

Driver's License Action Prevalence and Characteristics Report

2024–2026 Child Support Policy Research Agreement: Task 4, Deliverable 1

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Submitted June 2025
Revised August 2025

The research reported in this paper was supported by the 2024–2026 Child Support Policy Research Agreement between the Wisconsin Department of Children and Families (DCF) and the Institute for Research on Poverty (IRP). The views expressed here are those of the authors alone and not necessarily the sponsoring institutions. The authors thank Zander Nitkowski for data preparation and assistance, Judith Bartfeld for helpful comments, and Dawn Duren and James Spartz for production assistance.

INTRODUCTION

When parents do not pay the child support they owe, driver's license suspension is one of the core tools available to child support agencies (CSAs) to encourage compliance with child support orders and secure payments. However, with growing concerns about the potential for license suspension to result in unintended and negative consequences, some child support programs—including in Wisconsin—are reconsidering when this tool may be used effectively.

In this report, we build on learnings from a recent IRP report that examined the prevalence of license suspension as well as CSA processes and motivations in pursuing suspensions, with a focus on the role of the 2016 OCSS Final Rule (CSRA 2022–2024, Task 5) (Vogel et al., 2025). Due to the available administrative data, this study was limited to understanding trends and prevalence for all categories of licenses combined (i.e., driver's, professional, and recreational). Though all license suspensions may have unintended consequences, recent research and policy discourse have highlighted the importance of understanding *driver's license* suspension specifically. A primary concern with driver's license suspension is the potential barriers it can create to finding and keeping employment; while this is also true for professional licenses, obligors are much more likely to possess a driver's license than a professional license. Additionally, some counties perceive that they suspend recreational licenses far more often than driver's licenses (Vogel et al., 2025), indicating that the previous combined analysis may obscure understanding of the use of driver's license suspension. Finally, the Bureau of Child Support has recently issued a policy change that impacts use of driver's license suspension actions, but not suspension of other licenses.

Therefore, we focus solely on the suspension of *drivers' licenses*. In the report that follows, we first briefly summarize prior research related to driver's license suspension and key

findings from the CSRA 2022–2024 Task 5 report. We then describe our analysis and summarize findings. In particular, our analysis is designed to help inform relevant policy change for DCF; it aims to: examine the prevalence of threats of driver’s license suspension (i.e., notices of intent to certify) and suspension actions (i.e., certification of suspensions) between 2015 and 2021; compare rates of license-related actions by obligor characteristics, including obligor race, income level, and size of county (e.g., counties designated as small, medium, or large by the Wisconsin Bureau of Regional Operations); and estimate the likelihood of experiencing a driver’s license suspension certification by obligor characteristics. We conclude with a discussion of potential implications for policy, practice, and future research.

BACKGROUND

Prior Research

Federal and state policy provide CSAs with a range of enforcement tools when obligors do not make child support payments. These tools—both administrative and judicial in nature—are intended to compel compliance and promote payments; tools include tax intercepts, passport denial, liens, judicial actions, and suspension of licenses (United States Code, 42 U.S.C. 666(a), 2010). Of the broad range of potential enforcement tools, driver’s license-related actions, including suspensions, are among the most common experienced by obligors (Brinig & Garrison, 2018; Cook, 2015; Meyer et al., 2020).

Despite this, evidence of the efficacy of driver’s license suspensions is limited, and a growing body of research indicates the potential for negative impacts on families (e.g., Meyer et al., 2020; see Vogel et al., 2025 for a detailed review). In addition, evidence from outside the field of child support enforcement also highlights the negative consequences of driver’s license suspension, including the risk of fines and fees and exposure to the criminal justice system

(Haney, 2018; Turetsky & Waller, 2020; Platte, 2024); contribution to transportation barriers that impede employment (e.g., Berger et al., 2021; Cadigan & Kirk, 2020; Chien et al., 2022; Sartin et al., 2022; Waller et al., 2024); and barriers to accessing systems of care that support labor market participation, such as the health care system (Joyce et al., 2020; Sartin et al., 2022). Prior research has also identified disparities by race and income in the likelihood of experiencing license suspension (Crozier et al, 2019; Joyce et al., 2020).

