

DRIVER'S LICENSE ISSUANCE AND REINSTATEMENT FEES

OFFICE OF MOTOR VEHICLES

PERFORMANCE AUDIT SERVICES

**Informational Report
September 10, 2025**

**LOUISIANA LEGISLATIVE AUDITOR
1600 NORTH THIRD STREET
POST OFFICE BOX 94397
BATON ROUGE, LOUISIANA 70804-9397**

LEGISLATIVE AUDITOR
MICHAEL J. "MIKE" WAGUESPACK, CPA

FIRST ASSISTANT LEGISLATIVE AUDITOR
BETH Q. DAVIS, CPA

DIRECTOR OF PERFORMANCE AUDIT SERVICES
EMILY DIXON, CIA, CGAP, CRMA, MBA

PERFORMANCE AUDIT MANAGER
GINA V. BROWN, MPA, CIA, CGAP, CRMA

AUDIT TEAM
LAUREN PENDAS, MA, CIA, CGAP
HAILEY LANDRY, MBA

Under the provisions of state law, this report is a public document. A copy of this report has been submitted to the Governor, to the Attorney General, and to other public officials as required by state law. A copy of this report is available for public inspection at the Baton Rouge office of the Louisiana Legislative Auditor and online at www.la.la.gov. When contacting the office, you may refer to Agency ID No. 9726 or Report ID No. 40240020 for additional information.

This document is produced by the Louisiana Legislative Auditor, State of Louisiana, Post Office Box 94397, Baton Rouge, Louisiana 70804-9397 in accordance with Louisiana Revised Statute 24:513. Five copies of this public document were produced at an approximate cost of \$5.88. This material was produced in accordance with the standards for state agencies established pursuant to R.S. 43:31.

In compliance with the Americans With Disabilities Act, if you need special assistance relative to this document, or any documents of the Legislative Auditor, please contact Jenifer Schaye, General Counsel, at 225-339-3800.

September 10, 2025

The Honorable J. Cameron Henry, Jr.,
President of the Senate
The Honorable Phillip R. Devillier,
Speaker of the House of Representatives

Dear Senator Henry and Representative Devillier:

This informational report provides the results of our evaluation of fees charged by the Louisiana Office of Motor Vehicles (OMV) for driver's license issuance and reinstatement, including the amounts collected during fiscal years 2022 through 2024, how OMV's fees compare to other states, and the challenges related to drivers' payment and OMV's collection of these fees. This report is intended to provide timely information related to an area of interest to the legislature or based on a legislative request. I hope this report will benefit you in your legislative decision-making process.

We would like to express our appreciation to OMV for its assistance during this review.

Respectfully submitted,



Michael J. "Mike" Waguespack, CPA
Legislative Auditor

MJW/aa

DRIVERSLICENSEFEES



Louisiana Legislative Auditor

Michael J. "Mike" Waguespack, CPA



Driver's License Issuance and Reinstatement Fees Office of Motor Vehicles

September 2025

Audit Control # 40240020

Introduction

This report provides the results of our evaluation of fees charged by the Louisiana Office of Motor Vehicles (OMV) for driver's license issuance and reinstatement,¹ including the amounts collected during fiscal years (FY) 2022 through 2024, how OMV's fees compare to other states, and the challenges related to drivers' payment and OMV's collection of these fees. OMV is housed under the Louisiana Department of Public Safety and Corrections (DPS). Its functions include licensing motor vehicle operators, suspending or revoking² driver's licenses as required by law for specific violations, reinstating these licenses once drivers complete requirements to become compliant, and collecting fees related to these activities.³ We conducted this review in response to legislative interest. In addition, recent legislation and issues with OMV's computer system have highlighted challenges for drivers and OMV related to these fees.

Driver's license issuance fees include fees that are charged to obtain or renew a license, and for related services such as obtaining identification cards, handicap placards, or optional endorsements for specialized licenses.

Reinstatement fees are fees that must be paid to reinstate a license that OMV suspended or revoked due to a violation. It is illegal to drive with a suspended license. Driving with a revoked license is allowed until it expires, but then the license cannot be renewed until reinstatement fees are paid.

As of June 2025, license and reinstatement fees can be paid through the 79 OMV field offices in 64 parishes, OMV's website, the mail, phone calls, the LA Wallet application,⁴ and/or the 184 Public Tag Agent (PTA) locations in 37 parishes.⁵ State law⁶ allows DPS to contract with PTAs to collect and process fees related to vehicle registration, driver's licenses, and reinstatement; however, PTAs cannot process all

¹ The report refers to these two types of fees as "license and reinstatement fees."

² Our use of "revoked" is consistent with OMV's use of the term, which refers to the license status applied when the registration of a vehicle owned by the driver is revoked due to an insurance violation.

³ Other OMV functions include issuance and revocation of license plates and vehicle registration, overseeing outsourced services, and information services. However, this report only reviewed fees specifically related to driver's licenses and violations that can impact their status.

⁴ LA Wallet is a mobile platform that allows users to carry a legal digital version of their driver's license or state ID. See <https://lawallet.com/>.

⁵ Some types of fees cannot be collected by all of these methods.

⁶ Louisiana Revised Statute (R.S.) 47:532.1

types of OMV fees. PTAs are allowed to collect a convenience charge of up to \$23 for each authorized transaction.

OMV is primarily funded by self-generated revenue from the fees it collects, which provided \$68.6 million⁷ (92.2%) of OMV's total budget of \$74.4 million in FY 2024. However, the total amount of fees that OMV collects is actually much higher, as a large portion of the fees collected are redistributed to other agencies or programs. For example, some fees are required by statute to be deposited in the State General Fund or in funds used for specific purposes, such as the Louisiana State Police Retirement Fund. Of the remaining fees deposited in OMV's self-generated fund, an additional amount is transferred to various other offices within DPS each year.⁸ Approximately \$30.2 million (18.4%) of the \$164.0 million that OMV collected in license and reinstatement fees in FY 2024 was ultimately used to fund OMV operations, as shown in Exhibit 1.

Exhibit 1 Driver's License and Reinstatement Fees Collected by OMV Fiscal Years 2022 through 2024				
Category of Fees	FY 2022	FY 2023	FY 2024	% Change FY22-FY24
Driver's License	\$34,965,497	\$36,452,318	\$39,256,407	12.3%
Reinstatement	95,800,567	94,074,558	124,726,141	30.2%
Total Collected	\$130,766,064	\$130,526,876	\$163,982,548	25.4%
Amount Used to Fund OMV*	\$23,166,884	\$28,356,971	\$30,195,375	30.3%
Percent Used to Fund OMV	17.7%	21.7%	18.4%	0.7%
*Estimated by cross-referencing several OMV financial reports. See Appendix B for more details on our methodology. Source: Prepared by legislative auditor's staff using financial reports provided by OMV.				

To perform this review, we reviewed OMV financial reports and analyzed OMV driver's license, violation, and fee data. To compare OMV's fees to other states, we conducted a series of surveys in March 2025 and supplemented the results with additional research.⁹ The objective of this review was:

To provide information on driver's license issuance and reinstatement fees collected by OMV.

⁷ This includes all fees collected by OMV, not just license and reinstatement fees.

⁸ See Question 1 for more information on the distribution of OMV fees.

⁹ See Appendix B for more details on our survey methodology.

Our results are summarized on the next page and discussed in detail throughout the remainder of the report. Appendix A contains the response from OMV management. Appendix B contains our scope and methodology. Appendix C contains a list of state laws that establish reinstatement fees and the violations related to each fee, and Appendix D shows how Louisiana's fees for a REAL ID driver's license compare to other states.

Informational reports are intended to provide more timely information than standards-based performance audits. While these informational reports do not follow *Government Auditing Standards*, we conduct quality assurance activities to ensure the information presented is accurate. We incorporated OMV's feedback throughout this informational report.

Objective: To provide information on driver's license issuance and reinstatement fees collected by OMV.

We answered the following questions:

1. What are the major types of fees established in state law related to driver's license issuance and reinstatement, and how are these fees used?

OMV charges issuance fees for obtaining and maintaining Louisiana driver's licenses and identification cards, as well as reinstatement fees to return licenses to good standing (active status) after they are suspended or revoked due to a violation. As of July 2024, there were approximately 3 million active driver's licenses for personal and commercial use in Louisiana. Of the \$164.0 million OMV collected in license and reinstatement fees during FY 2024, approximately \$30.2 million (18.4%) was used to fund OMV, while the majority of fees collected was distributed to fund other programs, including several other offices within DPS.

2. How do OMV fees compare to other states?

Louisiana's fees for driver's license renewal are comparable to other states, but Louisiana's maximum reinstatement fees for insurance cancellation are higher than all but one other state reviewed. While Louisiana relies heavily on insurance cancellation fees, 10 (43.5%) of 23 responding states do not charge fees for insurance cancellation violations. Louisiana's insurance cancellation fee accounted for \$103.8 million (83.2%) of the \$124.7 million in reinstatement fees collected in FY 2024. In addition, Louisiana's reinstatement fees for first Driving While Intoxicated (DWI) offenses, which made up 81.3% of DWI suspensions in fiscal year 2024, are 46.5% lower than the average of other analyzed states. We also found that, unlike some states, Louisiana state law does not require OMV fees to be updated on a regular basis. Finally, the actual amounts paid by Louisiana drivers for OMV services may be higher than the base fees used for our comparisons due to convenience fees collected by third parties that many other states do not allow.

3. How many driver's licenses are suspended or revoked, and how can the requirement to pay OMV fees delay reinstatement of licenses?

As of June 2024, 255,657 (9.1%) of Louisiana's 2,811,435 Class E (Personal) driver's licenses were suspended and/or revoked. Insurance cancellations were the most common violation, as at least 201,780 (78.9%) of these

suspended and/or revoked licenses had unresolved insurance cancellation violations. Reinstatement fees must be paid before OMV can return a license that has been suspended or revoked to good standing, which can delay individuals who are otherwise compliant from regaining an active license. We found that 58.1% of driver's licenses that were suspended and/or revoked as of June 2022 were still not active as of June 2024, meaning fewer than half of drivers were able to resolve their violations and/or avoid committing subsequent violations during the two-year period.

4. What factors contribute to the high volume of insurance cancellation violations and fees?

More than three-quarters of the licenses that were suspended and/or revoked in both June 2022 and June 2024 had unresolved insurance cancellation violations in both years, reflecting both the frequency of these violations and the difficulty some drivers may face in resolving them. Reinstatement fees for insurance cancellation violations are more expensive than other violations, the amount owed increases the longer a lapse in insurance coverage continues, and one lapse in coverage can result in multiple violations. These fees are also the only type of fees that OMV sends to the Office of Debt Recovery (ODR) for collection, which adds 15% to the amount owed. In addition, Louisiana's high vehicle insurance prices and low median income compared to the nation overall likely contribute to delayed reinstatements as well as the frequency of repeat insurance cancellation violations.

5. What changes in state law related to license suspension and reinstatement fees could be considered to help mitigate the challenges to reinstating licenses after a violation?

The legislature may wish to consider evaluating several areas in state law to help mitigate the negative impacts of license suspension and reinstatement fees. Although state law was amended in 2024 to alleviate some financial challenges drivers commonly encounter with insurance cancellation fees, further changes could be helpful. For example, many other surveyed states with similar fees have longer grace periods before charging fees than Louisiana. In addition, although the 2024 legislation also created a Reinstatement Relief Program for insurance cancellation fees, Louisiana could consider expanding this program to all reinstatement fees. Lastly, reevaluating laws that require driver's license suspension and reinstatement fees for non-driving violations could reduce negative impacts of suspending driving privileges and reduce OMV's administrative burden. However, according to OMV, if these changes were made in law, OMV, DPS, and other programs that rely on funding from reinstatement fees would need to find new sources of revenue.

