

COURT Hall of Justice JUDGE'S NAME Barclay LOCATION FL.

THIS CITATION IS FOR A CRIMINAL VIOLATION. COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.

THIS CITATION IS FOR AN INFRACTION. COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.

I AGREE TO COMPLY WITH THE INSTRUCTIONS ON THE REVERSE SIDE. WILLFUL REFUSAL TO POST BOND OR ACCEPT AND SIGN THIS CITATION CONSTITUTES A MISDEMEANOR AND MAY RESULT IN ARREST. I HEREBY PROMISE TO COMPLY AND ANSWER TO THE CHARGE'S SPECIFIED IN THIS CITATION.

SIGNATURE OF OFFENDERS
154

FUTC (Rev. 10/81)

8137

717-633 0

FLORIDA UNIFORM TRAFFIC CITATION 717-633 0

COUNTY POLK F.H.P. C.P.D. S.O. OTHER

IN THE COURT DESIGNATED BELOW THE UNDERSIGNED CERTIFIES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE THAT

COMPLAINT

D (DAY OF WEEK) MONTH DAY YEAR AT 2:57 P.M.

N TUES 01 04 83 2:57

NAME (PRINT) FIRST MIDDLE LAST
(Identity withheld)

STREET (Identity withheld)

CITY LAKELAND STATE FLORIDA ZIP CODE 33801

DATE OF BIRTH MONTH DAY YEAR RACE SEX HEIGHT
01 06 47 W M 5-00

DRIVER LICENSE NUMBER STATE FLORIDA TYPE CH YEAR LICENSE EXPIRES 83

VEHICLE TAG EXPIRES STATE FLORIDA VEHICLE LICENSE NO. 83834

YEAR VEHICLE MAKE FORD STYLE VAN COLOR BROWN

OWNER SAME AS DRIVER

OWNER'S ADDRESS/OR DRIVER'S ADDITIONAL ADDRESS
SR 600 AUBURNDALE, FL

CITY (IF APPLICABLE) COUNTY POLK

FT. MI. N S E W OF NODE

DID UNLAWFULLY COMMIT THE FOLLOWING OFFENSE: (CHECK ONLY ONE OFFENSE EACH TICKET)

UNLAWFUL SPEED _____ MPH. SPEED APPLICABLE _____
(INTERSTATE 4-LANE HWY. WITH 30 FT. MEDIAN OUTSIDE BUS OR RES. DIST.)

SPEED TOO FAST FOR CONDITIONS CARELESS DRIVING VIOLATION OF RIGHT-OF-WAY

RAN STOP SIGN DRIVING WHILE UNDER THE INFLUENCE OF ALCOHOLIC BEVERAGES. NO VALID INSPECTION CERTIFICATE

WILFUL & WANTON-RECKLESS DRIVING NARCOTIC DRUGS, BARBITURATES OR OTHER STIMULANTS NO TAG

RAN RED LIGHT DRIVING WITH UNLAWFUL ALCOHOL BLOOD LEVEL IMPROPER DRIVER LICENSE

DRIVING ON WRONG SIDE OF ROAD IMPROPER PASSING NO VALID DRIVER'S LICENSE

IMPROPER CHANGE OF LANE OR COURSE FOLLOWING TOO CLOSELY DRIVING WHILE LICENSE SUSPENDED OR REVOKED

IMPROPER TURN DRIVING WHILE LICENSE SUSPENDED OR REVOKED

OTHER VIOLATIONS OR COMMENTS: DRIVING WHILE LICENSE SUSPENDED OR REVOKED

TYPE ACCIDENT CASE

IN VIOLATION OF:	SECTION:	PROPERTY DAMAGE	INJURY	FATAL
STATE STATUTE LOCAL ORDINANCE	<u>322.34</u>	\$		

ARREST - DELIVERED TO: _____ TYPE _____ RECEIPT NO. _____

DATE OF ARREST _____ TROOP OR UNIT _____

RANK SIGNATURE AND IDENTITY OF OFFICER Deborah Keen Deputy Clerk BADGE NO. _____ I.D. NO. _____

COURT INFORMATION - _____

COURT _____ JUDGE'S NAME _____ LOCATION _____

THIS CITATION IS FOR A CRIMINAL VIOLATION. COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.

THIS CITATION IS FOR AN INFRACTION. COURT APPEARANCE REQUIRED, AS INDICATED ABOVE.

I AGREE TO COMPLY WITH THE INSTRUCTIONS ON THE REVERSE SIDE. WILLFUL REFUSAL TO POST BOND OR ACCEPT AND SIGN THIS CITATION CONSTITUTES A MISDEMEANOR AND MAY RESULT IN ARREST. I HEREBY PROMISE TO COMPLY AND ANSWER TO THE CHARGE'S SPECIFIED IN THIS CITATION.

SIGNATURE OF OFFENDERS
T783-421-XX

(Rev. 10/81)

IN THE COUNTY COURT OF THE COUNTY OF POLK
83-822T

AND STATE OF FLORIDA
ADDERLEY/asb/

DIRECT

STATE OF FLORIDA

vs.

Information for
DRIVING WHILE LICENSE
SUSPENDED OR REVOKED
(F.S. 322.34)

In the Name and by Authority of the State of Florida

QUILLIAN S. YANCEY, as State Attorney of the Tenth Judicial Circuit of the State of Florida,
prosecuting for the State of Florida in the County of POLK, under oath information
makes that

(Identity withheld)

on the 4th day of January, 19 83, in the County and State aforesaid,
did unlawfully drive and operate a certain motor vehicle, to-wit:
an automobile, on and upon a public highway of said County and State
after his driver's, operator's or chauffeur's license had been
cancelled, suspended or revoked pursuant to the laws of the State
of Florida, in violation of Section 322.34, Florida Statutes,

contrary to the form of the Statute in such cases made and provided and against the peace and dignity of the State of Florida.

C. R. Adderley
As Assistant State Attorney
CHARLOTTE R. ADDERLEY

STATE OF FLORIDA
COUNTY OF POLK

Personally appeared before me CHARLOTTE R. ADDERLEY, as Assistant State Attorney of and for the Tenth Judicial Circuit of Florida, who being first duly sworn, says that the allegations set forth in the foregoing information are based upon facts which have been sworn to as true and which, if true, would constitute the offense therein charged, and that this prosecution is brought in good faith.

C. R. Adderley
As Assistant State Attorney
CHARLOTTE R. ADDERLEY

Sworn to and subscribed before me this 24th day of January, A. D. 19 83.

Andrew S. Patton
Notary Public
Notary Public, State of Florida at Largo
My Commission Expires May 25, 1985

COUNTY COURT
CLERK
E. O. DIXON

81 8 HV 52 JAN 25 1983
FILED

1. History of Florida's Traffic Court Review Committee
2. Florida Traffic Court Manual

HISTORY OF FLORIDA'S TRAFFIC COURT REVIEW COMMITTEE

The impetus for the creation of the Traffic Court Review Committee in the State of Florida came directly from the Florida Supreme Court. The committee had its beginnings from committees formed by Bar Associations. For many years the American Bar Association in its Judicial Administration Division has had a committee entitled "Committee on Traffic Court Program". Each state in the United States has a representative serving on this committee who has a demonstrated interest in the handling of traffic matters in court. The Florida Bar copied this committee and established one called 'Traffic Courts and Safety Committee'. The Florida Traffic Court Review Committee was patterned after these two committees but is much more powerful in its actions. The two bar association committees are advisory in nature and set forth recommendations for the membership. The Florida Traffic Court Review Committee acts as a judicial qualifications and disciplinary committee for traffic court judges throughout the state.

The Federal Highway Safety Act of 1966 has played a significant role in the creation of the Traffic Court Review Committee. When this act was passed by the Congress of the United States it established a number of standards which were mandatory for states to follow if they were to receive grant monies in the field of highway safety. There was even the threat of sanctions against the states in their federal highway dollars if these standards were not enacted within a reasonable period of time. Florida chose to incorporate the majority of these standards into its statutes within five years of the passage of this federal act. One of the Federal Highway Safety Standards concerned itself with judicial actions in the traffic field. In 1971 the Florida Supreme Court asked for 402 funds through a federal grant request which would allow it to comply with some of the provisions of Federal Standard 307, Traffic Courts. This federal grant was forthcoming effective July 1, 1971. There were four projects included in this grant. The one of most significance was the third task which provided for the promulgation of uniform traffic court rules along with a seven member, statewide review commission to act as an arm of the Supreme Court to suggest improvement and changes in the rules as well as insuring their compliance by all traffic court judges.