Given the prior the research, our previous report, CSRA 22–24 Task 5, sought to build on this work with a focus on understanding the use of license suspension in Wisconsin. We examined the prevalence of license suspension (for all types of licenses, in aggregate) overall and for specific groups of obligors; time trends in use since the enactment of the 2016 Final Rule; and characteristics of obligors with increased likelihoods of experiencing license suspension. We found that warnings occurred more often than actual license suspension. Eight percent of all obligors with an open current support case from 2015–2021 received an intent to certify letter of any license (i.e., a warning of intent to suspend a license), and 3.5% of all obligors experienced a certification (i.e., suspension). Considering time trends, we found a slight increase in both notices of intent to certify and certifications from 2015 to 2021. Prevalences of license actions were higher for White obligors, obligors in small counties, and obligors with income that meets the low-income guidelines threshold. When holding constant other factors, likelihoods for any license actions were higher for White obligors, obligors with multiple cases, and obligors with some—but not full—employment. While obligors in large counties (besides Milwaukee) were more likely to receive a warning, obligors in small counties had higher likelihoods of having a license suspended.

Wisconsin Context

Given concerns about the potential for negative consequences, on February 25, 2025, the Bureau of Child Support issued a Child Support Bulletin updating its policy about the appropriate use of driver's license suspensions. In addition to the amount and time-based thresholds previously in place, CSAs are now required to follow additional steps to determine if license suspension is appropriate. These steps are focused on ensuring "that driver's license suspension is being used fairly" (CSB 25-02, 2025) and direct CSAs to investigate and document available sources of income for obligors. This report aims to provide information specifically about use of driver's license suspension as the policy continues to evolve.

CURRENT STUDY

Overarching Goals and Approach

Our aim in this report is to examine the prevalence of driver's license suspension warnings (i.e., notices of intent to certify) and suspension (i.e. certifications) actions in Wisconsin. We will examine the prevalence of these actions over time and explore differences in the likelihood of experiencing driver's license suspension actions by obligor characteristics. To facilitate comparability between these driver's license-specific findings and CSRA 22–24 Task 5 findings on use of license suspension actions overall, we replicate our analyses with the samples, time periods, and analytic approaches used on the prior study but limit our inquiry to driver's license suspension actions only.

Data and Sample

We used data from the Kids Data System (KIDS). Our primary measure of notice of intent to certify a license and license certification, disaggregated by license type was drawn from an extract of the Participant Enforcement Action (TPART_ENF_ACT) table provided to IRP

from the Department of Children and Families. We also use additional data from KIDS, available through the Wisconsin Administrative Data Core (WADC), which links public program data throughout the state of Wisconsin. To maintain consistency with previous reports (Vogel et al., 2025), three two-year time periods were selected to evaluate the effect of the Final Rule and impacts of the COVID-19 pandemic on license suspensions. These periods include the two years prior to the Final Rule (2015–2016), the two years following the final rule (2018–2019), and early pandemic years (2020–2021).

Our overall sample for this study consists of obligors who had received an initial enforcement letter during the three periods of interest (N=287,410). We use this sample, rather than all IV-D cases, because this represents the sample of obligors most likely to experience certification. Further, we use receipt of an initial enforcement rather than a constructed indicator for meeting the lien docket criteria because our previous work suggested that the constructed indicator was a very close proxy for receipt of initial enforcement letter (i.e., the two samples were nearly identical) (Vogel et al., 2025). Because receipt of an enforcement letter is available in the data and therefore a clearer measure than one constructed, we use it to define our sample for this analysis. Further analyses restricted the sample to obligors that received a letter with the intent to certify a license suspension (N=58,698) and if that letter specifically applied to a driver's license (N=47,873). The enforcement sample slightly differs from the Vogel et al. (2025) report because of the different data generation process required to disaggregate license types (i.e., the previous report used enforcement data available through WADC which does not disaggregate by license type whereas these data were drawn from a front-end extract from KIDS).

Methods

The methodology for this study is consistent with the quantitative approach for CSRA 22–24 Task 5 (Vogel et al., 2025), wherein we analyze progressively limited samples of obligors to more accurately isolate those who were likely to experience license-related enforcement actions. Building on prior work, we analyze type of license-specific enforcement action, focusing on driver’s license actions. We also provide some comparisons to all license enforcement actions to provide a point of comparison from previous work and to describe the prevalence of driver’s license actions in relation to all license-related actions (i.e., what proportion of all license-related enforcement actions are driver’s license actions?).

We first describe the prevalence of notice of intent to suspend any license and driver’s licenses specifically and suspensions of driver’s licenses pooled across three time periods. We then examine the proportion of obligors who experienced a notice of intent to suspend a driver’s license or a certification of driver’s license suspension in each of the three periods. Next, to examine whether different populations of obligors have differential likelihoods of experiencing license suspension actions, we repeat this analysis for different subsamples of obligors (i.e., by obligor race, income, employment status, and by population-size of county of residence), combined across periods for simplicity. Additionally, we use multivariate logistic regression techniques to explore how different obligor characteristics (i.e., race, income and employment, age, county of residence, and case characteristics) are related to intent to suspend a license and license certification.