6. What are challenges for OMV related to collecting driver's license and reinstatement fees?

OMV's outdated computer system, which was implemented more than 50 years ago, limits the number of fee transactions that OMV and its vendors can process due to unpredictable outages. According to OMV, its system was down more than 50% of each day during January through March 2025. On March 20, 2025, Governor Landry issued *Executive Order JLM 25-032*, which declared a state of emergency for OMV in response to the system outages that OMV experienced in the previous months. The instability of OMV's computer system also limits the office's ability to implement legislative or administrative changes, such as changing rules for fees or adding new types of fees. OMV entered into a contract with Champ Titles, Inc. on July 10, 2025, to implement, host, maintain, and support a replacement system.

This information is discussed in more detail on the pages that follow.

1. What are the major types of fees established in state law related to driver's license issuance and reinstatement, and how are these fees used?

OMV charges issuance fees for obtaining and maintaining Louisiana driver's licenses and identification cards, as well as reinstatement fees to return licenses to good standing (active status) after they are suspended or revoked due to a violation. OMV is

responsible for issuing and managing the status of all driver's licenses in Louisiana, as well as ensuring all fees related to these processes are properly collected. The types and amounts of fees that OMV is required or allowed to assess are established in state law,¹⁰ and legislation is required for any changes to these fees. As of July 2024, there were approximately 3 million active driver's licenses for personal and commercial use in Louisiana, as shown in Exhibit 2.¹¹

Exhibit 2 Driver's Licenses by Class As of July 2024		
License Class	Number*	Percent
Commercial "CDL" (A, B, C)	122,398	4.1%
Chauffeur (D)	148,404	4.9%
Personal (E)	2,734,118	91.0%
Total	3,004,920	
*Does not include inactive licenses, such as those suspended or expired. Source: Prepared by legislative auditor's staff using information from fiscal year 2024 annual report provided by OMV.		

OMV can collect all types of fees directly through its field offices, and some fees by phone or mail. In addition, some types of fees can be collected by the vendors that operate PTAs, the OMV website,¹² and the LA Wallet app. These vendors are allowed to add additional fees for their services.

- **Driver's License Issuance Fees.** State law requires OMV to collect fees for services related to obtaining and maintaining a driver's license or identification card, including initial issuance, renewal, and replacement.¹³ This also includes fees for miscellaneous services such as adding supplemental driving privileges (e.g., motorcycle endorsement), adding optional endorsements to personalize a driver's license (e.g., "I'm a Cajun"), and issuing handicap placards. Exhibit 3 lists the description and fee amounts for the types of license fees collected in fiscal year 2024.

¹⁰ OMV policy (see [website](#)) lists all license fees and the laws where they are established. See Appendix C for a list of all reinstatement fees, the laws where they are established, and the violations related to each reinstatement fee.

¹¹ OMV also oversees learner's permits and identification cards, which are not included in Exhibit 2.

¹² <https://www.expresslane.org/online-services/>

¹³ Driver's license fees do not include fees for driver examinations or providing official driver records, as they are overseen by a separate section in OMV.

Exhibit 3 Types of Driver's License Issuance Fees and Amounts Collected Fiscal Year 2024			
Fee Type	Description	Amount	Total Collected FY 2024
Driver's License Issuance/Renewal	Charged every 6 years for CDL (Class A, B, C), Chauffeur (Class D), and Personal (Class E) driver's licenses	Class A/B/C: \$61.50 + \$15 application fee Class D: \$42.75 Class E: \$20.25	\$17,077,163
Handling Fees*	Added to transactions for Class D and E Licenses, identification cards, and duplicate licenses	\$12	15,720,728
Identification Card Issuance/Renewal	Charged every 6 years for identification cards	\$15	2,116,349
Delinquent Fees	Charged for renewal of licenses expired by 10 days or more	\$15	1,806,195
Duplicate License	Charged for additional copy of license before it expires	\$5	1,475,985
Other (Motorcycle fees, endorsements, etc.)	Total of other fees charged for services not listed	Various	1,059,988
Total			\$39,256,408
*Also includes \$1,322,189 in parish handling fees that add up to \$8 per transaction to cover the rent in OMV field offices located in buildings that the state does not own. Source: Prepared by legislative auditor's staff using state law, OMV policy, and financial reports provided by OMV.			

- Reinstatement Fees.** State law requires OMV to collect reinstatement fees¹⁴ in order to return suspended or revoked licenses to good standing. Licenses may be suspended or revoked for a wide range of driving violations (e.g., traffic citations or lack of vehicle insurance) and non-driving violations (e.g., non-payment of income taxes or child support). Although many violations requiring license suspension or revocation are initially identified by other entities, such as the courts or other agencies, OMV is responsible for overseeing license suspension, revocation, and reinstatement for all violations. In order for a license to be reinstated, drivers must first provide OMV proof of compliance showing that they completed all requirements to resolve the violation, and then pay reinstatement fees to get their license back in good standing. Requirements may include completion of a mandatory suspension term,¹⁵ or providing proof of active vehicle insurance coverage, payment of fines, or payment of outstanding debts. Exhibit 4 lists the associated violations and fee amounts for the types of reinstatement fees collected in fiscal year 2024.

¹⁴ Reinstatement fees in this report do not include violations that specifically relate to commercial licenses.

¹⁵ This is the period of time that driver's licenses are required to remain suspended for specific violations.

Exhibit 4 Types of Reinstatement Fees and Amounts Collected Fiscal Year 2024			
Fee Type	Description	Amount	Total Collected FY 2024
Insurance Cancellation Reinstatement	To reinstate licenses revoked due to lapse in insurance coverage for a vehicle registered in driver's name and failure to provide proof of compliance* to OMV within 10 days of cancellation notice	Based on how long insurance lapsed - 1 to 30 days: \$100 31 to 90 days: \$250 Over 90 days: \$500 + \$25 admin fee	\$103,805,277
Insurance Cancellation Collections Charge	For outstanding insurance cancellation fees that are sent to the Office of Debt Recovery (ODR) for collection**	15%-25%*** of debt amount referred to ODR	11,641,441
Written Promise or Other Affidavit Reinstatement	To reinstate licenses suspended due to driver's failure to pay fines or appear in court for traffic citation or other violation	Written Promise: \$100 Other Affidavit: \$50-\$60	5,102,860
Driver Improvement Reinstatement	To reinstate licenses suspended due to various driving or non-driving violations	\$60	2,154,660
Notice of Violation Reinstatement	To reinstate licenses revoked due to driver's failure to provide proof of insurance within three days of a traffic stop	1 st Offense: \$100 2 nd Offense: \$250 3 rd + Offense: \$500 + \$10 admin fee	1,175,909
DWI Reinstatement	To reinstate licenses suspended after a driver was convicted of a DWI	1 st Offense: \$100 2 nd Offense: \$200 3 rd + Offense: \$300	354,100
Refusal/Submit Reinstatement	To reinstate licenses suspended due to a driver either refusing or failing a field sobriety test	\$50	283,900
All Other (Insurance Information, Accident Safety, Notice of Suspension, etc.)	Total of other fees charged for reinstatement and related services not listed	Various	207,994
Total			\$124,726,141
*Could include proof of insurance coverage, that the vehicle is out of their possession, etc. **OMV transfers these fees to ODR after they are initially collected. ***The percent charged by ODR decreased from 25% to 15% in January 2024. Source: Prepared by legislative auditor's staff using state law and financial reports provided by OMV.			

Of the \$164.0 million OMV collected in license and reinstatement fees during fiscal year 2024, approximately \$30.2 million (18.4%) was used to fund OMV, while the majority of fees collected was distributed to fund other programs including several other offices within DPS. State law directs how the money collected from specific fees must be spent. Some fees are required by statute to be deposited in the State General Fund or in funds dedicated for specific purposes, many of which are not related to OMV operations. For example, state law requires fees collected for the "I'm a Cajun" license endorsement to be deposited in a fund used for scholarships by the Council for the Development of French in Louisiana, a portion of license issuance and renewal fees to be deposited

in a fund used for litter abatement by the Wildlife and Fisheries Commission, and a portion of Written Promise reinstatement fees to be deposited in the criminal court fund of the court with jurisdiction for the related violation.

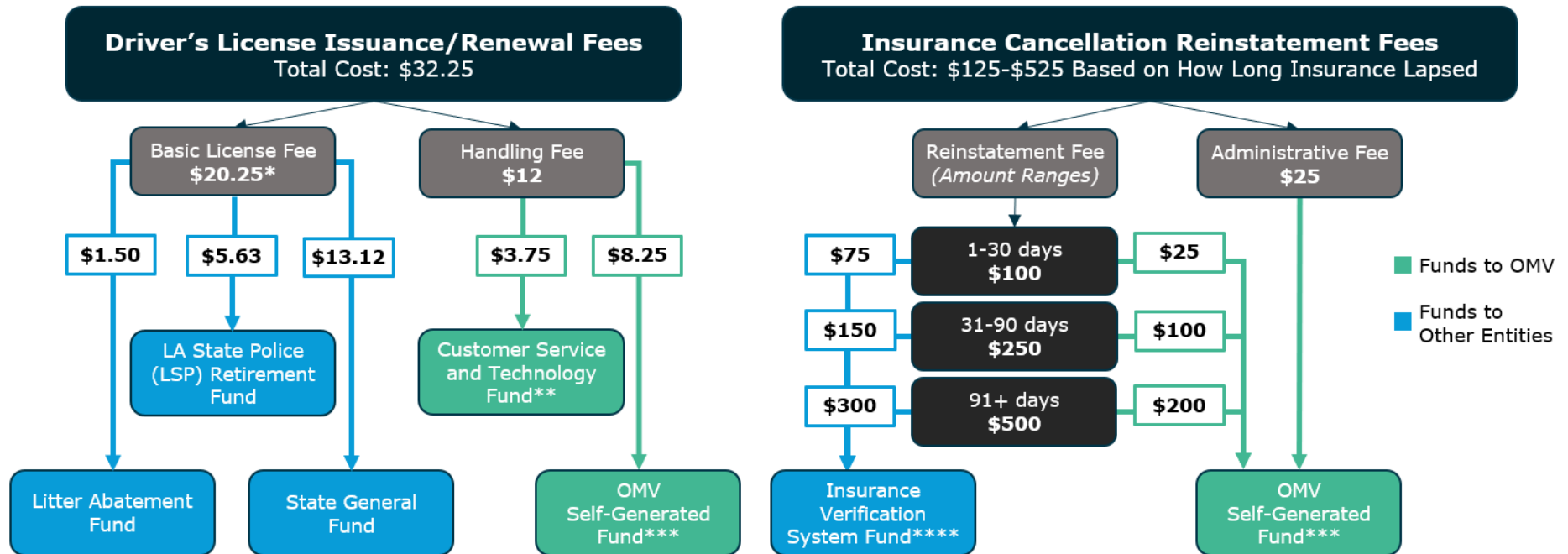
After these required external deposits, OMV deposits the remaining fees in its self-generated fund; however, this money is not all ultimately spent on OMV operations. A significant amount of fee revenue initially deposited in OMV's self-generated fund is transferred each fiscal year to other offices within DPS.¹⁶ For example, in fiscal year 2024, a total of \$137.4 million was transferred out of OMV's self-generated fund to other DPS offices, including an estimated \$55.4 million collected from license and reinstatement fees (40.3% of total transfers).¹⁷ According to OMV, since its operations as well as other programs rely heavily on OMV fees for funding, it is challenging to make any changes that would reduce the amount of fees collected.

