

TITLE: Multiple License Study: Technical Appendix to AB 3262 Report

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PROTECT OBJECTIVE:

In compliance with Assembly Bill 3262 (Katz), to (1) estimate the number of Class 1 and 2 (heavy commercial vehicle) drivers with more than one driver license or with an X-record on file that had not been matched to the driver, (2) perform a point-count and DUI-conviction analysis of Class 1 and 2 drivers with multiple records and estimate how much worse they would look, in terms of accidents and convictions, if their separate records were combined, and (3) analyze license class types as a byproduct of the sampling design.

SUMMARY:

About 1 % of the licensed driver file was estimated to be represented by duplicate records. Of these, 4,300 (2%) were estimated to be Class 1 or 2 drivers.

The total number of duplicate records possessed by these drivers was estimated to be less than 2% of the total driver license database, containing licenses, ID's and X-records (X-records are records not identified to a California driver's license or a California ID card). Most drivers with duplicate records do not have duplicate licenses on file; instead they have a license and an X-record.

The effects of combining the duplicate records of 203 multiple-record drivers (of all license classes) were greatest on negligent operator points accumulated during a 12-month period, declining as the length of the time period increased. Percentage increases ranged from 24% for a 3-year record to 38% for a 1-year record. The effect on DUI conviction rates was a much smaller 13% increase over a 7-year period.

Heavy-vehicle drivers make up about 3% of the total California driving population.

The proportion of such drivers with duplicate records is about 7 per 1,000 licensed Class 1 or 2 drivers. The duplicate rate for Class 3 and 4 drivers is similar--about 6 per 1,000.

It was concluded that the duplicate record problem involving Class 1 and 2 drivers is only a small part of a more general situation, which is primarily caused by the accumulation of X-records in the system. The report suggests that improved matching criteria be developed. However, it stresses that the vast majority of records in the driver record database are correctly linked.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

No known legislative or statutory changes resulted from this study. The Department made some alterations in file matching criteria to reduce the incidence of non-matched records.

SUPPLEMENTARY INFORMATION:

This report is the unpublished technical appendix to *Report to the Legislature on Class 1 and 2 Drivers License*, California Department of Motor Vehicles, June 1988.

The California Department of Motor Vehicles also completed a study of bioidentifiers (fingerprints and retinal scan) entitled: *Personal Identifier Project - Executive Summary*, 1990.