FINDINGS

Observed Prevalence of Driver's License Suspension Actions

To determine the prevalence of driver's license suspension actions, we examined the prevalence of license suspension actions for the overall sample of obligors with open IV-D cases and the sample of obligors who received an enforcement warning letter (EN01), indicating their placement on the lien docket (Table 1). For reference, we also include the number of obligors in each sample.

Table 1: Driver's License Actions for Progressively Limited Sample of Obligor, Pooled

	Number of Obligor in Sample (N)	Intent to Certify (%)	Certification
All IV-D obligors	806,007	5.94	2.33
Received any enforcement action warnings (EN01)	287,410	16.66	6.53
Intent to Certify: Any license (AECT)	58,698	81.56	31.99
Intent to Certify: Driver's license only (AECT)	47,873	100.00	39.22

Note: Authors' calculations using WADC data.

Combining all three time periods, about 6 percent of all obligors received a notice of intention to suspend a driver's license, and 2.3% of all obligors went on to have a driver's license suspended. Considering all obligors who were eligible for enforcement actions (noted by the receipt of an EN01 letter), 16.7% across all time periods went on to receive a notice of intent to certify their driver's license and 6.5% experienced a certification. For the population of obligors who received a notice of intent to certify any license (i.e., driver's, professional, or recreational), a large majority, 81.6%, received a notice of intent to certify their driver's license. This indicates that most license suspension actions are focused on driver's licenses, either in combination with other types of licenses or alone; less than 20% of obligors received a notice of intent to suspend a different type of license with no notice of intent to suspend a driver's license. Of the obligors

who received a notice of intent to suspend a driver's license, about two-fifths, 39.2%, went on to have their license certified for suspension.

Table 2: Driver's License Actions Proportions by Time Period (Percent)

	Intent to Certify			Certification		
	Period 1	Period 2	Period 3	Period 1	Period 2	Period 3
Received any enforcement action warnings (EN01)	16.06 ^{a,b}	14.00 ^c	21.01	6.03 ^{a,b}	5.85 ^c	8.03
Intent to Certify: Driver's license only (AECT)	100	100	100	37.57 ^{a,b}	41.80 ^c	38.22

Notes: Period 1: 2015–2016; Period 2: 2018–2019; Period 3: 2020–2021. Proportions are proportion of obligors.

^aIndicates a significant difference ($p < 0.05$) in proportion from Period 1 to 2.

^bIndicates a significant difference ($p < 0.05$) in proportion from Period 1 to 3.

^cIndicates a significant difference ($p < 0.05$) in proportion from Period 2 to 3. Authors' calculations using WADC data.

Disaggregating across time periods (Table 2) indicates an increase in the proportion of obligors who experienced driver's license suspension actions across the three periods. Comparing the pre-Final Rule period (2015–2016) to the post-Final Rule period (2018–2019), there is a decrease in the overall proportion of obligors went on to receive a letter of intent to certify after an initial enforcement letter (16.1% to 14.0%) and in the proportion who went on to receive driver's license certification (6.0% compared to 5.9%). However, the proportion of obligors who received a warning, or notice of intent to certify, and then went on to receive an actual certification increased (37.6% compared to 41.8%), suggesting perhaps a more selective use of warnings in the post-Final Rule period; that is, warnings were issued in cases more likely to go on to have an actual suspension. In the final period, for which the COVID-19 pandemic is relevant, we see an increase, both from the initial period and from 2018–2019. This is evident in both the proportion of obligors who received warnings as well as those who went on to experience actual certifications. In the final period, 21.0% of obligors who received an initial enforcement warning went on to receive a notice of intent to certify a driver's license, and 8.0%

experienced a certification. This increase in frequency of certification was evident in findings across all types of licenses, as noted in the CSRA 22–24 Task 5 report.

Obligor Characteristics

We also examine driver's license action prevalence disaggregated by selected obligor characteristics, including obligor race, income, and county (Table 3 and Appendix Figures A1–A4). White obligors and Black obligors receive notices of intent to suspend a driver's license at similar rates, but White obligors experience an actual license suspension at slightly higher rates than Black obligors. This is also evident in the proportion of obligors who receive a notice of intent to suspend a driver's license; the proportion for Black obligors is lower than for White obligors. Considering obligor income, obligors with income below 150% of the federal poverty threshold (i.e., those for whom the low-income guidelines are relevant for setting order amounts) on the lien docket have a higher prevalence of receiving a notice of intent to suspend than obligors with income above that threshold or those with missing income (which encompasses obligors who have no formal earnings in the labor market); low-income obligors also experience driver's license certification at a higher rate than the other two groups.