On July 27, 1971, by order of the Supreme Court, the Traffic Court Review Committee was created. The original composition of the committee included two members of the Florida Bar, two traffic court judges, one prosecuting attorney, one member of the Florida Bar's committee on Traffic Courts and Safety and one lay person. The original members were appointed for various terms from one to three years in length. Upon expiration of these initial terms the succeeding members were appointed to three year terms. After the two initial appointments by the Supreme Court, subsequent appointments were until

resignation or until a successor is appointed. Judge Gerald J. Klein of Miami was designated as Chairman to serve from September 1, 1971 to August 31, 1973. He was re-appointed as Chairman at that time until such time as a successor was appointed but has never been replaced as chairman.

Justice James C. Adkins of the Supreme Court of Florida was appointed as an Ex-Officio member and committee advisor to the initial committee and has served in that capacity since creation of the committee. By having a member of the Supreme Court present, liaison between the activities of the committee and the Supreme Court of the State of Florida is effected and this coordination has proved to be invaluable in the decisions rendered by the committee. Since this committee can, through its recommendations, remove a judge from office, it must be careful to insure that its rules are manageable and that its investigations are thorough and impartial.

The first members of the committee were as follows: Delphene C. Strickland and Judge Arden M. Merkle, who were appointed as the two members representing the Florida Bar. Judge Gerald J. Klein and Judge Donald P. Kohl were appointed as the two judges handling traffic cases. The original prosecuting attorney was Mr. T. Richard Hagin of Bushnell who was appointed for only a one year term. On July 1, 1972 Mr. Hagin was replaced by Harry Shorstein of Jacksonville who has served on the committee since that date. The member of the Traffic Courts and Safety Committee from the Florida Bar was Judge Joseph F. Clark and the one lay person appointed to the committee was Mr. Prevost Coulter, Editor of the Pensacola News Journal.

The committee has been expanded twice since the time of its initial creation. During March, 1976, it was expanded to ten members so as to include a member from the Department of Highway Safety and Motor Vehicles, a Clerk of Court and an administrative judge. At this time the rule establishing the Committee was amended to state that it would consist of a minimum of ten members and that these members shall serve without compensation. Later the committee was expanded to 15 members so as to allow a Deputy Clerk for traffic matters to be included as well as additional traffic court judges and attorneys.

The Supreme Court attempted to have a law passed by the 1971 Florida legislative session which would take \$1.00 from the court costs of each moving traffic violation so as to establish a Court Administrative Office. Among the employees in this office would be a Courts' Administrator and a Traffic Court Analyst. The duties, salary and qualifications of these administrative officers would be set by court rule. The act did not pass and so the Governor's Highway Safety Commission was approached to determine if a federal grant could also be utilized in this area. While the entire project of creation of a court administrator's office, along with support staff in the traffic area, was not funded, a federal grant was approved whereby a traffic court analyst could be hired.

On February 28, 1972 Delphene Strickland was appointed as Traffic Court Analyst and proceeded to develop the Florida Traffic Court Manual. This manual set forth the rules to be used in all traffic cases coming before Florida's traffic courts. The analyst position later evolved into the position of Executive Secretary of the Traffic Court Review Committee and Jackson Lamb was appointed in July, 1973 as the first person to occupy this position. Larry J. Sartin was appointed as Executive Secretary on December 13, 1973, and held the position until Richard E. Cox was appointed August 31, 1976. The Executive Secretary schedules meetings of the committee, arranges for appropriate facilities for the meetings, prepares the meeting's agendas and provides other administrative support to the committee.

During the first month of Mrs. Strickland's appointment as Traffic Court Analyst, she, with the help of Justice James C. Adkins, determined the format for a Traffic Court Judges' Manual and wrote the first chapter of this manual. This manual was completed by Mrs. Strickland early in 1973 and published by her successor, Mr. Larry Sartin, under the title of 'Florida Traffic Court Manual'. In 1982, this manual was extensively revised by Mr. Richard Cox and a new manual issued. Revisions, inserts, and replacement sections are periodically published by the Executive Secretary of the Traffic Court Review Committee upon authorization and direction from the Committee. The Supreme Court formally adopts these rules by order of the court and uses the Committee as a review board to insure compliance. When reports are received indicating judges are not following these rules, a sub-committee comprised of members in the immediate surrounding area conducts an investigation, including an interview with the judge involved. A written report is made to the full committee and in closed session the Committee decides on its future action. Sometimes, a letter is written to the offending judge or if the violation is so severe that more stringent action is required, notification of the findings is presented to the Florida Supreme Court for disciplinary action which can include contempt proceedings, if appropriate. Any continued or willful violation or evasion of the rules by a judge, clerk, or other court personnel is brought to the attention of the Supreme Court. The Supreme Court, after hearing the matter, may punish the offender in the same manner as criminal contempts. Notification of failure to follow these rules can come from court personnel or from the Department of Highway Safety and Motor Vehicles where a review of all traffic citations issued by any law enforcement officer in the State of Florida is

The first meeting of the Traffic Court Review Committee was held in Tallahassee on September 13, 1971, with the second meeting in Tampa in February, 1972. Since that time the Committee has averaged meeting four times each year with the greatest number of meetings in any one year being six and the fewest three. By rule, the Committee must meet at least once annually and at such other times as the chairman or the Supreme Court may direct.

There are currently 15 members of the Florida's Traffic Court Review Committee. They are Judge Gerald J. Klein, Chairman, Joseph S. Clark, Vice-Chairman, Judge James T. Carlisle, Judge

Arden M. Merkle, Judge Stuart M. Simons, Judge Joseph Gersten, Judge Darrel Cornell, Judge Susan W. Roberts, Delphine Strickland, Arthur Beckwith, Jr., Harry Shorestein, Don H. Keirn, Henry Coxe, Jerry Stoner and Frederick Heidgerd. The Honorable James C. Adkins, Justice, Supreme Court of Florida, serves as Ex Officio member with Richard Cox and Rick Whitworth providing staff assistance.

In 1977 the Traffic Court Review Committee became involved with the educational aspects of driver rehabilitation. They, thus, now review the establishment of schools dealing with the improvement of driving habits and attitudinal changes. In Florida, there are three types of schools to which offenders may be required either by court order or statute to attend. They include DWI schools, Defensive Driving Schools, and Advanced Driver Improvement Schools. A DWI Schools Coordinator was appointed by the Supreme Court to determine a curriculum to be used by the DWI schools as well as to coordinate and oversee their administration. The Traffic Court Review Committee must approve all these schools and the courses they teach, as well as the fees charged.

The first DWI Schools Coordinator was Karl Baldner, while the current DWI Schools Coordinator is Rick Whitworth. By having this activity under the aegis of the Supreme Court and its Traffic Court Review Committee, direct control over the quality of education can be exercised by the judicial system. This also allows for input into the committee's activities in the additional areas of education and public attitudes.

INTRODUCTION

The greatest percentage of the State of Florida's population coming in contact with the State's judicial system does so before those courts handling traffic cases. For many, contact with a traffic court may be their only contact with our judicial system. The traffic courts and especially the traffic court judges therefore play an important role in effecting the public's opinion of our entire judicial system.

In order to create an impression which will enhance the opinion of the public towards our traffic courts and our judicial system as a whole, the traffic court judge must be thoroughly informed. Providing the information necessary for the efficient operation of our traffic courts in one publication is the primary goal of this manual.

This manual has been written primarily for use by the county court judges responsible for the effective adjudication of traffic court cases. This is the second update of a manual which was originally printed and distributed in 1974. During the intervening period valuable input has been received from judges, clerks and others who have had an opportunity to use the manual. This input has played an important role in producing a product which will hopefully be of usefulness in the area of traffic case adjudication. Needless to say, the manual will be now, as always, subject to being updated.

It is therefore asked that you, the reader, make notes as you read the manual for the purpose of suggesting any necessary changes. Your suggestions and criticisms will be greatly appreciated.

Richard E. Cox
State Traffic Courts Director

CHAPTER 1 THE FLORIDA JUDICIAL SYSTEM

1.1 Introduction

The Constitution of Florida provides that the power to govern the state is divided and vested in three separate branches: the executive, the legislative, and the judicial.¹ The exercise, by anyone belonging to one branch, of the powers of another branch is prohibited unless expressly provided elsewhere in the constitution.²

Article V, the judicial article, specifically establishes those courts in which the judicial power is vested and provides for the creation, organization, jurisdiction and administration of the judicial branch of Florida. Prior to its revision, article V designated the courts in which the judicial power was vested as follows:³

The judicial power of the State of Florida is vested in a supreme court, district courts of appeal, circuit courts, Court of Record of Escambia County, criminal courts of record, county courts, county judge's courts, juvenile courts, courts of justices of the peace, and such other courts, including municipal courts, or commissions, as the legislature may from time to time ordain and establish.