Exhibit 5 shows a breakdown of the different entities that receive funding from one license issuance fee (Class E personal driver's license) and one reinstatement fee (insurance cancellation reinstatement) as examples of how state law often requires money collected from license and reinstatement fees to be used for several different purposes. Although the flowcharts show that up to 45% of these two fees go to OMV's self-generated fund, this does not capture the additional transfers from this fund to other DPS offices.

¹⁶ According to DPS, several offices are involved in determining the total amount budgeted each year and the amounts to be transferred out. Amounts are based on law, cyclical patterns, legislative decisions, etc.

¹⁷ The total \$137.4 million transferred included \$121.4 million to Louisiana State Police (LSP), \$15.3 million to the Office of Management and Finance, and \$744,268 to the Louisiana Highway Safety Commission. The amount transferred to LSP does not include other amounts from OMV fees that state law requires to be deposited in funds dedicated wholly or in part to LSP.

Exhibit 5
Two Examples: Distribution of Funds Collected from OMV Fees



*The distribution of the basic license fee is different for New Orleans residents, who pay \$3.75 for the New Orleans Police Pension Fund, \$3.75 for LSP Retirement Fund, \$1.50 for litter abatement, and \$11.25 for State General Fund.

**According to DPS, all revenue deposited in the Motor Vehicles Customer Service and Technology Fund is appropriated to OMV. However, this may not always remain the case, as state law (R.S. 32:429.2) allows any remainder of the fund not used for implementing OMV customer service programs and new technology to be used for "criminal compliance and traffic enforcement by public safety services".

***Although this portion of fees is initially deposited in the OMV self-generated revenue fund, this money is not all ultimately used to fund OMV, as a significant percentage is transferred from that fund to various DPS offices each year.

****The Insurance Verification System allows law enforcement real-time access to the status of drivers' vehicle insurance. State law (R.S. 32:868) requires this fund to pay for maintaining the system, LSP salaries, housing of parolees detained in sheriffs' jails pending revocation hearings, and additional assistant district attorneys, with the remainder being used for "public safety and law enforcement purposes". Almost all fees that OMV deposited in this fund (between approximately \$35.0 million and \$46.3 million during fiscal years 2022 through 2024) were not used to fund OMV; however, OMV received approximately \$1.2 million from this fund each year in fiscal years 2022 through 2024.

Source: Prepared by legislative auditor's staff using state law and OMV policy.

Additional service charges can also increase the total amount paid by customers depending on where fee transactions are processed, such as the convenience fee of up to \$23 per transaction added by PTAs. State law allows OMV to contract with PTAs, which are mainly privately-owned entities,¹⁸ to collect and process fees related to vehicle registration, as well as some license and reinstatement fees. State law allows PTAs to collect a convenience fee of up to \$23 per service provided. It is unclear how much consumers have paid PTAs, because OMV does not track convenience fees in its transaction data. In addition, service charges up to \$8 are added to transactions processed in OMV field offices located in buildings not owned by the state to cover rent, \$3 is added to transactions processed through OMV's website, and \$23 is added to transactions processed through the LA Wallet app.¹⁹

2. How do OMV fees compare to other states?

Louisiana's fees for driver's license renewal are comparable to other states, but Louisiana's maximum reinstatement fees for insurance cancellation are higher than all but one other state reviewed, and reinstatement fees for first-time DWI offenses are significantly lower than other states. In addition, unlike some states, Louisiana state law does not require OMV fees to be updated on a regular basis. Also, the actual amounts paid by Louisiana drivers for OMV services may be higher than the base fees used for our comparisons due to convenience fees collected by third parties that many other states do not allow.

To compare Louisiana's amounts and administration of select license and reinstatement fees to other states, we conducted a series of surveys in March 2025 that were distributed to other states through the American Association of Motor Vehicle Administrators (AAMVA).²⁰ Since there are several different types of fees with varying parameters in other states, we compared: (1) personal driver's license renewal fees, as this is the largest class of licenses in Louisiana; (2) insurance cancellation reinstatement fees, as the largest amount of Louisiana reinstatement fees are collected for insurance cancellation violations; and (3) DWI reinstatement fees, as these violations are tracked and penalized for all states reviewed.²¹

¹⁸ PTAs can also be municipal or parish governments, which do not require contracts with OMV, but are allowed to charge the same convenience fees as other PTAs.

¹⁹ The vendor for the LA Wallet app is set up to function like a PTA.

²⁰ AAMVA is a tax-exempt, nonprofit organization founded in 1933 that represents state officials in the United States and Canada who administer and enforce motor vehicle laws. AAMVA performs research and develops model programs to provide guidance for more effective public service.

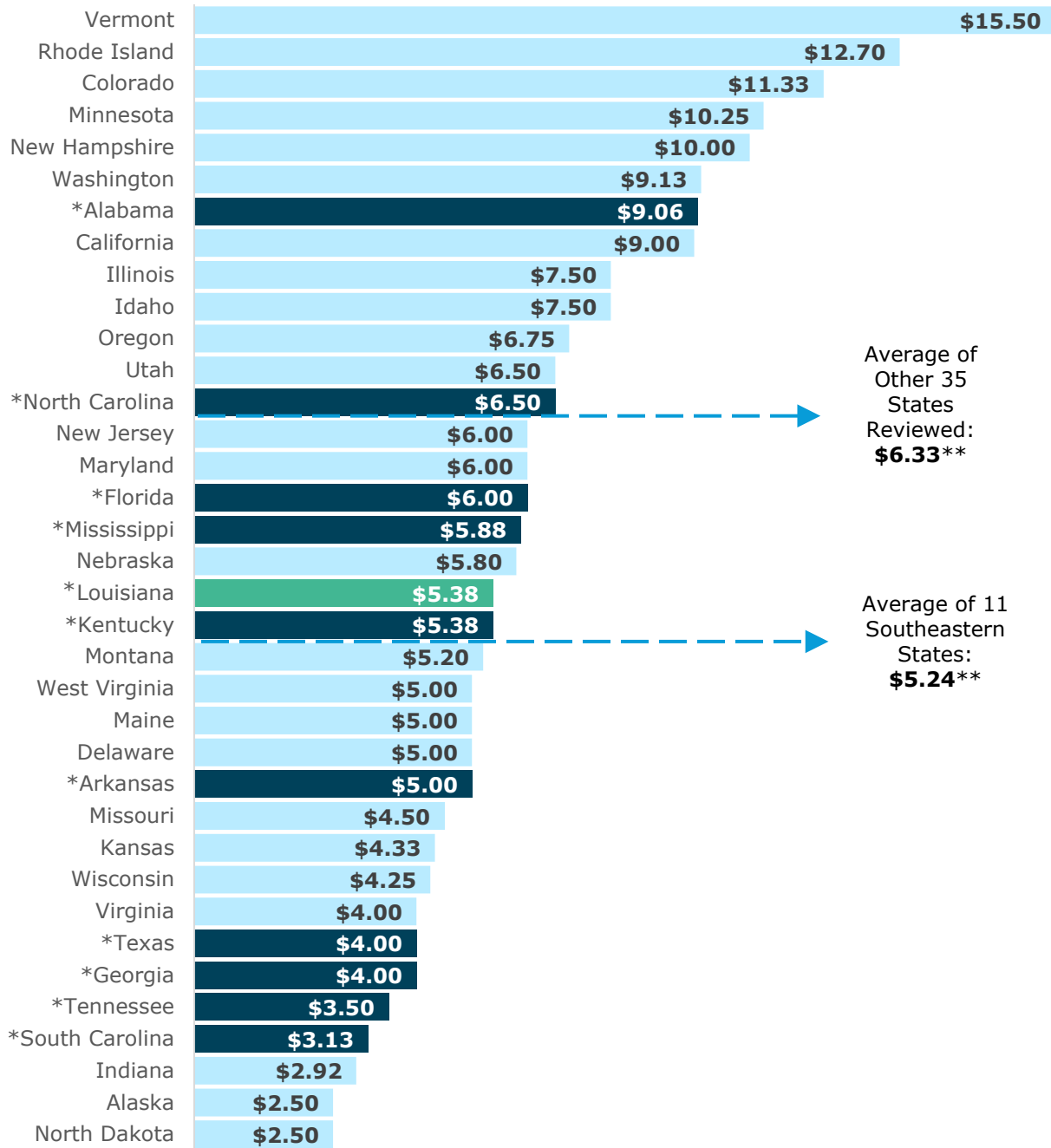
²¹ Up to 33 states responded to the questions analyzed from the survey; however, not every question was answered by every state. For some comparisons, we also conducted online research to include additional Southeastern states that did not respond to the survey in order to provide additional information.

Louisiana's personal driver's license renewal fees are slightly lower than the average amount of the 35²² other states we reviewed for this fee, but comparable to the average of other Southeastern states. Since driver's license renewal schedules in each state range from every three years to every eight years, we normalized our comparison by calculating the cost per year based on the total renewal fee and renewal schedule for each state we reviewed. Louisiana drivers pay a \$32.25 fee to obtain a license and to renew the license every six years, which averages to a cost of \$5.38 per year. By comparison, the average cost per year for the other 35 states included in our analysis was \$6.33, which is 17.7% higher than Louisiana. However, for the 11 Southeastern states included in our analysis, the average cost per year was \$5.24, which is 2.6% lower than Louisiana's fee. Alabama had the highest cost per year of the 11 Southeastern states at \$9.06, and Vermont had the highest cost per year of all 36 states we reviewed at \$15.50. Exhibit 6 summarizes the personal driver's license renewal fees' cost per year for Louisiana and the 35 other states in our analysis.²³

²² For this fee, our analysis included the 32 states who responded to survey questions related to this fee and research for three additional Southeastern states (Arkansas, Mississippi, and Tennessee).

²³ For our comparison, we used the longest renewal periods for each state and did not take into consideration exceptions such as veteran discounts, age discounts, etc.

Exhibit 6
Driver's License Renewal Fees - Cost Per Year by State



*Indicates a Southeastern state

**Louisiana is not included in the calculation of these averages.

Source: Prepared by legislative auditor's staff using March 2025 AAMVA survey results and other states' websites.

Like Louisiana, many other states have various exceptions that may lower the driver's license issuance and renewal costs. The most common exception is age; seven states,²⁴ including Louisiana, have established rates for senior citizens' licenses. Other exceptions include being in the military, having a disability, and renewing online.

We also reviewed the websites of the 35 other states to determine if they had different license fees for REAL IDs, as Louisiana does not.²⁵ We found that eight states²⁶ charge a higher fee for a REAL ID, ranging from \$0.63 to \$4.17 more per year, and Colorado charges \$0.67 less for a REAL ID. See Appendix D for a chart showing the REAL ID fee costs per year by state.