Once an obligor has had a warning, however, both obligors with no earnings or low-earnings experience certification at a similar level. Warnings and suspensions occur rarely for obligors with income above 150% of the poverty threshold. As with our previous (CSRA 22–24 Task 5) report, we also find differences in use by county population size. In Milwaukee, a lower proportion of obligors on the lien docket go on to receive driver's license suspension warnings, and a very low proportion receive a certification for suspension. The prevalence is higher in all other counties; small counties have the highest proportion of obligors who go on to receive a certification. Considering only obligors who have received a warning, less than a quarter go on

to receive an actual certification for driver's license suspension in Milwaukee County; in all other counties, the proportion is just under half.

Table 3: Driver's License Actions for Obligor Subsamples of Interest (Percent)

	Intent to Certify	Certification
Obligor Race/Ethnicity		
Received any enforcement action warnings (EN01)		
White	17.22	7.26
Black	15.98	5.1
Hispanic	14.78	5.84
Other	17.16	7.61
Missing	12.14	5.58
Intent to Certify: Driver's license only (AECT)		
White	100.00	42.14
Black	100.00	31.95
Hispanic	100.00	39.52
Other Race	100.00	44.35
Missing	100.00	45.96
Employment		
Received any enforcement action warnings (EN01)		
No Employment	16.34	6.8
Any Employment	17.22	6.06
Intent to Certify: Driver's license only (AECT)		
No Employment	100.00	41.57
Any Employment	100.00	35.19
Low-Income		
Received any enforcement action warnings (EN01)		
<150% FPL	25.29	10.02
>150% FPL	8.2	2.15
Missing	14.23	5.84
Intent to Certify: Driver's license only (AECT)		
<150% FPL	100.00	39.61
>150% FPL	100.00	26.20
Missing	100.00	41.04
County Size		
Received any enforcement action warnings (EN01)		
Milwaukee	13.7	2.81
Other Large	17.96	7.8
Medium	15.89	7.04
Small	18.82	8.6
Intent to Certify: Driver's license only (AECT)		
Milwaukee	100.00	20.50
Other Large	100.00	43.42
Medium	100.00	44.32
Small	100.00	45.69

Note: Authors' calculations using WADC data.

To further facilitate a comparison between the roughly 6% obligors who received a license certification in the periods of interest and the full IV-D caseload, we present characteristics of both samples in Table 4. As indicated in Table 3, a higher proportion of obligors with a driver's license suspension are White compared to the full sample of IV-D obligors. Additionally, obligors with no quarters of formal employment (and therefore no formal earnings) are over-represented in the sample of obligors who had received a driver's license suspension (66.9% compared to 45.9% in the full sample of IV-D obligors). Obligor with income below 50% of the federal poverty line (assuming a household size of two) are also over-represented in the sample with a license suspension. Milwaukee County cases are under-represented among obligors with a driver's license suspension (11.0% compared to 23.1% of cases in the full IV-D sample for this analysis).

Table 4: Characteristics of All IV-D Obligor and Obligor with License Suspensions (Percent)

	All IV-D Obligor	Sample of Obligor with Driver's License Suspension
Obligor Race/Ethnicity^a		
White	63.98	71.93***
Black	27.04	26.05**
Hispanic	11.85	11.32*
Other	13.99	19.20***
Missing	6.15	1.06***
Employment		
No Employment	46.89	66.94***
1–3 Quarters	14.51	23.28***
Full Employment	38.60	9.78***
Income		
No Income	46.89	66.94***
FPL (Household size of 2 - 2024)		
<50% (\$10,220)	10.98	19.82***
<100% (\$20,400)	6.46	7.18**
100-150 (\$20,400-\$30,660)	5.93	3.27***
151-200% (\$30,660- \$40,880)	6.00	1.54***
> 200% (\$40,880)	23.74	1.25***
County Size		
Milwaukee	23.06	10.98***
Other Large	46.74	55.69***
Medium	15.80	15.59
Small	14.39	17.74

Notes: *** $p < 0.001$, ** $p < 0.01$, * $p < 0.05$. Authors' calculations using WADC data.

^aObligor may have multiple races recorded in the WADC data; therefore these proportions sum to over 100%. Obligor with no UI wage records are considered to have no employment and no earnings.