On March 14, 1972, the voters of Florida approved a revision of the judicial article establishing one of the most modern and effective court systems in the nation. This revision took effect on January 1, 1973, and provides for the following court system:⁴

The judicial power shall be vested in a supreme court, district courts of appeal, circuit courts and county courts. No other courts may be established by the state, any political subdivision or any municipality. . . .

The revision establishes a uniform, two-tier trial court structure consisting of circuit courts and county courts, and eliminated fourteen different types of trial courts which had been created in Florida pursuant to the 1885 constitution. The existing appellate court structure, composed of the Supreme Court and the district courts of appeal, was maintained by the revision of article V.

The abolishment of all trial courts other than circuit courts and county courts occurred on January 3, 1977. Pursuant to article V, municipal courts in existence on January 1, 1973, continued in existence until 1977. All other courts not enumerated in the revised article V ceased to exist on the effective date of the revision.⁵

1.2 Supreme Court

A. Administration, Practice and Procedure

The Supreme Court is vested with the power to promulgate all rules governing the practice and procedure of the courts in the state.⁶ Any such rule adopted by the Supreme Court applies to all courts⁷ and supersedes any legislative enactment to the extent that the statute and the rule may be inconsistent.⁸ The constitution limits this power, however, by providing that Supreme Court rules may be repealed by general law enacted by two-thirds vote of the membership of each house of the legislature.⁹

The constitution provides that a chief justice shall be chosen from the membership of the Court by a majority of its members.¹⁰ The Supreme Court has established a policy of rotating the chief justiceship in two year cycles on a seniority basis. The chief justice is designated as the chief administrative officer of the Florida judicial system.¹¹ His or her powers include:¹²

the power to assign justices or judges, including consenting retired justices or judges, to temporary duty in any court for which the judge is qualified and to delegate to a chief judge of a judicial circuit the power to assign judges for duty in his respective circuit.

B. Organization

The Supreme Court is composed of seven justices¹³ appointed by the Governor pursuant to a system of merit retention.¹⁴ When a vacancy occurs on the Court names are submitted by the appropriate judicial nominating commission. After a justice is appointed, he runs before the electorate on a ballot which reads as follows: "Shall Justice _____ of the Supreme Court be retained in Office?" If a majority of the electors vote not to retain, a vacancy shall exist in that office upon the expiration of the term being served by that Justice.¹⁵ A minimum of five justices constitutes a quorum and a concurrence of four justices is necessary in any decision.¹⁶

C. Jurisdiction

The Supreme Court's appellate jurisdiction is limited to reviewing all judgments in which the death penalty is imposed, and orders of trial courts or decisions of district courts of appeal initially or directly passing upon the validity of a state statute or a federal statute or treaty, or construing a controlling provision of the Florida or United States Constitution.¹⁷ When provided by general law, the Supreme Court may also review final judgments and orders of trial courts in which life imprisonment is imposed and final judgments entered in bond or certificate of indebtedness validation proceedings.¹⁸

The Supreme Court may review by certiorari any decision of a district court of appeal that affects a class of constitutional or state officers, or passes upon a question certified by a district court of appeal to be of great public interest, or that is in direct conflict with a decision of any district court of appeal, or of the Supreme Court, on the same question of law.¹⁹

Additionally, the Supreme Court has the power to issue writs of mandamus and quo warranto to state officers and state agencies,²⁰ writs of prohibition in a limited class of cases,²¹ and writs of habeas corpus.²²

The constitution also provides for direct review of administrative action where prescribed for by general law. Finally, the constitution provides that the Supreme Court has exclusive jurisdiction to regulate the admission of persons to the practice of law and the discipline of persons so admitted.²³

1.3 District Courts of Appeal

A. Organization

By constitutional amendment, three district courts of appeal were established on July 1, 1957.²⁴ A fourth district court of appeal was established in 1965.²⁵

The section dealing with district courts of appeal in the revised article V eliminates any provision as to the number of district courts of appeal. It is provided, however, that "the Legislature shall by general law, divide the state into appellate court districts and judicial circuits following county lines"²⁶ and that "there shall be a district court of appeal serving each appellate district."²⁷

Under the "Schedule" section of article V, it is provided that the existing appellate divisions on the date of adoption of article V shall remain until changed by general law.²⁸ As established by the legislature, the district courts of appeal are located within those existing appellate divisions in Tallahassee (First District), Lakeland (Second District), Miami (Third District), and West Palm Beach (Fourth District).²⁹

The constitution requires a minimum of three judges in each district but the legislature may increase the number of judges according to need.³⁰ At present, each of the district courts of appeal is served by seven judges.³¹ Three judges must consider each case and a concurrence of two judges is necessary to a decision.³² All district court of appeal judges are subject to the same system of merit retention as are justices.³³

Article V, section 2(c), provides that one district court of appeal judge is to be chosen by a majority of the judges of each district court of appeal to serve as chief judge of the district. If no judge receives a majority, the chief judge is chosen by the chief justice of the Supreme Court.³⁴ The chief judge is made responsible for the administrative supervision of the district court of appeal.³⁵

B. Jurisdiction

The district courts of appeal have jurisdiction to hear all appeals from final judgments or orders of trial courts not directly appealable to the Supreme Court or the circuit courts — including those entered on review of administrative action.³⁶ They may also review interlocutory orders to the extent provided by rules adopted by the Supreme Court,³⁷ and administrative actions as prescribed by general law.³⁸ Finally, the district courts of appeal may issue writs of mandamus, certiorari, prohibition, quo warranto and habeas corpus.³⁹

A. Organization

As in the case of the district courts of appeal, the legislature is required to divide the state into judicial circuits following county lines by general law.⁴⁰ Article V, section 5(a), requires that a circuit court serve each judicial circuit.

As presently constituted, there are 20 judicial circuits⁴¹ and 292 circuit judges.⁴² These judges are elected for a term of 6 years by the voters of their respective circuits.⁴³ Pursuant to Rule 1.020, R.C.P., there is a chief judge in each judicial circuit chosen from among the circuit judges of each circuit.⁴⁴ The chief judge is responsible for the administrative supervision of both the circuit and county courts in his or her circuit.⁴⁵

B. Jurisdiction

Article V provides that the circuit courts shall have jurisdiction to hear appeals as provided by general law and all original jurisdiction not vested in the county courts.⁴⁶ The jurisdiction must be uniform throughout the state.⁴⁷

Article V, section 20(c)(3), provided for the jurisdiction of the circuit courts effective January 1, 1973. This jurisdiction was effective only until changed by general law which was done when the legislature enacted a general law establishing the jurisdiction of the circuit courts as follows:⁴⁸

- (1) Circuit courts shall have jurisdiction of appeals from county courts except those appeals which may be taken directly to the supreme court.
- (2) They shall have exclusive original jurisdiction:
 - (a) In all actions at law not cognizable by the county courts;
 - (b) Of proceedings relating to the settlement of the estates of decedents and minors, the granting of letters testamentary, guardianship, involuntary hospitalization, the determination of incompetency, and other jurisdiction usually pertaining to courts of probate;
 - (c) In all cases in equity including all cases relating to juveniles except traffic offenses as provided in chapters 39 and 316;
 - (d) Of all felonies and of all misdemeanors arising out of the same circumstances as a felony which is also charged;
 - (e) In all cases involving legality of any tax assessment or toll;
 - (f) In the action of ejectment; and
 - (g) In all actions involving the title and boundaries of real property.
- (3) The circuit court may issue injunctions.
- (4) The chief judge of a circuit may authorize a county court judge to order emergency hospitalizations pursuant to chapter 394, part I and §744.31, in the absence from the county of the circuit judge, and the county court judge shall have the power to issue all temporary orders and temporary injunctions necessary or proper to the complete exercise of such jurisdiction.

Pursuant to Section 318.16(1), Florida Statutes (1977) any traffic infraction case where a hearing is held and it is found that the infraction was committed may be appealed to the circuit court.

Circuit court judges are also empowered by article V to issue writs of mandamus, certiorari, prohibition and habeas corpus and all other writs proper and necessary to the complete exercise of their jurisdiction.⁴⁹ Finally, the circuit courts also have jurisdiction to review administrative actions as provided by law.⁵⁰

1.5 County Courts

A. Organization

Article V provides that there shall be one county court in each county, served by one or more judges as prescribed by general law.⁵¹ As of July 1, 1978, the legislature had provided for 191 county judges.⁵²

Article V, section 6(b), provides that the jurisdiction of the county courts must be uniform throughout the state and is to be established by the legislature. Article V, section 20(c)(4), specifically established the jurisdiction of the county courts but this provision was changed by general law.