While Louisiana relies heavily on insurance cancellation fees, 10 (43.5%) of 23 responding states do not charge fees for insurance cancellation violations. Louisiana's insurance cancellation fee accounted for \$103.8 million (83.2%) of the \$124.7 million in reinstatement fees collected in FY 2024. In addition, compared to states that do charge similar fees, Louisiana's maximum fees were higher than almost all analyzed states. State law²⁷ requires all drivers to have active automobile insurance on any vehicle that is registered to their name. To enforce this, state law²⁸ also requires insurance companies to notify OMV within 15 business days when insurance coverage changes for registered vehicles. Insurance cancellation violations occur when an insurance company notifies OMV that insurance coverage for registered vehicles has been cancelled. OMV mails a notice of cancellation to the registered owner to inform them of the lapse in coverage and potential consequences. Unless the owner provides proof of compliance²⁹ within 10 days of the notice showing that the violation has been resolved, OMV revokes their driver's license³⁰ and charges a reinstatement fee as a penalty. In Louisiana, the fee is \$100 for a lapse of 1-30 days, \$250 for 31-90 days, and \$500 for over 90 days, plus a \$25 administration fee.³¹

Of the 23 surveyed states that responded to questions about insurance cancellation violations, 10³² (43.5%) states responded that they do not charge any fees for this type of violation. Of the 13 states that responded that they do charge

²⁴ Alabama, Arizona, Illinois, Louisiana, New Jersey, Utah, and Virginia

²⁵ A REAL ID is a driver's license or identification card that meets security standards established by the REAL ID Act of 2005.

²⁶ Arkansas, Kentucky, Maine, Montana, New Hampshire, New Jersey, Oregon, and West Virginia.

²⁷ R.S. 32:861

²⁸ R.S. 32:863.2

²⁹ Acceptable proof of compliance includes proof that (1) other insurance coverage began within one day of the cancellation date, (2) the vehicle was registered in another state, (3) the vehicle is no longer in the person's possession (sold, stolen, repossessed, etc.), or (4) the vehicle is inoperable and the license plate has been surrendered.

³⁰ The registration of the uninsured vehicle(s) is also revoked, so the vehicle(s) cannot legally be driven and the registration cannot be renewed until proof of compliance is provided and reinstatement fees are paid.

³¹ Question 4 of this report provides additional information about insurance cancellation violations.

³² Alaska, Colorado, Iowa, Indiana, Maine, North Dakota, Nebraska, New Hampshire, Ohio, and Wisconsin

fees for these violations, five³³ have multiple tiers of fees like Louisiana while eight³⁴ charge the same amount no matter how long the insurance coverage lapses, ranging from \$40 to \$250. We compared Louisiana's lowest tier of insurance cancellation reinstatement fees to the minimum fees³⁵ for states included in the analysis and found that Louisiana's \$125 fee was \$8 (6.8%) higher than the average of \$117 for the minimum fees charged by the other states in our comparison. In addition, except for Delaware with no maximum fee, Louisiana had the highest maximum fee of \$525.³⁶ Exhibit 7 shows the different amounts charged by other states for insurance cancellation reinstatement fees, including the flat fee or the minimum and maximum of tiered fees for each state.

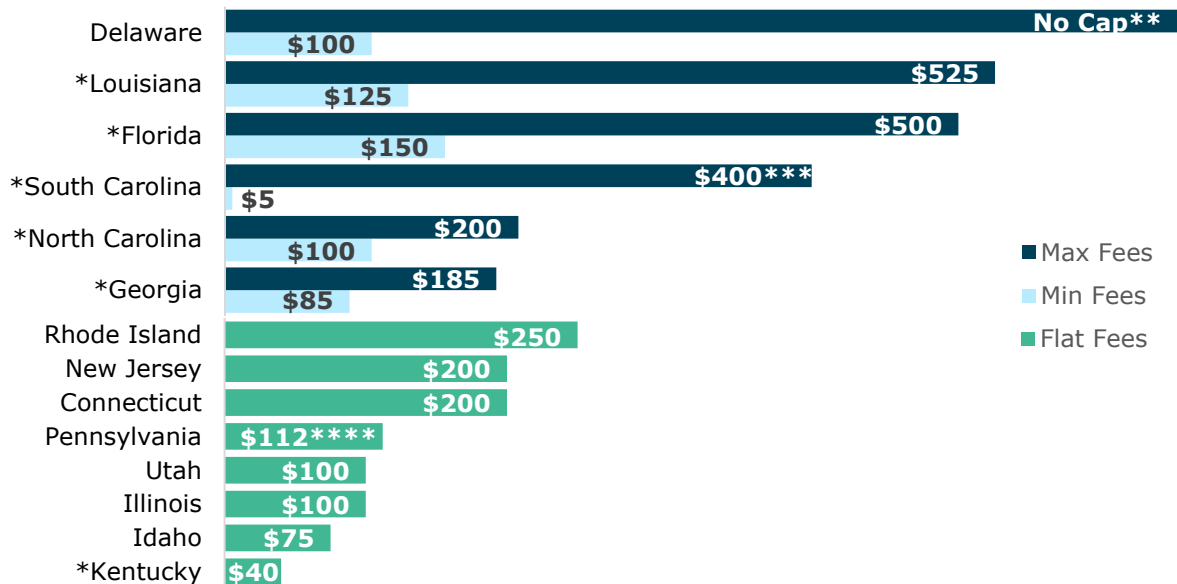
³³ Delaware, Florida, Georgia, North Carolina, and South Carolina

³⁴ Connecticut, Idaho, Illinois, Kentucky, New Jersey, Pennsylvania, Rhode Island, and Utah

³⁵ For states that do not have tiers of fees, we used their flat fees for this comparison. Our comparison did not account for grace periods during which nine states allow vehicles to remain uninsured before charging fees, which ranged up to 90 days (see Question 5 for more information).

³⁶ According to OMV, if the maximum fee was lowered in law, this would require OMV and other programs that rely on these fees to find new sources of revenue. See Question 5 for more details.

Exhibit 7 Insurance Cancellation Reinstatement Fees by State



*Indicates a Southeastern state

**Delaware charges a \$100 fee for the first 30 days of the lapse. A \$5 fee per day is applied for every day after 30 days with no cap.

***South Carolina applies a \$5 fee per day with a cap to not exceed \$200. There is an additional \$200 fee if the license is suspended.

****Pennsylvania applies a \$112 fee and a mandatory registration suspension period of three months. However, a driver may pay a civil penalty of \$500 in addition to the \$112 (for a total of \$612) in lieu of serving the registration suspension period.

Source: Prepared by legislative auditor's staff using March 2025 AAMVA survey results and other states' websites as needed for clarification.

Louisiana's reinstatement fees for first DWI offenses, which made up 81.3% of DWI suspensions in fiscal year 2024, are 46.5% lower than the average of other analyzed states. Louisiana state law establishes tiered reinstatement fees for DWI convictions, in which the amount of fees charged to reinstate the license increases with each additional conviction. Louisiana's fees range from \$100 for the first offense to \$300 for third and subsequent offenses. We compared Louisiana's DWI fees to 35 other states.³⁷

OMV's annual report shows that 2,320 (81.3%) of the 2,853 DWI suspensions in fiscal year 2024 were for first offenses. We compared Louisiana's reinstatement fees for first DWI offenses to the first DWI offense fees³⁸ for states included in the analysis, and found that Louisiana's \$100 fee was \$87 (46.5%) lower than the average of \$187 charged by the other states in our comparison. In

³⁷ 28 states responded by survey, and we researched an additional seven states' (Alabama, Arkansas, Kentucky, Missouri, Mississippi, Tennessee, and Texas) DWI reinstatement fees to include in our comparison.

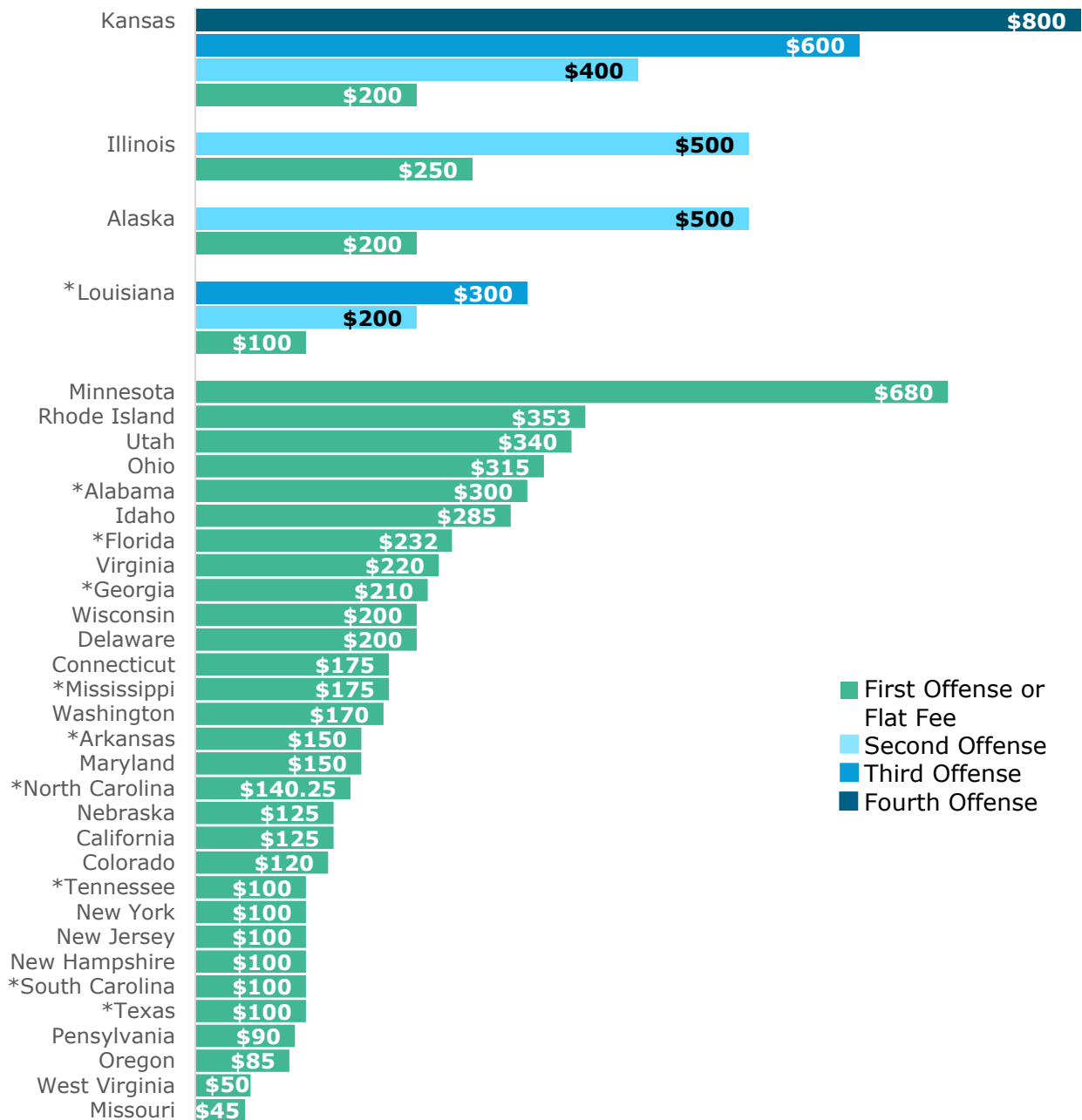
³⁸ For states that do not have different tiers of fees, we used their flat fees for this comparison.

addition, compared to the three³⁹ other states with fees tiered similarly to Louisiana for multiple offenses, every tier of Louisiana's fees was lower.

Raising Louisiana's first DWI offense fees to the \$187 average would have resulted in OMV charging an additional \$202,807 for reinstatement of the 2,320 first DWI offense suspensions in fiscal year 2024. This increase could not only raise additional funds for OMV operations, but could also serve as an additional deterrent for committing DWI offenses. Exhibit 8 shows the different amounts charged by other states for DWI reinstatement fees, including tiered fees and flat fees.