In our pooled, multivariate logistic regressions (Table 5), we find that the bivariate differences in obligor characteristics remain similar when controlling for other relevant factors. We also find that these results follow a similar pattern to our previous work on license suspension actions of all types. Specifically, we note differences in the likelihood of intent to suspend a driver's license and an actual suspension by obligor race/ethnicity. Compared to White obligors, Hispanic obligors and obligors with unknown race/ethnicity in the administrative data have lower likelihoods of receiving a notice of intent to suspend while Black obligors have the same likelihood and obligors of other races have higher likelihoods. Patterns are similar for certification of a suspension, with the notable exception of Black obligors who have a lower

likelihood of driver's license suspension compared to White obligors; this is one of few characteristics for which the association between warning and suspension differ.

Examining county-level characteristics, we find that differences in likelihoods of driver's license-related warnings and certification for suspension are similar. By a large margin, Milwaukee County has a lower likelihood of issuing warnings or certifying compared with other large counties; medium-sized counties also have lower likelihoods. Small-population counties have higher likelihoods of both driver's license warnings and certifications compared to all other counties.

Other characteristics are also relevant. Higher-income obligors are associated with decreased likelihood of warnings and driver's license certifications for suspension, while older obligors and obligors with multiple cases have higher likelihoods of warnings and suspensions. We also include employment status in our model, which is the focus of the most recent CSB. We find that employment in some (two or three) quarters, but not employment all four quarters, is associated with a higher likelihood of driver's license suspension warning and certification for suspension compared to no employment. There is no statistically significant difference in the likelihood of suspension for those with one quarter of employment and no quarters of employment.

Though not the focus of our analysis, we also include models predicting the likelihood of all license suspension actions (see Appendix Table A2). We note that these estimates are fairly consistent with those focused solely on driver's licenses; this is somewhat expected given the proportion of license-related actions that are focused on driver's licenses. The differences that do exist are worth consideration, however. Specifically, though Black obligors do not have a statistically significant difference in likelihood compared with White obligors of experiencing a

driver's license suspension warning, they have a higher likelihood of experiencing a warning of intent to suspend for all license types combined. Another difference is likelihood by county.

Obligors in Milwaukee County and medium-sized counties have a similar likelihood to obligors in other large counties of receiving warnings for all types of license suspensions, and, in medium-sized counties of receiving an actual certification, whereas for driver's licenses specifically, the likelihoods are lower. Differences are also apparent when considering the association between employment and certification of a license for suspension. Obligors with one quarter of employment compared with those with no employment have a higher likelihood of certification for all license types but an equal likelihood of receiving a driver's license suspension, and obligors with four quarters of employment are no more or less likely than those with no employment to receive any license suspension, though are less likely to receive a driver's license suspension.

Table 5: Multivariate Logistic Regression Predicting Likelihood of Experiencing Driver's License Suspension Action

	Driver's License	
	Intent to Certify	Certification
Obligor Race/Ethnicity		
White (Reference)		
Black	1.013 (0.015)	0.951* (0.021)
Hispanic	0.737*** (0.021)	0.723*** (0.032)
Other	1.056*** (0.016)	1.158*** (0.024)
Missing	0.637*** (0.030)	0.694*** (0.046)
Obligor County Size		
Large Counties other than Milwaukee (Reference)		
Milwaukee	0.711*** (0.010)	0.346*** (0.009)
Medium	0.875*** (0.014)	0.911*** (0.020)
Small	1.036* (0.016)	1.073** (0.023)
Obligor Income (in previous year)	0.962*** (0.001)	0.951*** (0.002)
Number of Cases (1 compared to 2 or more)	1.434*** (0.017)	1.240*** (0.022)
Obligor Age	1.024*** (0.001)	1.012*** (0.001)
Proportion of Four Quarters Employed Prior to Enforcement Action		
0 (Reference)		
25%	1.147*** (0.028)	1.063 (0.037)
50%	1.272*** (0.031)	1.145*** (0.040)
75%	1.512*** (0.037)	1.349*** (0.050)
100%	0.904*** (0.025)	0.821*** (0.037)
N	28,7172	28,7172

Note: *** $p < 0.001$, ** $p < 0.01$, * $p < 0.05$. Authors' calculations using WADC data.

DISCUSSION

Summary

We find that certification of driver's license suspension occurred for 2.3% of all obligors with open IV-D cases in the periods we examined (ranging from 5,500 to 6,600 actions in each period, and about 18,800 overall). Considering obligors on the lien docket (as indicated by receipt of an EN01), just under 17% received a warning via a notice of intent to certify a driver's license, and 6.5% had their driver's license certified. Similar to findings in Task 5, from both the administrative data on license suspensions of all types and discussions with counties, we note that warnings (notices) of the potential for driver's license suspension were much more common than an actual suspension. For obligors who received a warning, two-fifths went on to experience a certification for suspension.