In enacting Section 34.01, Florida Statutes, the legislature provided that the county courts have original jurisdiction in all misdemeanor cases not cognizable by the circuit courts, of all violations of municipal and county ordinances, and of all actions at law in which the matter in controversy does not exceed \$2,500, exclusive of interest and costs, except those within the exclusive jurisdiction of the circuit courts. Additionally, county courts have jurisdiction which was previously exercised by the county judges' courts other than that vested in the circuit courts by Section 26.012, Florida Statutes, and the jurisdiction previously exercised by county courts, claims courts, small claims courts, small claims magistrates courts, magistrates courts, justice of the peace courts, municipal courts and courts of chartered counties. Finally, the judges of the county courts are designated as committing magistrates and as coroners.

In Section 34.011, Florida Statutes, the legislature provides that the county courts have concurrent jurisdiction with the circuit courts to consider landlord and tenant cases involving claims of amounts not in excess of \$2,500, and exclusive jurisdiction of proceedings relating to the right of possession of real property and to forcible or unlawful detention of lands and tenements.

1.6 Branch Courts and Specialized Divisions

A. Branch Courts

Because of the transfer of cases normally handled in the numerous courts in a particular county to a single county court, the legislature has authorized county courts to sit in a location within the county which will be more convenient to citizens and police officers by enacting section 34.181 of Florida Statutes.

Section 34.181, provides as follows:

(1) Any municipality or county may apply to the chief judge of the circuit in which the municipality or county is situated for the county court to sit in a location suitable to the municipality or county and convenient in time and place to its citizens and police officers, and upon such application said chief judge shall direct the court to sit in the location unless he shall determine the request is not justified. If the chief judge does not authorize the county court to sit in the location requested, the county or municipality may apply to the supreme court for an order directing the county court to sit in such location.

(2) Any municipality or county which so applies shall be required to provide the appropriate physical facilities in which the county court may hold court.

This provision was of assistance in providing a means of eliminating or reducing inconvenience in those areas where municipal courts were abolished causing the county courts to assume jurisdiction over a large volume of traffic cases previously tried in the municipal court.

B. Specialized Divisions

In addition to establishing branch courts, all courts, except the Supreme Court, are authorized to sit in divisions as may be established by general law.⁵³ Pursuant to this provision, the legislature has authorized the courts to sit in divisions as established by local rule approved by the Supreme Court.⁵⁴

1.7 Judicial Agencies

A. Office of the State Courts Administrator

The position of state courts administrator was established by the Supreme Court on July 1, 1972. The office is designed to provide for professional administration, regarding nonjudicative functions, of the state's judicial system. Its objective is to employ and use a professional individual with legal and executive level planning and management experience to assist the Chief Justice of the Supreme Court in his or her capacity as chief administrative officer of the state judicial system.

The Judicial Council of Florida was created by the legislature in 1953.⁵⁵ It is composed of a justice or retired justice of the Supreme Court, a judge of a circuit court, a county court judge, the attorney general or an assistant, four members of The Florida Bar, and nine laymen. All members are appointed by the governor.

Its duties include: (1) the continuous study and surveying of the courts of Florida; (2) collecting, compiling, analyzing, and publishing statistics on the work of the courts; (3) receiving, investigating and considering criticisms and suggestions pertaining to the administration of justice; and, (4) recommending any changes in the organization, jurisdiction, operation, procedure and methods of the courts to the legislature where such changes may be put into effect only by legislative action and to the courts where appropriate.

C. Judicial Administrative Commission

The Judicial Administrative Commission is composed of the chief justice or a justice of the Supreme Court designated by the chief justice, one judge of the district courts of appeal appointed by the chairman of the Conference of Appellate Judges, one judge of the circuit courts appointed by the chairman of the Conference of Circuit Judges, one state attorney appointed by the Prosecuting Attorneys Association, and one public defender appointed by the chairman of the Conference of Public Defenders.⁵⁶ In addition to the members of the commission, Section 43.16, Florida Statutes, provides for the employment of an executive director.

Its duties include: (1) the maintenance of a central state office for administrative services on behalf of the Supreme Court, the district courts of appeal, the circuit courts, state attorneys, public defenders and official court reporters; (2) assisting in the preparation of budget requests and voucher schedules when requested and recording and submitting to the proper state officer all budgets, vouchers and other things incidental to proper administrative operations of the courts enumerated, *supra*; and, (3) submitting all budget requests as one legislative budget request separated by divisions.

D. Judicial Qualifications Commission

The Judicial Qualifications Commission was established by Article V, Section 12, Florida Constitution. It is composed of two district court of appeal judges selected by the judges of those courts, two circuit court judges selected by the judges of those courts, two judges of the county courts selected by the county court judges, two resident electors of the state who are members of The Florida Bar and selected by its governing body and five resident electors who have never held judicial office or been members of The Florida Bar appointed by the governor.

The members serve staggered terms, not exceeding six years, as prescribed by general law.⁵⁷ The Supreme Court has approved the Florida Judicial Qualifications Commission Rules regulating the Commission's proceedings and the filling of vacancies.

The purpose of the Commission is to determine and recommend to the Supreme Court that a justice or judge be disciplined by appropriate reprimand, or be removed from office for willful or persistent failure to perform his or her duties or for other conduct unbecoming a member of the judiciary, or be involuntarily retired for any permanent disability which seriously interferes with the performance of his or her duties. All such recommendations must be by two-thirds vote of the Commission's members.

E. Judicial Nominating Commission

Article V, section 11, Florida Constitution, provides that the governor shall fill vacancies in judicial offices by appointing one of not fewer than three persons nominated by a Judicial Nominating Commission. All such nominations must be made within thirty days from the occurrence of a vacancy unless the governor extends the period up to thirty days.

Section 11 provides that there shall be a commission for the Supreme Court, each district court of appeal and each judicial circuit for all the trial courts within the circuit.

The composition of each commission is provided for as follows:⁵⁸ (1) three members appointed by the Board of Governors of The Florida Bar who are actively practicing law with offices within the territorial jurisdiction of the affected court, or in the district or circuit; (2) three electors residing in the territorial jurisdiction of the court or the circuit appointed by the governor; and, (3) three electors residing in the territorial jurisdiction of the court or circuit who are not members of The Florida Bar selected by a majority of the six members, *supra*. All members serve for terms of four years.⁵⁹

The Traffic Court Review Committee was established by Rule 6.156, Florida Rules of Practice and Procedure for Traffic Courts. When practicable, the members shall include representation from the Florida Bar, county court judges, state attorneys, law enforcement, court clerks, administrative agencies such as the Department of Highway Safety and Motor Vehicles and the general public. All members are appointed by the Supreme Court.

Its purpose is to consider all matters or complaints concerning the administration of the Florida Rules of Practice and Procedure or Traffic Courts.

CHAPTER 1 FOOTNOTES:

1. Art. II, §3, Fla. Const.
2. *Id.*
3. Art. V, §1, Fla. Const. [1968]
4. Art. V, §1, Fla. Const.
5. Art. V, §20(d)(1), Fla. Const.
6. Art. V, §2(a), Fla. Const. The power to adopt rules is limited to matters of procedure. No Supreme Court rule may abrogate or modify substantive law. *State v. Garcia*, 229 So.2d 236 [Fla. 1969]. In GARCIA, procedural and substantive law were defined in Justice Adkins' majority opinion as follows:
 Procedural law is sometimes referred to as "adjective law" or "law of remedy" or "remedial law" and has been described as the legal machinery by which substantive law is made effective. Substantive law has been defined as that part of the law which creates, defines, and regulates rights, or that part of the law which courts are established to administer. at 238.
7. Art. V, §2(a), Fla. Const.
8. *Jaworski v. City of Opa-Locka*, 149 So.2d 33 [Fla. 1963].
9. Art. V, §2(a), Fla. Const.
10. Art. V, §2(b), Fla. Const.
11. *Id.*
12. *Id.*
13. Art. V, §3(a), Fla. Const.
14. Art. V, §10, Fla. Const.
15. *Id.*
16. Art. V, §3(a), Fla. Const.
17. Art. V, §3(b)(1), Fla. Const.
18. Art. V, §3(b)(2), Fla. Const.
19. Art. V, §3(b)(3), Fla. Const.
20. Art. V, §3(b)(5), Fla. Const.
21. Art. V, §3(b)(4), Fla. Const.
22. Art. V, §3(b)(6), Fla. Const.
23. Art. V, §15, Fla. Const.
24. Art. V, §5(1), Fla. Const. [1957].
25. Art. V, §5(1), Fla. Const. [1965].
26. Art. V, §1, Fla. Const.
27. Art. V, §4(1), Fla. Const.
28. Art. V, §20(c)(2), Fla. Const.
29. §35.05, Fla. Stat. [1977].
30. Art. V, §4(a), Fla. Const.
31. §35.06, Fla. Stat. [1977].
32. Art. V, §4(a), Fla. Const. and §35.13 Fla. Stat. [1977].
33. Art. V, §10, Fla. Const. [1976].
34. Art. V, §2(c), Fla. Const.
35. *Id.*
36. Art. V, §4(b)(1), Fla. Const.
37. *Id.*
38. Art. V, §4(b)(2), Fla. Const.
39. Art. V, §4(b)(3), Fla. Const.
40. Art. V, §1, Fla. Const.
41. §26.01, Fla. Stat. [1977]. For the composition of the twenty circuits, see §26.021, Fla. Stat. [1977].
42. §26.031, Fla. Stat. [1977]. It should be noted that the 1977 statutes reflects a total of 289. Three additional judges were added by the 1978 legislature.
43. Art. V, §10(b), Fla. Const. [1976].
44. Art. V, §2(d), Fla. Const.
45. *Id.*
46. Art. V, §5(b), Fla. Const.
47. *Id.*
48. §26.012, Fla. Stat. [1977].
49. Art. V, §5(b), Fla. Const.
50. *Id.*
51. Art. V, §6(a), Fla. Const.
52. §34.022, Fla. Stat. [1977]. It should be noted that the 1977 Statutes reflects the total of 190. One additional judge was added by the 1978 Legislature.
53. Art. V, §7, Fla. Const.
54. §43.30, Fla. Stat. [1977].
55. §43.15, Fla. Stat. [1977].
56. §43.16, Fla. Stat. [1977].
57. §43.20, Fla. Stat. [1977].
58. §43.29(1), Fla. Stat. [1977].
59. §43.29, Fla. Stat. [1977].

FLORIDA CRIME INFORMATION CENTER

The Florida Crime Information Center (FCIC) services the criminal justice community with the information systems and communications capabilities provided by the Division of Criminal Justice Information Systems (DCJIS). These services include:

Uniform Crime Reports

Quarterly, semiannual, and annual Uniform Crime Reports are produced to:

- Inform the governor; legislature; other governmental officials; and the public as to the nature of crime problems in Florida, its magnitude, and its trends.
- Provide law enforcement administrators with criminal statistics for administrative and operational use.
- Determine who commits crimes by age, sex, race, whether resident or non-resident, and other social attributes in order to find the proper focus for crime prevention and enforcement.
- Provide base data and statistics to measure the workload and effectiveness of Florida's criminal justice system.
- Provide base data and statistics to measure the effects of prevention and deterrence programs.
- Provide base data and statistics for research to improve the efficiency, effectiveness, and performance of criminal justice agencies.
- Provide data to assist in the assessment of societal and other causes of crime for the development of theories of criminal behavior.

Communications Services

The FCIC communications services are provided directly to 493 terminals and indirectly to an additional 1,106 terminals through computers in Orange, Sarasota, Dade, Duval, Hillsborough, Broward, Pinellas, Polk, Palm Beach and Seminole Counties and the City of Miami. During fiscal year 1981-82, over 85,429,408 messages were transmitted for servicing. These included:

- Intrastate routing of administrative messages.
- FCIC inquiries/updates to the central repository for persons, vehicles, and articles.
- FCIC inquiries for criminal history summaries.
- Department of Highway Safety and Motor Vehicle (DHSMV) inquiries for vehicle registration and drivers license status checks.
- NCIC inquiries/updates for persons, vehicles, and articles.
- NCIC updates to the computerized criminal history files.
- NCIC inquiries for computerized criminal history record sheets and summaries.
- NLETS (National Law Enforcement Telecommunications System) interstate routing of administrative messages.
- NLETS interstate routing of vehicle registration and drivers license status checks.

Central Information Repository

The central repository is provided for FCIC users to store and retrieve information on persons, vehicles, and articles. During fiscal year 1980-81, the information in these files was responsible for the apprehension of 17,942 wanted persons. It was also responsible for the recovery of 8,074 vehicles and 708 articles valued at over \$22,000,000. Included in the files are:

- 159,229 Stolen Vehicles, Boats, and Tags
- 175,938 Stolen Guns and Serialized Articles
- 153,161 Wanted Persons
- 3,894 Missing Persons
- 74,822 Felony Parole and Probation Statuses

Computerized Criminal Histories

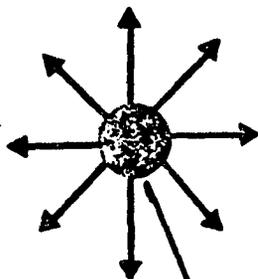
State and national computerized criminal histories are provided by/through the FCIC in the form of complete record sheets and summaries. There are 1,406,761 criminal histories available in the FCIC and an additional 2,100,055 criminal histories available from NCIC.

NLETS

National Law Enforcement Telecommunications System

NCIC

National Crime Information System

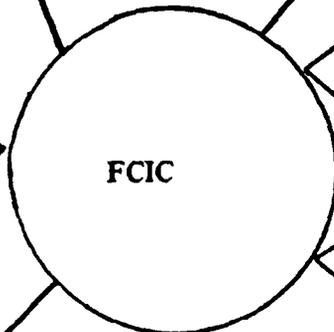


Wanted Persons
Missing Persons
Stolen Vehicles
Stolen Articles & Guns
Criminal Histories
Stolen Securities

NATIONAL

Wanted Persons
Missing Persons
Stolen Vehicles
Stolen Articles & Guns
Criminal Histories

FDLE



Vehicle Registration
Driver's License Statuses

DHSMV

Boat Registration

DNR

STATE

Direct Terminal Users

FBI
FHP
Other Regulatory & Enforcement
Parole & Probation
Police Departments
Sheriff's Offices
State Attorneys

Local Computer Interfaces

Broward
Dade
Duval
Hillsborough
Orange
Palm Beach
Pinellas
Polk
Sarasota
Seminole
Miami

INTRASTATE

Indirect Terminal Users

Courts
Other Regulatory & Enforcement
Parole and Probation
Police Departments
Sheriff's Offices
State Attorney's

THE NATIONAL LAW ENFORCEMENT TELECOMMUNICATIONS SYSTEM

The National Law Enforcement Telecommunications System (NLETS) is a non-profit consortium of the states which was founded in 1963 and incorporated in 1970. Its sole purpose is to provide a responsive, efficient telecommunications facility for the interstate exchange of criminal justice information. It does not maintain any data banks nor does it censor or edit any of the traffic introduced into the system by any of its authorized users.

It is made up of representatives of law enforcement agencies from each of the forty-eight (48) contiguous states and the District of Columbia. The states are organized into eight (8) regions or circuits and the state communication officers elect their circuit chairman to represent them on the Board of Directors. The Southern Region representative is a member of the Division, Florida Department of Law Enforcement.

NLETS provides a speedy communication link between criminal justice systems in each state and direct access with automatic response for law enforcement personnel to motor vehicle and driver registration files maintained at the state level. The computer used to switch the traffic is located in the Arizona Department of Public Safety headquarters in Phoenix, Arizona.

The national communication services of NLETS are provided to the Florida criminal justice community by FCIC.

State of Mississippi

Field Trip

April 19-22, 1983

The visit to the above state as called for under Task #3 of the contract was conducted in the following manner:

1. A meeting was held with Col. Donald Butler, Chief of the Mississippi Highway Patrol and Lt. Col. Al R. Richburg, Executive Officer. The procedure and purpose of the study was discussed and the results of the Florida outline were reviewed.
2. The Mississippi Department of Public Safety has the total statewide responsibility for enforcement, driver license issuance, and driver control activities.

The driver license suspension/revocation (S/R) procedures were reviewed with Major Alton N. Rogers, Director of the Bureau of Driver Services. In reviewing the Mississippi program with Major Rogers, it was found they do have excellent traffic citation control within the Department (all citations issued by the MHP); however, the other agencies - sheriff offices and city police - issue their own citations. This causes a lack of control and the inability of the Department to determine the total number of arrests made statewide. The only statewide statistics available on S/R drivers are convictions that are sent to the Department.

Major Rogers advised that the examing and issuing function was close to becoming completely on-line. This will allow them to make a status check on all out-of-state D.L. applicants coming into the state. The checks will be made through NLETS which is interfaced with the department's communication system. The Driver Service Division provides documents to all officers and prosecutors for prosecuting the S/R driver when they are detected.