³⁹ Alaska, Illinois, and Kansas

Exhibit 8 DWI Reinstatement Fees by State



*Indicates a Southeastern state.

Source: Prepared by legislative auditor's staff using March 2025 AAMVA survey results and other states' websites.

Like Louisiana, fees are established in law for the other 33 states in our comparison; however, unlike Louisiana, three states have statutory provisions for fee amounts to be updated regularly. Since fees are established in law, they cannot be changed without passing new legislation. Idaho specifically stated in our survey that this has proven to be a challenge for its state. However, unlike Louisiana, three states have provisions in law related to a timeline for

updating fees. Two states require fees to be adjusted for inflation based on the Consumer Price Index. California requires these updates annually, and North Carolina requires updates every four years. In addition, West Virginia allows fees to be adjusted every five years with a stipulation that the increase does not exceed 10%. Although West Virginia does not mandate fees to be changed, the ability to raise fees without legislation allows the state greater autonomy to ensure fee amounts are appropriate. By contrast, Louisiana has not updated license and reinstatement fees since the insurance cancellation reinstatement fees increased in 2014.

Unlike Louisiana, most other surveyed states do not contract to collect state fees with third parties that are allowed to add a convenience fee. Since convenience fees were not included in our analysis, the total cost of Louisiana's fees to drivers may be higher since these fees are not added in most other states. Louisiana allows PTAs to collect a convenience fee up to \$23 per service provided. For example, a Louisiana driver would pay a total of \$55.25 to renew their driver's license through a PTA, which increases the \$32.25 fee by 71.3%. Approximately 83.7% of license and reinstatement fees were collected through PTAs during fiscal year 2024. However, PTAs or other third-party vendors are not used in all other states. Nineteen⁴⁰ (59.4%) of the 32 states that responded to the questions about third parties do not allow third parties to perform licensing transactions in their state. Thirteen⁴¹ (40.6%) states do allow various contracts with third parties, including ten⁴² states that allow third-party contractors to charge convenience fees in addition to agency fees.

Matter for Legislative Consideration 1: The legislature may wish to consider decreasing the maximum amount of reinstatement fees that OMV charges for insurance cancellation violations.

Matter for Legislative Consideration 2: The legislature may wish to consider increasing the reinstatement fees that OMV charges for first-time Driving While Intoxicated offenses.

Matter for Legislative Consideration 3: The legislature may wish to consider adding provisions in state law to update OMV fees on a periodic basis, which could include indexing the fees to certain economic conditions such as inflation.

⁴⁰ California, Delaware, Idaho, Illinois, Indiana, Kentucky, Maryland, Minnesota, North Dakota, Nebraska, New Hampshire, New Jersey, Oregon, South Carolina, Utah, Vermont, Washington, Wisconsin, and West Virginia

⁴¹ Alaska, Alabama, Arizona, Colorado, Florida, Georgia, Kansas, Maine, Missouri, Montana, Rhode Island, Texas, and Virginia

⁴² Alaska, Alabama, Arizona, Colorado, Florida, Georgia, Kansas, Maine, Montana, and Texas

3. How many driver's licenses are suspended or revoked, and how can the requirement to pay OMV fees delay reinstatement of licenses?

As of June 2024, 255,657 (9.1%) of Louisiana's 2,811,435 Class E (Personal)⁴³ driver's licenses⁴⁴ were suspended and/or revoked.⁴⁵ State law requires OMV to suspend or revoke an individual's license based on the type of violation, such as failure to follow traffic laws, pay child support, pay income taxes, appear in court, or maintain vehicle insurance. A license can be suspended and revoked at the same time due to multiple violations, each of which must be resolved separately. Insurance cancellations were the most common violation, as at least 201,780 (78.9%) of the 255,657 licenses suspended and/or revoked as of June 2024 had an unresolved insurance cancellation violation. Exhibit 9 compares the number of suspended and revoked licenses as of June 2024⁴⁶ and describes the types of violations that result in each status.

⁴³ This analysis only included Class E driver's licenses, as other classes can have different violations.

⁴⁴ We excluded some irrelevant licenses from this analysis, such as licenses for individuals identified as deceased or out of state. See Appendix B for more information.

⁴⁵ This excludes expired licenses; however, when including licenses that were expired for five years or less, 361,145 (12.0%) of 3,005,145 licenses were suspended and/or revoked, including 105,488 (3.5%) that were expired and suspended and/or revoked.

⁴⁶ The number of licenses with each status add up to more than the total 255,657 suspended and/or revoked licenses because some licenses were suspended and revoked.

Exhibit 9		
Comparison of Driver's License Suspended and Revoked Statuses		
Topic	Suspended	Revoked
Number of Licenses as of June 2024	97,661 (3.5% of Class E licenses)	217,648 (7.7% of Class E licenses)
Impact to Driving Privileges	Driving is illegal, and drivers will face fines up to \$1,250 and/or imprisonment up to six months, a one-year extension of their suspension period, and additional reinstatement fees	Driving insured vehicles* is allowed until the license expires; however, driving with an expired license is illegal, and the license cannot be renewed until the violation is resolved and fees are paid
Types of Violations	<p>Several types**, including:</p> <p>Driving-related (e.g., traffic violations or criminal convictions like driving under the influence)</p> <p>Non-Driving (e.g., failure to appear for court, nonpayment of child support)</p> <p>Fee-related (e.g., failed OMV fee payments due to insufficient funds/chargebacks, or default on an OMV installment plan,** even if the fees did not originate from a violation requiring suspension)</p>	<p>Two types:</p> <p>Insurance cancellation - occurs when insurance coverage lapses for a registered vehicle and driver fails to provide proof of compliance within 10 days of cancellation notice</p> <p>Notice of violation - occurs when a driver cannot show proof of insurance at the time of an accident or traffic stop</p>
<p>*Driving the uninsured vehicle that caused the violation is not allowed until new coverage begins.</p> <p>**See Appendix C for a list of all violations that can result in driver's licenses being suspended or revoked in Louisiana.</p> <p>***OMV allows drivers to set up installment plans to pay outstanding reinstatement fees. Default occurs after six late payments, resulting in license suspension until fees are paid in full.</p> <p>Source: Prepared by legislative auditor's staff using OMV data, state law, and OMV policy.</p>		

Reinstatement fees must be paid before OMV can return a license that has been suspended or revoked to good standing, which can delay individuals who are otherwise compliant from regaining an active license.

Even if drivers with suspended or revoked licenses have demonstrated compliance by completing all requirements to resolve a violation, OMV cannot reinstate their licenses until reinstatement fees are paid (*see text box at right for example*). The secondary requirement of paying reinstatement fees can therefore become the primary obstacle that delays compliant drivers from regaining an active license. This obstacle can quickly grow if the violation itself has financial requirements for compliance (e.g., paying outstanding debts or obtaining vehicle insurance), if the license expires while suspended or revoked (as this requires the driver to also pay renewal fees), or if the driver has multiple violations.

For example, once a driver with a Written Promise violation appears in court, the court no longer needs OMV to suspend that person's license to motivate compliance; however, the license still remains suspended until the \$100 OMV reinstatement fee is paid.

Reinstatement can also be delayed if individuals with restricted driving privileges have difficulty finding alternative transportation to work in order to pay OMV fees, which can be particularly challenging in areas with limited public transportation. According to OMV's annual report, drivers

had 3,757 violations for driving with a suspended license in fiscal year 2024. Census Bureau data shows that in 2023, 78.7% of Louisiana workers drove alone to work (compared to 69.2% nationwide), and only 0.8% of Louisiana drivers traveled to work using public transportation (compared to 3.5% nationwide).⁴⁷ Louisiana's reliance on personal vehicles to get to work could help explain why some drivers continue driving with a suspended license. Additional violations for driving with a suspended license or expired revoked license can also increase costs for the driver.⁴⁸ State law allows some suspended drivers to apply to OMV for a hardship license⁴⁹ or set up an installment plan in order to regain driving privileges before reinstatement fees are paid in full; however, these options are not available for all drivers with suspended licenses,⁵⁰ and failure to comply with all terms of these agreements can lead to additional delays.⁵¹

We found that 58.1% of driver's licenses that were suspended and/or revoked as of June 2022 were still not active as of June 2024, meaning fewer than half of drivers were able to resolve their violations and/or avoid committing subsequent violations during the two-year period. To evaluate how long licenses stay in suspended and/or revoked statuses, we identified 296,114 Class E (personal) driver's licenses that were suspended and/or revoked as of June 2022 and evaluated their statuses two years later.⁵² We found that as of June 2024, although 120,578 (40.7%) of the licenses had been reinstated and returned to active status, 171,919 (58.1%) still had a suspended and/or revoked status, as shown in Exhibit 10.

⁴⁷ 2023 [1-year American Community Survey](#), "Means of Transportation to Work by Selected Characteristics"

⁴⁸ Driving with a suspended license is punishable by a fine up to \$1,250 and/or imprisonment up to six months, extends the mandatory suspension term by one year, and adds \$60 in reinstatement fees. Driving with an expired license does not require the license to be suspended, but is punishable by fines up to \$1,750 and/or imprisonment up to six months.

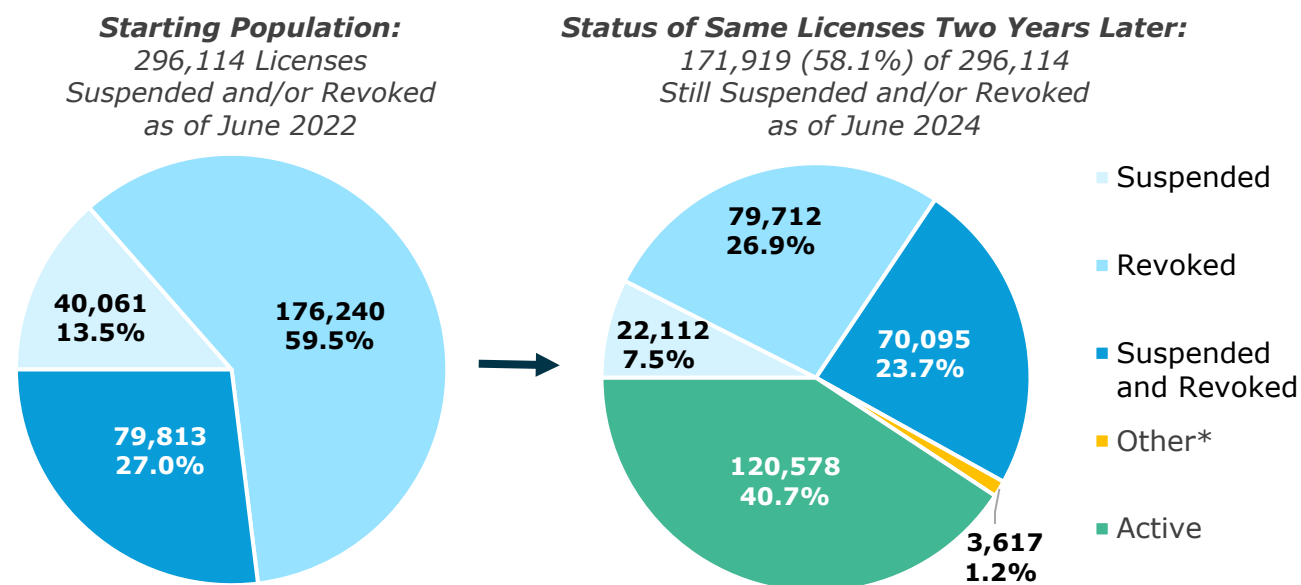
⁴⁹ A hardship license allows individuals to drive during the suspension period to earn a livelihood or to maintain the necessities of life.