Our findings here are strikingly similar to quantitative findings reported in CSRA 22–24 Task 5 on license suspensions of all types. When we consider how common driver's license certification actions are among those who experienced any license certification action, this is unsurprising. Our findings indicate a large majority of obligors with any license action experienced a driver's license related action; across all periods, 81% of obligors who received a notice of intent to suspend any license, received that notice for driver's licenses. Findings also indicate that the obligors most often received warnings and suspensions for two or all three types of licenses simultaneously versus for a driver's license suspension alone (see Appendix Table A1).

Following our previous findings for all licenses, we see an increase in the proportion of obligors on the lien docket who received warnings about the potential for driver's license suspension from our initial time period to our final time period, increasing from 16% to 21%. There is also a smaller increase in the proportion of obligors with a driver's license suspension,

increasing from 6% to 8%. We note that this does not translate to an increase in the likelihood of experiencing a driver's license suspension if a warning is issued across periods.

Finally, as with our CSRA 22–24 Task 5 findings, we note differences in the experience of driver's license suspension across obligor characteristics. White and Black obligors are equally likely to experience the warning of a driver's license suspension, but White obligors have a higher likelihood of going on to receive an actual certification for suspension. Obligor in Milwaukee County have the lowest likelihood of experiencing either a driver's license suspension warning or a certification, followed by obligors in medium-sized counties. Obligor in small counties experience driver's license actions more frequently than peers in more populous counties. Low-income obligors are the most likely to experience a driver's license suspension action of all types (i.e., both warnings and certifications for suspension). Obligor employed in the formal labor market for part of the year, but not the full year, have the highest likelihood of driver's license certification.

Implications for Policy, Practice, and Research

Following our previous work, we find that driver's license suspensions are used relatively rarely, and that a warning (or notice of intent to suspend) is used more frequently than a suspension itself. We also note that, as we found in CSRA 22–24 Task 5, driver's license suspension actions appear to be used differently across the state, and that staff may be considering different contexts of obligors' financial situations when using this tool. In this report, we examined driver's license suspension actions specifically, and findings follow closely with our previous work that combined all license suspension actions. This suggests that a large majority of license suspension actions include driver's licenses, either alone or in combination with other license types.

That we have consistently found the use of warnings to outpace the use of suspensions, and that staff see the value of these warning letters as engaging with obligors (Vogel et al., 2025), indicates a role for future research in determining the extent to which warnings, or alternative outreach measures, may lead to increased payments or engagement. Given differences in approaches for different obligors (i.e., finding the right tool for the job), it would also be helpful for future work to consider the obligors for which warning letters may be most effective, and those for which such letters do not lead to an increase in payments. Our findings indicate differences in how obligors experience license suspension, and understanding the extent to which this is useful could provide CSAs a broader understanding of the efficacy of the tool itself, and the extent to which variation is desirable.

Understanding if and when a driver's license suspension is appropriate and how to do so equitably is important to BCS, as indicated in CSB 25-02. Our findings indicate differential use and, relevant to the details in the bulletin, that obligors with no earnings information available in UI—though we note this differs from what CSAs may have available in KIDS—experience driver's license actions less often than obligors with low earnings. Our report provides an initial understanding of the use of driver's license actions prior to the implementation of CSB 25-02. This report, combined with future work focused on CSA understanding and implementation of the policy change, can provide insight into the policy and practice environment prior to the change. Future work should attend to the ways in which driver's license suspension actions may change following the implementation of CSB25-02.

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APPENDIX

Table A1: Proportion of Obligor's who Experienced a License Suspension Action—Any License Type (Percents)

		Intent to Certify	Certification
Received any Enforcement Action Warnings (EN01) (EN01)	All Types	20.42	8.81
	Driver's	16.66	6.53
	Professional	13.96	5.57
	Recreational	19.79	8.58
Intent to Certify: Any License (AECT)	All Types	100	43.12
	Driver's	81.56	31.99
	Professional	68.36	27.29
	Recreational	96.89	41.99

Table A2: Multivariate Logistic Regression Predicting Likelihood of Experiencing Any License Suspension Actions