Major Art Richardson, Director of the department's information system, has served on the NLETS National Board of Directors and has developed the department's system with excellent interface capabilities with NLETS and NCIC.

The overall management information system is well organized and is presently being expanded and modernized.

The Mississippi Highway Patrol troopers are directed to, and have the capability of making status checks on traffic violators they stop. In interviewing law enforcement personnel, they admit this could be improved and plan to work toward that end. The MHP does hold road checks from time to time and an appreciable number of their S/R detection is done in this manner.

3. For the purpose of reviewing the Florida System Outline Lt. Col. Richburg arranged a meeting with the following:
 1. Paul Wells, Legal Assistant
 2. Alton N. Rogers, Director of Driver Services
 3. Arthur Richardson, Management Information Systems
 4. Capt. Jim Woodard, Field Commander, Jackson area
 5. Bruce Breland, Driver Improvement Director

The meeting went extremely well with interest shown by all the participants. The Field Commander, Capt. Jim Woodard, was particularly interested in the detection rate relative to the number of arrests of nonlicensed drivers. He felt their detection rate could be improved with an educational effort directed toward his troopers. He plans to make a concentrated effort in his district.

Major Rogers has been interested in the Florida Traffic Citation Control Program for some time and is trying to develop support for this program at this time. Lt. General Sidney Berry (Ret), commissioner of the department, was out of town; however, an outline of the Florida program was provided and he has shown an interest in improving their detection rate (copy of letter enclosed).

In conclusion, the field trip to Mississippi was productive, and although they are in the process of modernizing they have made large gains in the last 3 years.

Primarily, they need at this time to bring their system together in a citation control program and the on-line capability with their court system. This would give them a complete system as outlined in the model program.

DONALD BUTLER
ASSISTANT COMMISSIONER
CHIEF OF PATROL

SIDNEY B. BERRY
LIEUTENANT GENERAL, U.S. ARMY, RETIRED
COMMISSIONER OF PUBLIC SAFETY

JOHN R. EDWARDS
ASSISTANT CHIEF OF PATROL

29 April 1983

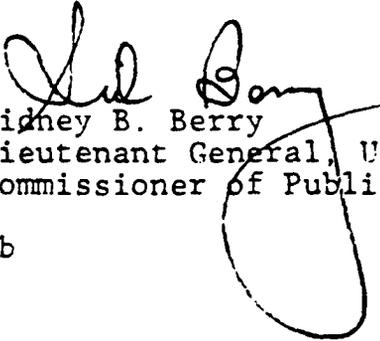
Mr. W. T. "Tom" Joyce
Region II Director
American Association of Motor
Vehicle Administrators
2319 Napoleon Bonaparte Drive
Tallahassee, Florida 32308

Dear Tom:

Thank you for the information on the state enforcement program against suspended/revoked drivers. Our people were complimentary of your presentation and the discussion that followed.

It is our plan to look further into this problem; and if funds become available, we would like to install computer terminals in the new county court clerk offices so that they may have access to our driver license files. Through this type system the capability of detecting suspended/revoked licensed drivers should increase.

Sincerely,


Sidney B. Berry
Lieutenant General, U.S. Army, Retired
Commissioner of Public Safety

pb

State of Mississippi
Statistical Information
Calendar Year 1982

1. Total licensed Drivers	<u>1,730,740</u>
2. Total convictions (all agencies)	<u>397,842</u>
3. Total suspensions and revocations	<u>29,014</u>
4. Total number convictions driving under suspension/revocation	<u>4,418</u>
5. Total number convictions driving without a driver license	<u>21,972</u>

In 1982 4,418 were convicted for driving while under suspension/revocation. This represents 1.1 percent of the total traffic convictions made in Mississippi.

State of Oklahoma

Field Trip

April 13-15, 1983

The visit to the above state as called for under Task #3 of the contract was conducted in the following manner:

1. Visit and confer with the personnel of the Department of Public Safety.

A meeting was held with Commissioner Paul Reed and Chief of the Oklahoma Highway Patrol, Col. Jerry Biggers. The purpose of the study was explained and we discussed the manner in which it was to be conducted.

Capt. Tom Tennery briefed me on the role the Highway Patrol played in the detection process. A visit was arranged to the Oklahoma City Troop Headquarters. It was learned the law enforcement personnel could within seconds access the department's driver file to determine driver status. It was also learned that if a suspension/revoked (S/R) driver was detected, a driver status report was printed and placed in the trooper's box by the local dispatcher. This could be used for prosecution of the driver; however, if it was contested a certified copy of the driver's record would have to be obtained from the driver improvement section and in some cases a department employee would be required to appear in court.

In visiting a DL examining office, Capt. Tennery demonstrated the on-line terminal to the Oklahoma driver file. The system is interfaced with NLETS and is used to check on all out-of-state drivers applying for an original Oklahoma driver license. This process works well. This phase of the department's operation is strong. It was found that not all drivers are checked at time of arrest, however, a great number are.

2. A meeting was held with the Director of Services and Records, Dewey Rogers. This section receives convictions from all agencies in the state. The department has excellent ticket control of tickets written by the Highway Patrol; however, cities and counties are only required to report convictions. They

have in the past years shown an interest in a traffic citation control program. At this time they have no plans to implement the program.

3. A meeting was held with the Director of Driver Improvement, Dale Chapman. One of the major problems we discussed was the problem in proving service of suspension/revocation.

Charles Hughes, Director of Central Files, described his operation. This includes the maintaining of the driver file. This is complicated somewhat because of the Oklahoma System. The department has to depend on appointed tax collectors to issue their driver license. This has a negative effect on the system as it is difficult to control the integrity of the system.

The following department personnel were briefed on the Florida System and a discussion was held. A copy of the draft outline was provided to the following personnel:

Commissioner Paul Reed

Col. Jerry Biggers, Chief of the Highway Patrol

Lt. Col. Bill Holyfield, Asst. Chief of the Highway Patrol

Capt. Tom Tennery, Chief Examiner

Dale Chapman, Director of Driver Improvement

Charles Hughes, Director of Central Files

Dewey Rogers, Director of Services and Records

Bill Bruce, General Counsel

In conclusion, Oklahoma has a strong DL examining and issuance of original DL program. Their issuance system, due to their present status is weak and could not be used in the detection process. The department has made an effort to change this system; however, the Legislature has seen fit to retain it. The law enforcement community appears to be aware of the problem and with Oklahoma's new DUI law (administrative suspension at time of arrest) the interest will build. They have the communication system to do an effective job.

They appeared to be receptive to the ticket control program and a change in their statute allowing for service of suspension by certified mail. These two programs would be very beneficial to their efforts in detecting the S/R driver.

Example of driver license status check at an Oklahoma Driver Testing station of an out of state driver. Message sent via N.L.E.T.S. and received in approximately 30 seconds.

Copy of message format

J20093828344370
WILLIAM THOMAS JOYCE
2319 NAPOLEON BONAPARTE DR TALLAHASSEE
L 32308
TYPE LIC: CHAUFFEUR DOB: 09/24/28 HT: 601 RACE: W SOC SEC:
CURRENT LICENSE EXPIRES: 9/24/84

END OF DDL/DHSMV RESPONSE
PAGE: 01

State of Oklahoma
Statistical Information
Calendar Year 1982

1. Total licensed Drivers	<u>2,121,700</u>
2. Total convictions (all agencies)	<u>490,222</u>
3. Total suspensions and revocations	<u>49,115</u>
4. Total number convictions driving under suspension/revocation	<u>6,606</u>
5. Total number convictions driving without a driver license	<u>13,996</u>

In 1982 6,606 were convicted for driving while under suspension/revocation. This represents 1.3 percent of the total traffic convictions made in Oklahoma.

State of South Carolina

Field Trip

April 6-8, 1983

The visit to the above state as called for under Task #3 of the contract was conducted in the following manner:

The Director of Motor Vehicle, Mr. Emory Austin and the Asst. Director, A. W. Utsey, Jr., were advised of the purpose of the study and the procedure being used.

1. Visit and confer with law enforcement personnel of the S. C. Highway Department.

Meeting was held with Col. Philip Meek, Director of Law Enforcement (S.C.H.P.). Col. Meek recommended I meet with one of his field officers from the local district. Lt. L. Taylor was assigned and we met for approximately 2 hours at the headquarters building in Columbia, S.C. The procedure used in the patrol's field operation was discussed.