⁵⁰ Hardship licenses are not allowed for all violations, require OMV approval or in some cases a court order to be approved, and require all reinstatement and hardship fees to be paid in full without an installment plan. In addition, installment plans are not allowed if a driver has not met all other requirements for the violation or is in bankruptcy.

⁵¹ Violation of terms for a hardship license results in an additional period of suspension and a \$60 reinstatement fee. Default on an OMV installment plan results in suspension and additional reinstatement fees, even if the initial violation did not require suspension.

⁵² OMV's driver's license data does not track the date the license status changed, so we compared the status of licenses in data snapshots from June 2022 and June 2024. Some licenses were excluded from our analysis. See Appendix B for more details.

Exhibit 10
Status of Suspended and/or Revoked Driver's Licenses
As of June 2022 and June 2024



*Includes licenses from the starting population that were not still suspended and/or revoked, but were also not active. This includes licenses that were expired (but had been reinstated), cancelled, or "other invalid" statuses (which are related to hardship licenses).

Source: Prepared by legislative auditor's staff using June 2022 and June 2024 driver's license data from OMV.

A significant portion of licenses that were suspended and/or revoked in both June 2022 and June 2024 expired or incurred additional violations during the two-year period. Of the 171,919 licenses that were suspended and/or revoked in both June 2022 and June 2024, 61,436 (35.7%) expired during the two-year period and were not renewed by June 2024.⁵³ By contrast, we found that only 75,112 (3.2%) of the 2,383,758 licenses that were active as of June 2022 expired during the two-year period and were not renewed by June 2024. This suggests that unresolved fees related to suspensions and/or revocations may play a role in prompting drivers to delay renewing expired licenses. We also found that 23,289 (13.5%) of the 171,919 licenses suspended and/or revoked in both June 2022 and June 2024 had been reinstated, renewed, and then suspended and/or revoked again for a subsequent violation during the two-year period.⁵⁴

⁵³ Expired licenses were excluded from the starting 2022 population to control for other factors that could contribute to licenses remaining expired for long periods, such as advanced age or travel. However, expired licenses were included in the 2024 population to ensure our results showed how statuses changed over two years for the entire starting population.

⁵⁴ This does not include all licenses that had additional violations in the two-year period, as it only includes those that were reinstated and renewed and then had an additional violation.

4. What factors contribute to the high volume of insurance cancellation violations and fees?

More than three-quarters of the licenses that were suspended and/or revoked in both June 2022 and June 2024 had unresolved insurance cancellation violations in both years, reflecting both the frequency of these violations and the difficulty some drivers may face in resolving them. We found that of the 171,919 driver's licenses that were suspended and/or revoked in both June 2022 and June 2024, at least 133,605 (77.7%) had unresolved insurance cancellation violations in both years. We also found that OMV collects far more in reinstatement fees for insurance cancellation than any other violation. These fees accounted for \$103.8 million (83.2%) of the total \$124.7 million in reinstatement fees that OMV collected in fiscal year 2024, while the largest amount of reinstatement fees unrelated to insurance cancellation⁵⁵ was only \$5.1 million (4.1%). In addition, we found that of the 217,648 drivers whose licenses were revoked as of June 2024, 179,794 (82.6%) drivers owed approximately \$158.1 million⁵⁶ as of January 2025 for insurance cancellation reinstatement fees, an average of \$879 and three violations per driver. The 179,794 drivers includes 35,656 who had a total of 53,985 new insurance cancellation violations between June 2024 and January 2025. Several factors contribute to the high volume of reinstatement fees paid for insurance cancellation violations, as discussed below.

Reinstatement fees for insurance cancellation violations are more expensive than other violations, the amount owed increases the longer a lapse in insurance coverage continues, and one lapse in coverage can result in multiple violations. Insurance cancellation fees are OMV's most expensive reinstatement fees (see *text box at right*).⁵⁷ In addition, other tiered reinstatement fees only increase if drivers have multiple violations, whereas insurance cancellation fees increase based on how long it takes for the driver to become compliant. As a result, the amount of insurance cancellation fees owed grows if drivers encounter any delays to regaining coverage.

The minimum insurance cancellation fee of \$125 for lapses up to 30 days is \$25 higher than the next-highest OMV flat or first-tier reinstatement fee, and the maximum fee of \$525 for lapses over 90 days is \$225 higher than the maximum fee for any other OMV violation unrelated to insurance (with the next-highest being the maximum \$300 fee for DWI reinstatement).

In addition, one lapse in coverage can result in multiple violations, which can quickly multiply the total amount owed. If more than one vehicle was covered by the cancelled insurance policy, each uninsured vehicle is considered a separate

⁵⁵ For Written Promise and other affidavit violations

⁵⁶ This is only a portion of total outstanding insurance cancellation fees. According to OMV, it is unlikely the full amount owed will be collected, as some drivers with multiple violations will only pay the \$850 cap by clearing all violations on the same day, some could still present proof of compliance to resolve violations without needing to pay fees, and some will never pay outstanding fees.

⁵⁷ Notice of Violation (driving without proof of insurance) has the same base fee amounts as insurance cancellation, but the administrative fee is \$10 instead of \$25. In addition, these violations occur less frequently and uncollected fees are not sent to ODR.

violation. For example, if a policy covering three vehicles lapsed over 90 days, this would be considered three separate violations, so the total owed would be \$1,575 (\$525 x 3). When drivers have multiple violations, state law allows drivers to pay a capped total of \$850 (plus a \$25 administration fee per vehicle) if all violations are cleared in one day.⁵⁸ However, this cap does not apply if fees are paid separately for each vehicle or paid after overdue fees are sent for collection.

Unlike other reinstatement fees, OMV sends unpaid insurance cancellation reinstatement fees to the Office of Debt Recovery (ODR) within the Louisiana Department of Revenue for collection. While this practice is designed to motivate more drivers to pay outstanding fees, it further increases the total amount drivers must pay to reinstate their licenses and is uncommon among other states we surveyed. Louisiana's other reinstatement fees only have to be paid if the driver wants their license to be reinstated, so drivers can wait to reinstate their licenses until they can afford it with no consequence beyond restricted driving privileges (as applicable). By contrast, state law allows OMV to treat unpaid insurance cancellation fees as an outstanding debt and send them to ODR for collection. According to OMV, insurance cancellations are the only type of fee that it sends to ODR for collection, so nonpayment of these fees has financial consequences not applicable to other types of fees. ODR can recover the amount owed by offsetting drivers' tax refunds, garnishing wages, or placing levies against funds in the drivers' bank accounts. In addition, ODR adds a 15% processing charge to the balance owed by the driver when OMV refers unpaid fees for collection.⁵⁹ Drivers paid \$11.6 million in ODR fees added to insurance cancellation fees during fiscal year 2024.

Drivers are incentivized to pay insurance cancellation fees as soon as possible to avoid the addition of ODR collection fees or initiation of recovery processes, which likely contributes to the high volume of these fees that OMV collects. However, this approach may disproportionately impact drivers who cannot afford to pay the fees quickly, such as those whose insurance lapsed because they were already struggling financially. Based on our survey results, 10 (43.5%) of 23 responding states do not charge fees for lapses in insurance coverage, and only three (23.1%) of the 13 surveyed states that do charge fees for insurance cancellation violations send these fees to collections.

Louisiana's high vehicle insurance prices and low median income compared to the nation overall likely contribute to delayed reinstatements as well as the frequency of repeat insurance cancellation violations. A 2024 Insurance Research Council report⁶⁰ found that, in 2022, Louisiana was the least affordable state in the nation for vehicle insurance, as Louisiana's average annual insurance costs of \$1,588 per vehicle were nearly 40% above the national average. In addition, based on 2023 Census Bureau data,⁶¹ Louisiana's median household

⁵⁸ This is the maximum (cap) reinstatement fee for persons under 65. The cap for persons 65 or older is \$250, and no administration fees are charged.

⁵⁹ ODR added 25% until January 2024, when collection fees decreased to 15%.

⁶⁰ Insurance Research Council, "[Auto Insurance Affordability in Louisiana](#)", 2024.

⁶¹ 2023 [1-year American Community Survey](#), "Financial Characteristics"

income of \$4,852 per month is 25.1% lower than the national median of \$6,477, and more than 30% of Louisiana households spent more than 30% of their income on housing costs. Given that a large portion of Louisiana households have very little expendable income, paying unexpected OMV fees is not always affordable and may reduce drivers' available funds to pay their insurance premium the following month, increasing the risk for repeat violations. Based on OMV violations data through January 2025, we found that the drivers with revoked licenses as of June 2024 had an average of six total insurance cancellation violations since being licensed, with a maximum of 146 different insurance cancellation violations for one driver. Overall, insurance cancellation reinstatement fees can create significant financial challenges for drivers.

5. What changes in state law related to license suspension and reinstatement fees could be considered to help mitigate the challenges to reinstating licenses after a violation?

The legislature may wish to consider evaluating several areas in state law to help mitigate the negative impacts of license suspension and reinstatement fees. This could include evaluating the necessity of suspensions for non-driving violations, adding grace periods and changing collections practices for insurance cancellation violations, and expanding the Reinstatement Relief Program for more types of OMV fees.

Although state law was amended in 2024 to alleviate some financial challenges drivers commonly encounter with insurance cancellation fees, further changes could be helpful. For example, many other surveyed states with similar fees have longer grace periods before charging fees than Louisiana. Act 629 of the 2024 Regular Legislative Session removed the requirement for OMV to refer all overdue cancellation fees to ODR for collection, removed the requirement for all fees to be referred to ODR at the maximum amount (\$525) regardless of how long insurance lapsed, and increased the deadline for drivers to pay before OMV sends the debt to ODR. In addition, changes to state regulation⁶² already reduced the percentage that ODR adds to these fees from 25% to 15%, effective January 2024. These changes reduce the amount that fees increase once they are sent to ODR. According to OMV, it will still refer insurance cancellation fees to ODR for collection, but will now send them at the appropriate amount based on how long insurance lapsed rather than the maximum fee amount.

⁶² Louisiana Administrative Code (LAC) 31:3101

Act 426 of the 2024 Regular Legislative Session also extended the grace period for the first cancellation violation from five days to 10 days; however, for all subsequent violations, fees are still charged starting the day the insurance is cancelled. By contrast, nine⁶³ surveyed states responded that they give drivers grace periods before charging fees that ranged from 10 to 90 days after insurance lapses, with an average of 36 days. According to OMV, factors like a longer grace period could be changed in law to provide drivers more time to regain compliance before fees are charged; however, this would require OMV and other programs funded by these fees to find new sources of revenue, as OMV relies heavily on these fees to pay its operating costs (*see text box at right*).

During fiscal year 2024, insurance cancellation fees provided approximately \$18.6 million (61.6%) of the \$30.2 million in license and reinstatement fees that were used to fund OMV. These fees also provided approximately \$85.1 million in funding to DPS.