	All License Actions	
	Intent to Certify	Certification
Obligor Race/Ethnicity		
White (Reference)		
Black	1.051*** (0.014)	0.960* (0.018)
Hispanic	0.706*** (0.019)	0.669*** (0.026)
Other	1.031* (0.015)	1.079*** (0.020)
Missing	0.589*** (0.026)	0.630*** (0.039)
Obligor County		
Large counties other than Milwaukee (Reference)		
Milwaukee	1.000 (0.013)	0.513*** (0.011)
Medium	0.983 (0.015)	0.97 (0.019)
Small	1.039* (0.016)	1.042* (0.020)
Obligor Income (in previous year)	0.959*** (0.001)	0.950*** (0.001)
Number of Cases (1 compared to 2 or more)	1.361*** (0.015)	1.216*** (0.019)
Obligor Age	1.026*** (0.001)	1.014*** (0.001)
Proportion of Four Quarters Employed Prior to Enforcement Action		
0 (Reference)		
25%	1.171*** (0.027)	1.136*** (0.035)
50%	1.334*** (0.030)	1.286*** (0.039)
75%	1.590*** (0.037)	1.545*** (0.049)
100%	0.950* (0.024)	0.965 (0.036)
N	28,7172	28,7172

Note: *** $p < 0.001$, ** $p < 0.01$, * $p < 0.05$. Authors' calculations using WADC data.

Figures A1–A4: Driver’s License Actions for Obligor Subsamples of Interest (Percent)

Figure A1: Driver’s License Suspension Actions by Obligor Race / Ethnicity

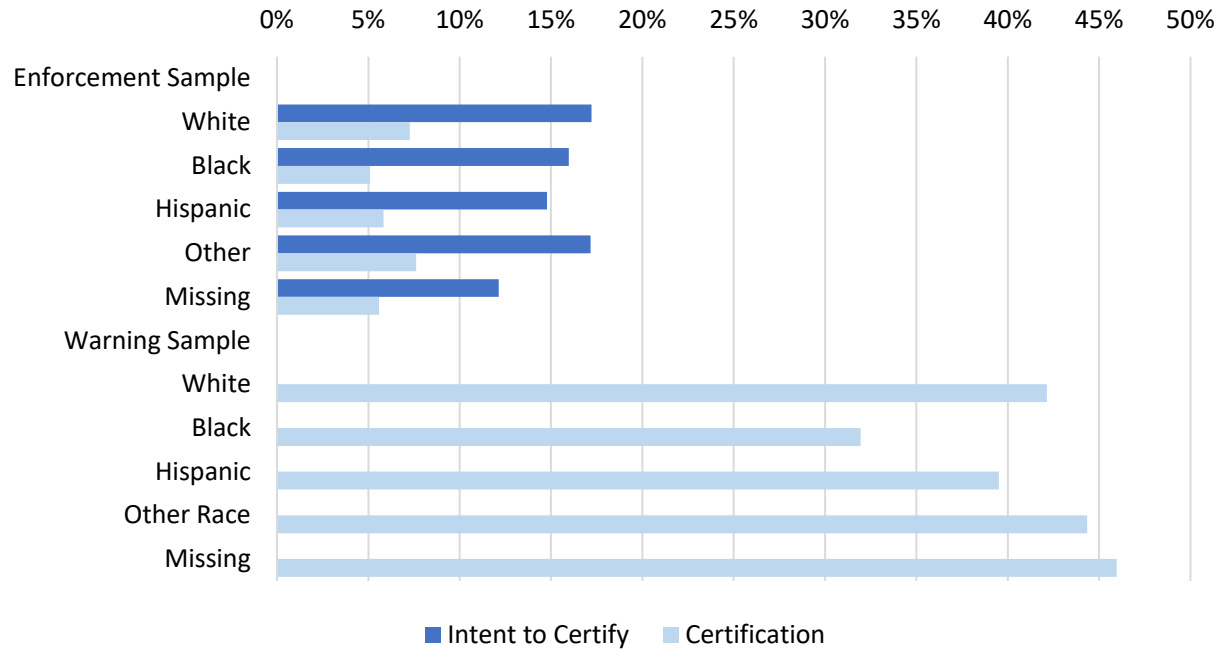


Figure A2: Driver’s License Suspension Actions by Obligor Formal Employment Status