2. I met with Mr. Rusty Eastler, Director of Driver Records for the Motor Vehicle Division. Mr. Eastler and I reviewed their procedures in regard to the D.L. record keeping that impacted on the S/R driver.

I then interviewed Mrs. Jean Tinder, the immediate supervisor responsible for maintaining ticket control, statistics and compiling reports for the division. She was very helpful. S.C. has a very strong traffic ticket control program that issues and accounts for all traffic tickets issued in the state to 309 jurisdictions and the S.C.H.P.

After completing the review of the Department's procedures, a meeting was held with the following:

Capt. A. T. Morris, S.C.H.P. (Administrative & Training Officer)

Mr. George A. Markert, representing S.C. Court Administration, S.C. Judicial Dept.

Mr. Rusty Eastler, Director of Driver License Records

The Florida system was reviewed in detail and a draft outline was provided each of the above.

South Carolina has some very positive factors in regard to the detection of the suspended/revoked (S/R) driver; they are as follows:

1. The law enforcement community is on-line to the driver file and in seconds is provided driver status information.
2. The driver records division administers a traffic citation control program (similar to the Florida system). They are continuing to improve that system and within a few more years will be able to provide more pertinent statistical information.
3. The S.C.H.P. has a policy of directing all of the DUI arrest to be given a status check, and have assigned local supervision to follow up to ensure the policy is carried out.
4. The S.C.H.P. continues to have road checks and this has led to detection of the S/R driver.
5. The D.L. division is checking all new applicants from out of state on NLETS. This has been quite successful. Items that prevent the system from being as complete as the department would like it are as follows:
 - (1) South Carolina is still operating under a magistrate system and this is a handicap when trying to use the court system in the detection process. The court administrator's representative advised that in some of the larger cities traffic courts were being created with a magistrate presiding. This will be a big step forward and should bring about better communication within the system.
 - (2) The department has no on-line to the driver file communication with the courts.
 - (3) The majority of the enforcement against the S/R driver is provided by the S.C.H.P. More participation by S.O. and city officers would be desirable to give full statewide coverage.

- (4) Increased public information dispensed to the driving public in regard to the S/R problems.

In conclusion, South Carolina is well aware of the existing problems, and it is evident they are endeavoring to create a system that will provide them with a more effective program in the future.

State of South Carolina
Statistical Information
Calendar Year 1982

1. Total licensed Drivers	<u>2,015,016</u>
2. Total arrests (all agencies)	<u>683,791</u>
3. Total suspensions and revocations	<u>55,083</u>
4. Total number arrests driving under suspension/revocation	<u>11,010</u>
5. Total number arrests driving without license	<u>18,557</u>

In 1982 11,010 were arrested for driving while under suspension/revocation. This represents 1.6 percent of the total traffic convictions made in South Carolina.

State of Virginia

Field Trip

April 25-28, 1983

The visit to the above state as called for under Task #3 of the contract was conducted in the following manner:

1. Visit and confer with personnel of the Department of State Police.--

A meeting was held with Col. Denny Slane, Superintendent of State Police and his Deputy, Lt. Col. J. S. Pearson, Asst. Superintendent. The purpose of the study was explained and we discussed the manner in which it was to be conducted.

Capt. W. R. Wagner, Jr., Records and Statistics Officer, briefed me on the Department of State Police role in detecting the suspended/revoked (S/R) driver. The department is responsible for the communication interface between local law enforcement and the division of motor vehicle driver file. This is an on-line mode with all Virginia's officers having almost instant access to the driver file. The department also is responsible for the NLETS connection as well as NCIC. In relation to access to the driver file to determine the status of a driver, Virginia has an excellent system.

Capt. Wagner also represents the department in working on the problem of the Uniform Traffic Ticket. This item has caused some problems from the standpoint of developing a citation acceptable to all the agencies that use it. This includes courts, clerks of the court, state police, and local law enforcement personnel.

The Virginia State Police continue to make use of the road check procedure for detecting the S/R drivers. Col. Slane advised they have not experienced any major problems, however, they try to use good judgment in selecting the time and place of the checks.

The state police troopers are instructed on all stops to check driver status by radio, however, this is a constant reeducation and training problem in order to maintain a high level of use.

Capt. Wagner and I reviewed the state police statistics in regard to the detection of S/R drivers when compared to the number of no D.L. arrest. Capt. Wagner noted it had dropped and they needed to reemphasize the status check procedure.

Virginia has an excellent opportunity to improve the detection process because, with the total communication network being administered by one department (state police), they are in an excellent position in regard to control of the system and being able to quickly indentify problems and effect improvements.

The coordination between the state police and D.M.V. is excellent and they maintain a constant dialogue.

2. Visit and confer with personnel of the Division of Motor Vehicle.--

The visit was arranged through Commissioner Don Williams' office. Commissioner Williams arranged for Ab W. Quillion, Asst. Commissioner, to coordinate the visit.

Mr. Quillian arranged for a visit with the Administrator of Driver Services, Cheryl Clark. Mr. Quillian and Ms. Clark were briefed on the purpose of the study. She reviewed the department's present policy on S/R drivers.

Mr. Clarence H. Bradberry, manager of the department's driver improvement section, briefed me in detail on that section's involvement with the S/R driver.

This brought out one of the major problems Virginia was having in the successful prosecution of the S/R driver. The department is being challenged in court in regard to service. The question being was the S/R driver legally served the notice of suspending/revocation. Mr. Bradberry advised this was a problem and would have an effect on the arrest/conviction rate of the S/R driver. The department actively cooperates with law enforcement personnel and prosecutors by providing certified records on request. This is done by mail as the courts are not on-line with the department.

The field services (D.L. issuance & examing) offices are on-line and have printer capability. They do not, however, get in the detection process.

After the review of the Department of Motor Vehicles, Asst. Commissioner Quillian had arranged a meeting to

brief the following on the study and present a draft outline of the procedures used in Florida:

1. Kenneth Montero, Director of Legal Research
Supreme Court of Virginia
Office of Executive Secretary
2. William E. Kelsh, Highway Research Analyst
Wayne Ferguson, Research Director
Virginia Highway and Transportation Research
Council, Charlottesville, Virginia
3. Capt. W. R. Wagner, Jr., Records and Statistics
Officer, Virginia State Police
4. C. P. Heitzler, Jr., Department of MASD, Richmond,
Virginia
5. Department of Motor Vehicle Personnel
Asst. Commissioner, Ab W. Quilliam
Cheryl Clark, Administrator of Driver Services
Clarence H. Bradberry, Manager Driver Improvement
Joseph B. Burrell, Manager Driver Licensing &
Information
Member of Planning Section

In view of the fact the State of Virginia is presently looking for ways to improve the detection and prosecution of the S/R driver the above meeting was appropriate.

They are especially interested in the ticket control program, improving reporting from the court system and developing an automated system to accomplish this.

The meeting, in my opinion, was well received and would deserve a follow up in the future.

In conclusion, the State of Virginia with further automation and the development of a traffic citation control program is on the threshold of having a complete system.



COMMONWEALTH of VIRGINIA
Division of Motor Vehicles
2300 West Broad Street

Donald E. Williams
Commissioner

Mail Address
P.O. Box 27412
Richmond, Virginia 23269

April 6, 1983

Mr. W. T. Joyce
AAMVA Region II Director
2319 Napoleon Bonaparte Drive
Tallahassee, Florida 32308

Dear Tom:

We will be happy to participate in your study of problems of suspended/revoked drivers who continue to drive. As you know, I will be out of town April 26 and 27, but I have asked Ab Quillian to handle DMV's responsibilities in this area.

My understanding is that you want to meet informally with some of the driver licensing and driver improvement staff on Tuesday, and that you will also be at the Department of State Police that day. On Wednesday, you would like a meeting set up that would run most of the morning. It should include not only our driver licensing and information people, but individuals from state police, the judiciary and other appropriate people who are involved with traffic records. At the meeting, you will go over the draft of your study of the Florida system and show a slide program on their ticket system.

It might be well for you to contact Ab to verify these arrangements and to discuss the project with him in more detail.

Sincerely,

A handwritten signature in cursive script, appearing to read "Don".

Donald E. Williams
Commissioner

DEW/d



State of Virginia
Statistical Information
Calendar Year 1982

1. Total licensed Drivers	<u>3,641,276</u>
2. Total convictions (all agencies)	<u>693,558</u>
3. Total suspensions and revocations	<u>210,235</u>
4. Total number convictions driving under suspension/revocation	<u>11,482</u>
5. Total number convictions driving without a driver license	<u>11,475</u>

In 1982 11,482 were convicted for driving while under suspension/revocation. This represents 1.6 percent of the total traffic convictions made in Virginia.