Although the 2024 legislation also created a Reinstatement Relief Program for insurance cancellation fees, Louisiana could consider expanding this program to all reinstatement fees similar to four other states. In addition to the changes already noted, Act 629 authorized OMV to compromise and settle all outstanding insurance cancellation reinstatement fees, including recalling debt already sent to ODR, and to implement a Reinstatement Relief Program that can lower the amount owed based on review of the debtor's income, financial obligations, and other factors that affect the ability to repay. However, this program is only available for unpaid insurance cancellation fees. By contrast, four other states responded to our survey that they have similar relief programs that apply to all reinstatement fees. For example, Ohio has an amnesty program that reduces any reinstatement fees for individuals who are receiving public assistance or submit other proof of indigence, and Georgia waives reinstatement fees for some individuals who can prove they cannot afford the fees. In addition, Minnesota waives reinstatement fees for recently incarcerated individuals, and Pennsylvania has a program that allows individuals to complete community service in lieu of payment of some fees. According to OMV, extending the relief program to other reinstatement fees would decrease the funding these fees provide for OMV and other entities, such as courts that receive part of the money collected for Written Promise reinstatement fees.

Reevaluating laws that require driver's license suspension and reinstatement fees for non-driving violations could reduce negative impacts of suspending driving privileges and reduce OMV's administrative burden. The loss of driving privileges can create logistical challenges for drivers, particularly when they have no alternative transportation to work, school, or healthcare, and the requirement to pay reinstatement fees can create additional financial challenges. According to AAMVA, one way that states can reduce the burden of reinstatement fees is by reforming laws to stop requiring the suspension of driving privileges for non-highway safety violations. In a 2021 report,⁶⁴ AAMVA research showed that while suspending licenses for dangerous driving behavior is

⁶³ Connecticut, Delaware, Florida, Georgia, Idaho, Kentucky, Pennsylvania, Rhode Island, and Utah

⁶⁴ AAMVA, "[Reducing Suspended Drivers and Alternative Reinstatement: Best Practices](#)", 2021.

appropriate, suspending people who are otherwise safe drivers does not effectively change non-driving behavior. AAMVA further states that non-driving suspensions also negatively impact communities through unemployment, lower wages, fewer hiring choices, and increased insurance costs.

In addition, AAMVA noted the administrative burden that non-driving suspensions place on Motor Vehicles agencies. According to OMV, training staff to process reinstatements is challenging and takes six months. OMV stated it often has difficulty in retaining these staff due, in part, to the difficulty of navigating the large number of violations it oversees, which includes many non-driving violations. Suspensions and reinstatement fees for non-driving violations therefore create challenges for OMV staff as well as those who lose driving privileges.

AAMVA found that all 50 states require or permit driver's license suspensions for some non-driving violations. However, according to a 2024 brief from the National Council of State Legislatures (NCSL),⁶⁵ since 2017, at least 25 states have passed largely bipartisan legislation to curb or eliminate the use of driver's license suspensions and driving privilege restrictions for unpaid fines and fees. Louisiana requires suspension and reinstatement fees for several non-driving violations, including many related only to failure to pay an outstanding debt (*see text box at right*).⁶⁶ According to OMV, eliminating non-driving reinstatement fees would decrease the funding these fees provide for OMV and other entities, such as DPS.

In Louisiana, state law requires license suspension for several **non-driving violations**, such as the following examples among those with the most suspensions during fiscal year 2024:

- 58,734 suspensions at the request of courts due to driver's **failure to pay** fines timely or **failure to appear** in court for a traffic citation (i.e. "written promise")
- 14,149 suspensions due to drivers **defaulting on an OMV installment plan** set up to pay outstanding fees
- 6,912 suspensions at the request of the Department of Revenue due to driver's **failure to pay income taxes**
- 64 suspensions at the request of school principals/headmasters due to **school disciplinary action** for sale or possession of drugs/alcohol, possession of a firearm, or assault/battery

Matter for Legislative Consideration 4: The legislature may wish to consider enacting grace periods for all insurance cancellation violations.

Matter for Legislative Consideration 5: The legislature may wish to consider amending the Reinstatement Relief Program to include all reinstatement fees and not limit the program to only insurance cancellation fees.

Matter for Legislative Consideration 6: The legislature may wish to consider reevaluating laws that require driver's license suspension and reinstatement fees for non-driving violations, as non-driving suspensions

⁶⁵ NCSL, "[Road to Reform: State Approaches to Addressing Debt-Based Driver's License Suspensions](#)", 2024.

⁶⁶ AAMVA considers insurance cancellation violations to be driving-related violations, so they are not relevant to this section. In addition, although failure to pay child support is a non-driving violation, according to OMV, suspension for this violation is a federal requirement.

may negatively impact communities through unemployment, lower wages, fewer hiring choices, and increased insurance costs.

6. What are challenges for OMV related to collecting driver's license and reinstatement fees?

OMV's outdated computer system, which was implemented more than 50 years ago, limits the number of fee transactions that OMV and its vendors can process due to unpredictable outages. OMV's computer application and database are more than 50 years old. To enable the system to perform OMV's wide range of functions, several different programs have since been developed that all need access to the system's data at the same time. However, unexpected surges in traffic from these programs, such as the OMV website or LA Wallet, can cause the entire system to freeze, leading to unplanned statewide outages during which no driver's license transactions can be processed. According to OMV, its system was down more than 50% of each day during January through March 2025. On March 20, 2025, Governor Landry issued *Executive Order JLM 25-032*, which declared a state of emergency for OMV in response to the system outages that OMV experienced in the previous months.⁶⁷ This order suspended Louisiana Procurement Code and the Louisiana Information Technology Procurement Code, which would normally apply to any contracts selected to build an agency data system.

Louisiana's Governor declared a **state of emergency** due to extensive OMV system outages in March 2025.

The instability of OMV's computer system also limits the office's ability to implement legislative or administrative changes, such as changing rules for fees or adding new types of fees. According to OMV, making system changes to add new legislative requirements or offer new functionality is so difficult that updates are often delayed or not implemented. For example, based on changes in Act 629,⁶⁸ OMV was able to launch an initiative to recall debt already sent to ODR for collection and provide an opportunity for people to pay off outstanding insurance cancellation reinstatement fees at a lower amount.⁶⁹ According to OMV, when it planned this initiative, it anticipated that after the law's effective date of June 2024, the Office of Technology Services would have completed necessary changes to OMV's computer system by August or September in order to process the additional reinstatement transactions. However, due to ongoing concerns about crashing the system, OMV ultimately did not announce the initiative until November 14, 2024, with a deadline of December 31, 2024, for

⁶⁷ *Executive Order JML 25-043* extended this order through May 17, 2025; *JML 25-061* through June 15, 2025; *JML 25-069* through July 13, 2025; and *JML 25-079* through August 10, 2025.

⁶⁸ Specifically, the Act removed the requirements for OMV to send insurance cancellation fees to ODR and to refer these fees to ODR at the maximum amount.

⁶⁹ In the bill's [fiscal note](#), OMV estimated that \$470 million of final delinquent debt would be recalled from ODR and reduced to the actual amount owed of \$254 million.

resolving fees at lower costs before they were sent back to ODR (*see text box at right*).⁷⁰

According to OMV, it recalled outstanding fees for 870,465 insurance cancellation violations from ODR in June 2024, and approximately \$180.1 million that was still unpaid for 454,301 of these violations was referred back to ODR in December 2024. Since the fee amounts were changed in the system, OMV does not know the total amount that was originally recalled.

The delay in implementing Act 629 was not the first time that OMV's computer system limited its ability to fully exercise its authority under law related to fees. For example, state law also authorizes OMV to send certain outstanding fee types other than insurance cancellation to ODR for collection, but OMV stated that it has not yet considered doing so due to the difficulty of coding these transactions. In addition, since at least 2012, state law has authorized OMV to collect fees from insurance companies that do not comply with requirements to report changes to vehicle insurance policies; however, OMV stated that it does not attempt to collect this fee. According to OMV, it does not currently have a data source other than the insurance companies to check for this compliance, but even if it did, the effort needed to code these checks and the threat to the system's everyday functions would be a significant obstacle.

The limited information tracked by OMV's current system and its lack of integration with other key data sources increases the amount of time OMV staff must spend on standard tasks and limits the information available to inform decision-making related to fees. For example, the system does not track historical driver's license information. This information is important because it would allow staff to track changes made by others when working with individuals to reinstate their licenses, and it would allow OMV to perform global analyses of the impact of laws that establish violations and reinstatement fees. OMV's system also does not track outage time during which transactions could not be processed. In addition, OMV's system is not integrated with the various credit card payment systems used by its main office, field offices, and PTAs. This increases the risk that staff may forget to charge fees when performing a service (since payment is processed in a separate system), and therefore requires OMV and PTA staff to spend substantial time performing daily reconciliations between the two systems. OMV's system is also not integrated with its accounting system, which tracks types of fees in different ways and accounts for transactions such as voids and manual corrections that are not added to the OMV system, which makes it difficult for OMV to perform a global analysis of fees over time. Having one system that includes comprehensive violation, payment, and accounting information would save OMV staff time and make more information readily available for reporting that could assist in decision-making regarding OMV fees.

OMV entered into a contract with Champ Titles, Inc. on July 10, 2025, to implement, host, maintain, and support a replacement system. OMV will pay the contractor a maximum of \$54 million over six years, or \$9 million a year. According to the contract, Champ Titles, Inc. and OMV are required to implement the system

⁷⁰ Although unpaid amounts were sent back to ODR, this time they were referred at the appropriate amounts based on the actual days uninsured rather than the maximum fee amounts.

in two statewide rollouts: (1) driver services and (2) vehicle services. Both phases should be complete within 24 months of the project initiation phase, which lasts 30 days after the contract start date. This contract will end on July 10, 2031, but can be extended for additional two-year periods at the same prices, terms, and conditions, not to exceed a total of 10 years.

APPENDIX A: MANAGEMENT'S RESPONSE



JEFF LANDRY
GOVERNOR

KEITH E. NEAL
COMMISSIONER

State of Louisiana
Department of Public Safety and Corrections
Office of Motor Vehicles

Michael J. "Mike" Waguespack
Legislative Auditor
Louisiana Legislative Auditor

Subject: OMV Driver's License Issuance and Reinstatement Fees Performance Audit

Dear Mr. Waguespack,

Thank you for providing the report of your findings. After review, we agree with your assessment and appreciate the thoroughness of the evaluation.

We also acknowledge that this report does not contain any recommendations for the Office of Motor Vehicles. We value the clarity this brings and will retain the report as part of our reference documentation.

The Office of Motor Vehicles looks forward to working with Louisiana Legislative Auditor on any future audits.

Sincerely,

Keith E. Neal
Commissioner
Louisiana Department of Public Safety
Office of Motor Vehicles

COURTESY • LOYALTY • SERVICE

"An Equal Opportunity Employer"

P.O. BOX 66614, BATON ROUGE, LOUISIANA 70896

APPENDIX B: SCOPE AND METHODOLOGY

This report provides information on fees charged by the Louisiana Office of Motor Vehicles (OMV) for driver's license issuance and reinstatement, including the amounts collected during fiscal years 2022 through 2024, how OMV's fees compare to other states, and the challenges related to drivers' payment and OMV's collection of these fees. Our analysis covers fiscal years 2022 through 2024. Our objective for this report was:

To provide information on driver's license issuance and reinstatement fees collected by OMV.

Informational reports are intended to provide more timely information than standards-based performance audits. While these informational reports do not follow *Government Auditing Standards*, we conduct quality assurance activities to ensure the information presented is accurate. We incorporated OMV's feedback throughout this informational report.