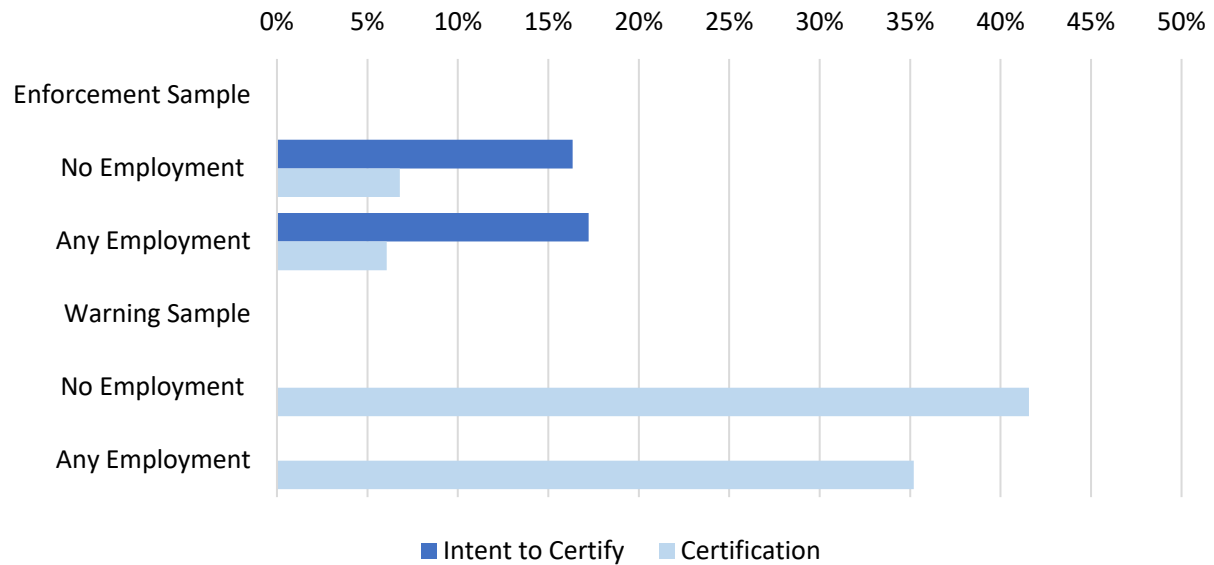
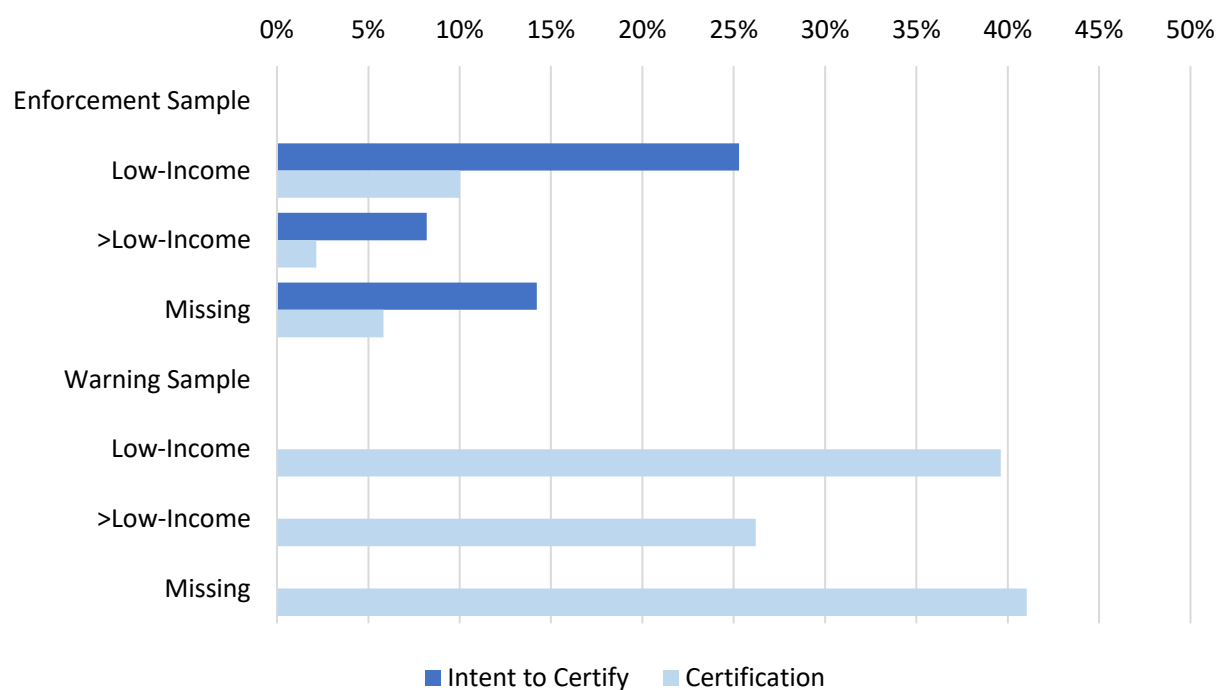


Figure A3: Driver's License Suspension Actions by Obligor Low-Income Status**Figure A4: Driver's License Suspension Actions by County**