ARTICLE 4.

Who to Be Served.

§ 8.01-296. Manner of serving process upon natural persons. — Process, for which no particular mode of service is prescribed, may be served upon natural persons as follows:

1. By delivering a copy thereof in writing to the party in person; or

2. By substituted service in the following manner:

a. If the party to be served be not found at his usual place of abode, by delivering a copy of such process and giving information of its purport to any person found there, who is a member of his family, other than a temporary sojourner or guest, and who is of the age of sixteen years or older; or

b. If such service cannot be effected under subitem a of subdivision 2, then by posting a copy of such process at the front door of such place of abode, provided that not less than ten days before judgment by default may be entered, the party causing service mails to the party served a copy of the pleading and thereafter files in the office of the clerk of the court a certificate of such mailing;

c. The person executing such service shall note the date of such service on the copy of the process so delivered or posted under this paragraph 2.

3. If service cannot be effected under subdivisions 1 and 2 of this section, then by order of publication in appropriate cases under the provisions of §§ 8.01-316 through 8.01-320. (Code 1950, § 8-51; 1954, c. 333; 1977, c. 617.)

REVISERS' NOTE

Section 8.01-296 generally incorporates former § 8-51 and makes it clear that the section applies only to service of process on natural persons. Subdivision 3 interrelates the publication provisions of §§ 8.01-316 through 8.01-320 with the provisions of subdivisions 1 and 2 regarding personal and substituted service and stipulates when service by publication is available on natural persons.

To increase the likelihood of actual notice, § 8.01-296 revises former § 8-51 to require that before a default judgment can be entered, process must be mailed not less than ten days prior to the entry of judgment, to the defendant's last known address, in addition to posting at his abode, when personal service or service on a family member cannot be obtained.

This changes former § 8-51 which requires only the posting of process on the front door of the defendant's usual place of abode as a means of substituted service.

The 1977 General Assembly also provided for three days notice by registered or certified mail before a plaintiff may obtain a judgment or decree by default in a circuit court. § 8-140.3. This section, which had no counterpart in Title 8.01 as the title was enacted, has been incorporated in the title as § 8.01-427.1. NB: § 8.01-427.1 applies only to circuit court actions. Thus, § 8.01-296 which also applies to general district court actions permits the ten-day notice, required by subdivision 2 b, to be sent by regular mail.

EXAMPLE

State of Virginia law ref. service to suspended/revoked driver. An expensive process and one that causes the department and law enforcement problems.

§ 46.1-441.2

MOTOR VEHICLE LAWS

§ 46.1-442

§ 46.1-441.2. Notice of suspension or revocation of license. — Whenever it is provided in this title that an operator's or chauffeur's license may or shall be suspended or revoked either by the Commissioner of the Division of Motor Vehicles or by a court, notice of such suspension or revocation or any certified copy of the decision or order of the Commissioner may be sent by the Division by certified mail to the last known address supplied by such operator or chauffeur and on file at the Division, and the certificate of the Commissioner or someone designated by him for that purpose that such notice or copy has been so sent shall be deemed prima facie evidence that such notice or copy has been sent and delivered to such operator or chauffeur for all purposes involving the application of the provisions of this title, including § 46.1-435. In the event the Division's records indicate that someone other than such operator or chauffeur has signed the return receipt or that the return receipt is unsigned, then service may be made as provided in § 8.01-296. Such service shall be made by a sheriff or deputy thereof in the county or city wherein is such address, who shall, as directed by the Commissioner, take possession of any suspended or revoked license, registration certificate or set of registration plates or decals and return them to the office of the Commissioner. In any such case, return shall be made to the Commissioner, and a rebuttable presumption that service was made shall arise.

In the event service is effected pursuant to § 8.01-296, and upon receipt of the return, the Commissioner shall forward to the sheriff a service fee in the amount of one dollar and twenty-five cents; provided, however, where the return includes the surrender of suspended or revoked license or registration items, the Commissioner shall forward a total service fee in the amount of ten dollars. (1968, c. 144; 1980, c. 704; 1981, c. 619.)

IN THE OFFICE OF THE DIVISION OF MOTOR VEHICLES AT RICHMOND, VIRGINIA.

I, THE UNDERSIGNED, PURSUANT TO THE PROVISIONS OF SECTION 46.1-34.1 OF THE CODE OF VIRGINIA, AS AMENDED, AND BEING DULY DESIGNATED BY THE COMMISSIONER OF THE DIVISION OF MOTOR VEHICLES, COMMONWEALTH OF VIRGINIA, FOR THE PURPOSE OF ATTESTING AND CERTIFYING AS PROVIDED IN SAID SECTION, DO HEREBY CERTIFY THAT THE FOREGOING WRITING CONSISTING OF TWO (02) PAGE(S) IS A TRUE AND EXACT TRANSCRIPT OF THE RECORD OF IDENTIFIED THEREIN BY NAME AND NUMBER.

GIVEN UNDER MY HAND AND UNDER THE SEAL OF THE DIVISION OF MOTOR VEHICLES APRIL 26, 1963.

H. W. Mason

DIVISION OF MOTOR VEHICLES OF
THE COMMONWEALTH OF VIRGINIA

SAMPLE

Department supplies transcript for prosecution
of suspended/revoked drivers.

CONTL NO	TRIAL DATE	REQUEST RECD	REQUESTED BY	03443
TR241332	06/10/83	04/21/83	TRUOPER CODE 1332	

COPY TO COMM ATTY
HANOVER C

(Identity withheld)

BEAVERDAM, VA 23015

TRANSCRIPT OF RECORD APRIL 26, 1983 DIVISION OF MOTOR VEHICLES, VIRGINIA

RC NO. A04024-59344-313063
 DL NO. 227-88-4148
 CL NO. NOT LICENSED

DEMERITS	0	PAGE 1
SAFE DRIVING PTS	1	
BALANCE PLUS	1	

BIRTH DATE 06/04/56	SEX M	
WGT 185 HGT 6-01	EYES GR	HAIR BK
HENRICO		

OPERATORS LIC STATUS - LICENSED -FR REQUIRED
 CHAUFFEURS LIC STATUS - SUSPENDED -FR REQUIRED
 APPROVED DRIVER EDUCATION COMPLETED

DI-CLINIC 03/05/80 ISS 00/00/00 RSN COURT REFERRAL
 JURISDICTION RICHMONDCI
 COMPLETED 03/26/80 STATUS COMPLETE

LIC ISSUE 06/07/76 EXP 06/30/80 DL CLASS NONE REST 0
 NO. 227-88-4148

ACCIDENT 01/20/79 CASE 777777C PD DR-OWN HENRICO

CONVICTION 05/17/79 OFF 03/31/79 DIS CT FAIRFAX CO
 IMPROPER PASSING

ACCIDENT 11/21/79 CASE 777777G PD DRIVER RICHMONDCI

REHAB-PRGM 01/30/80 OFF 10/04/79 DIS LT HENRICO
 VASAP PROGRAM ASSIGNED - ALCOHCL TREAT. GR REHAB.
 COMPLETED 00/00/00

CONTINUED

TROOPER CODE 1332

HANOVER

C

(Identity withheld)
BEAVERDAM, VA 23015

TRANSCRIPT OF RECORD APRIL 26, 1983

DIVISION OF MOTOR VEHICLES, VIRGINIA

RC NO. A04024-59344-313863
DL NO. 227-66-4148
CL NO. NOT LICENSED

2

CONVICTION	05/20/80 OFF	10/04/79	DIS CT HENRICO RECKLESS DRIVING		
LIC ISSUE	06/06/80 EXP	06/30/84	DL CLASS NONE NO. 227-66-4148	REST 0	
LIC ISSUE	06/06/80 EXP REISSUE	06/30/84 01/26/82	DL CLASS NONE NO. 227-66-4148	REST 0	
REHAB-PRGM VASAP	04/01/82 OFF PROGRAM ASSIGNED - ALCOHOL COMPLETED 00/00/00	01/16/82	TRA CT RICHMONDCI TREAT. OR REHAB.		
CONVICTION	05/04/82 OFF	02/06/82	DIS CT HENRICO DRIVING WHILE INTOXICATED	SUSP 6 MONTHS	
REVOCATION	06/15/82 TERM	11/04/82	DRIVING WHILE INTOXICATED		CONTL ENDS 11/04/85 06/17/82
	ORDER MAILED - ACCEPTED BY ADDRESSEE COMPLIED WITH THIS ORDER 11/12/82				
LIC ISSUE	11/12/82 EXP	06/30/86	DL CLASS NONE NO. 227-66-4148	REST 0	

DOT HS 806 674
January 1985