To answer our objectives, we performed the following:

- Researched and reviewed applicable state laws, regulations, and OMV policies.
- Met with OMV leadership and staff to gain an understanding of its current policies, procedures, and practices related to OMV license and reinstatement fees.
- Obtained and reviewed general statistics related to driver's licenses, license and reinstatement fees, and different types of violations from OMV's annual manual (i.e., its annual report) for fiscal year 2024. Auditors did not perform reliability testing to verify information included from this report, but OMV verbally confirmed that the specific statistics we used were accurate.
- Researched and reviewed best practices related to motor vehicles fees, including those reported by the American Association of Motor Vehicle Administrators (AAMVA) and the National Council of State Legislatures.
- Researched and reviewed miscellaneous statistics from the United States Census Bureau and the Insurance Research Council.
- Conducted a series of surveys in March 2025 concerning the types, amounts, and administration of motor vehicles fees in other states. We developed these surveys, but OMV submitted the surveys for distribution through AAMVA's web portal, and OMV provided us the responses when the survey period concluded. AAMVA distributed the surveys to all 50 states. Of the 49 states other than Louisiana, thirty-

three (67.3%) responded to the survey about driver's license fees and administration, 28 (57.1%) responded to the survey about insurance cancellation reinstatement fees, and 28 (57.1%) responded to the survey about Driving While Intoxicated (DWI) and other reinstatement fees. However, each question was not answered by every state, and some states' responses were excluded if unclear.

- For comparisons of driver's license fees and DWI reinstatement fees, we reviewed the websites and/or laws of some Southeastern states that did not respond to the survey in order to provide additional information.
- For comparison of insurance cancellation fees, we reviewed the websites and/or laws of some states as needed to clarify their responses.
- Obtained and reviewed financial reports from OMV's Unisys Mainframe System (Mainframe reports) and from the LaGOV accounting system (LaGOV reports) to calculate the amount of license and reinstatement fees collected during fiscal years 2022 through 2024, and the distribution of fees collected in fiscal year 2024.
- Calculated the amount of license and reinstatement fees collected overall and by specific fee type using the Mainframe reports, as the LaGOV reports do not track all license and reinstatement fees separately from other categories of fees (such as vehicle registration fees). According to OMV, the totals from the Mainframe reports (which summarize license and reinstatement transactions entered into the OMV system used to track licenses and their statuses) are different from the LaGOV reports because they do not reflect voids, manual corrections, etc. that occur after the initial transaction. We compared totals from the Mainframe reports to the LaGOV reports to check for significant differences, and confirmed that using amounts from the Mainframe reports rather than LaGOV reports would not significantly impact our results.
- Calculated the amount of license and reinstatement fees that were used to fund OMV or distributed to other entities using the Fund coded for each fee in the Mainframe reports, and adjusted these amounts as needed using supplemental information from LaGOV provided by Department of Public Safety and Corrections (DPS) financial staff.
 - DPS financial staff provided reports from LaGOV showing amounts from dedicated Funds other than the OMV Self-Generated Fund that ultimately were used to fund OMV. We calculated the amounts to OMV from these funds that

- came from license and reinstatement fees, and categorized these amounts as being distributed to OMV.
- DPS financial staff provided reports from LaGOV showing the amount of insurance cancellation fees that were manually corrected in LaGOV to go to different funds than the fund codes assigned automatically in the Mainframe system. We proportionately applied the same adjustments to insurance cancellation amounts from the Mainframe reports in order to accurately show the percent of these fees that were used to fund OMV or other entities.
 - DPS financial staff provided reports from LaGOV showing the total amount of fees (including license and reinstatement fees as well as other types of fees not addressed in our report) that were initially deposited in the OMV Self-Generated Fund, but were later transferred to other offices within DPS. We estimated the amount of license and reinstatement fees in the Mainframe reports that were transferred to DPS from the Self-Generated Fund based on the percent of fees overall that were transferred in the LaGOV reports.
- Obtained and analyzed OMV driver's license data showing the status of driver's licenses, including suspended and revoked statuses. Since the driver's license data does not include historical information showing when statuses changed, we used two snapshots of the driver's license data from June 2022 and June 2024 received through the legislative auditor's data sharing agreement with OMV. We only included Class E licenses in these analyses, as commercial driver's licenses may have additional violations that were not covered by this report.
 - Analyzed whether licenses that were suspended and/or revoked as of June 2022 became active or were still suspended and/or revoked as of June 2024. For this analysis, we excluded licenses for drivers identified as deceased or out-of-state in June 2022 and/or June 2024, and licenses that did not appear in data from both years. We also excluded licenses with a cancelled status (occurs due to medical issues, etc.) or expired status as of June 2022 from the starting population for comparison in order to minimize variables unrelated to violations/fees that could contribute to licenses remaining in a suspended and/or revoked status (e.g., if a person stopped trying to renew their license due to medical issues or advanced age). However, we did not exclude licenses with a cancelled or expired status as of June 2024, as we wanted to evaluate the outcomes of all licenses from the starting population.

- Analyzed percent of licenses with suspended and/or revoked status as of June 2024. We excluded cancelled and expired licenses from this analysis, as licenses may have remained in these statuses for a long time without intention of renewal. However, we separately calculated the percent of licenses that were suspended and/or revoked including licenses that had been expired for less than five years in order to evaluate whether the percent was higher (given that some licenses may remain expired longer than usual due to suspension/revocation) while controlling for long-term expirations (e.g., due to advanced age).
- Obtained and analyzed data from OMV as of January 2025 that tracks insurance cancellation violations and reinstatement fee payments. We joined this data with driver's license data from June 2022 and June 2024 to calculate how many licenses analyzed above had unresolved insurance cancellation violations and estimate the amount of outstanding insurance cancellation fees owed as of January 2025. If the fee amount owed was not populated (since the data does not populate a fee amount until the driver becomes compliant), we estimated the amount owed for violations with blank fees based on the number of days from the date that the insurance coverage was terminated to the date the data was pulled. We added this estimated amount to the balance owed from violation records where fees were populated. However, according to OMV, the total amount owed in the data is likely higher than the amount that OMV will collect, as some drivers with multiple violations may ultimately only pay the \$850 cap by clearing all violations on the same day, and some drivers included in this estimate could still present proof of compliance to resolve violations without paying fees.
- Provided OMV with results and met to obtain feedback, which is incorporated throughout the report.

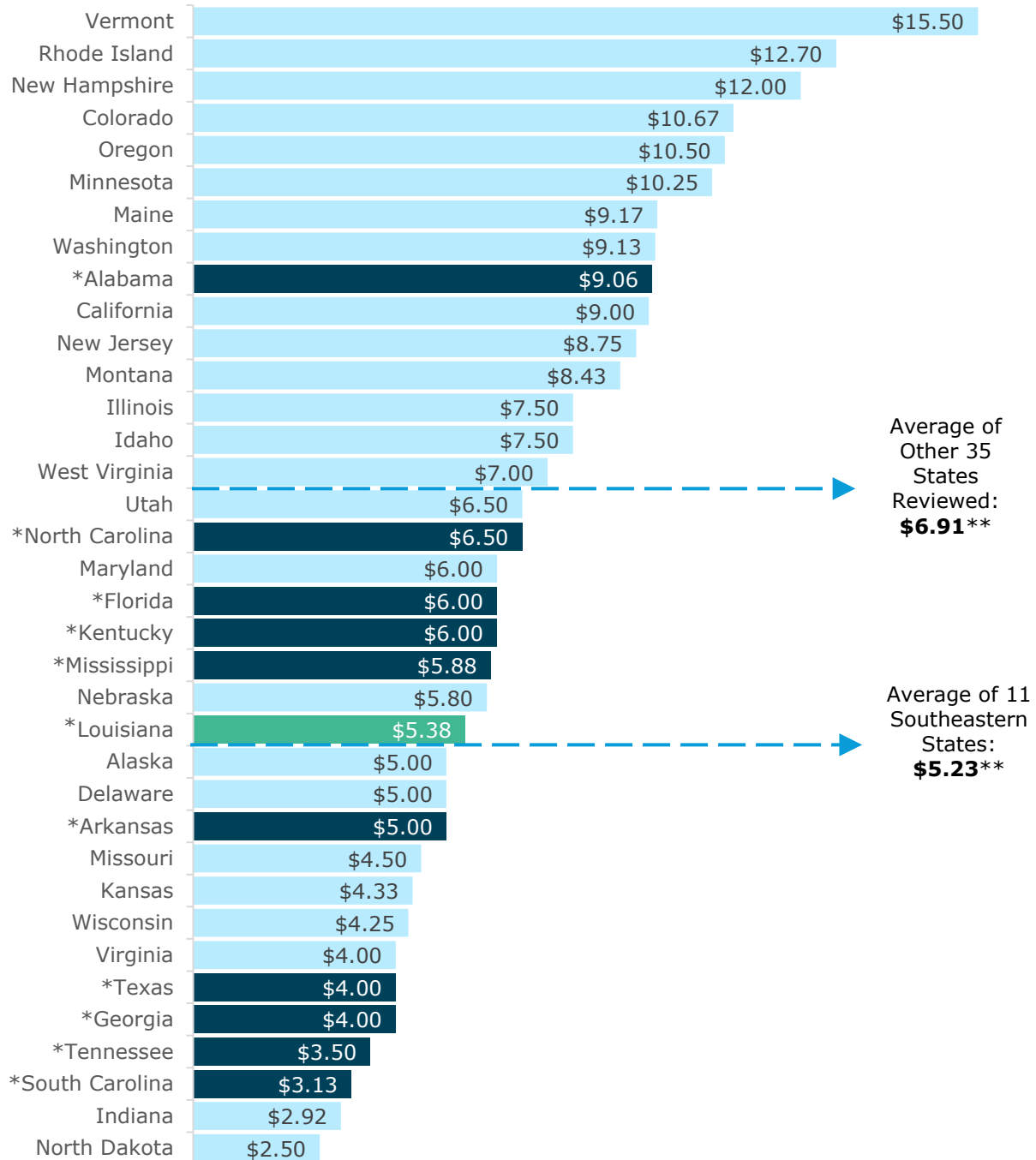
APPENDIX C: LOUISIANA REVISED STATUTES THAT ESTABLISH REINSTATEMENT FEES AND LIST OF RELATED VIOLATIONS

Reinstatement Fee Type and Amount	Revised Statute for Fee	Violation(s) Related to Reinstatement Fee
Written Promise Reinstatement: \$100	32:57.1, 32:391	Driver fails to pay a traffic citation by the appointed court date or fails to appear in court after signing a written promise to appear in lieu of posting a bond or surrendering driver's license
Department of Transportation and Development (DOTD) Affidavit Reinstatement: \$50	32:389	Driver has unpaid citations for violations issued by DOTD Weights and Standards Enforcement Section, which DOTD forwards to OMV for suspension
Status Copies/Photocopy: \$5-\$10	32:383.1	No specific violation; fee is charged for furnishing extract of a driver's convictions for violation of traffic offenses at Baton Rouge office (\$5) or local field offices (\$10)
In-Lieu-Of Affidavit Reinstatement: \$60	32:411	Driver is arrested for a traffic violation and deposits their driver's license with the arresting officer in lieu of bail, but fails to appear in court
DWI Reinstatement: 1st Offense: \$100 2nd Offense: \$200 3rd + Offense: \$300	32:414	Driver is convicted of driving while under the influence (DWI) of beverages of high alcoholic content, of low alcoholic content, of narcotic drugs, or of central nervous system stimulants
Driver Improvement Reinstatement: \$60	32:414, 32:430, 32:431	Driver is convicted of one of the following charges requiring mandatory suspension: <ul style="list-style-type: none"> • Vehicular negligent injuring • Failure to stop or passing a school bus that is stopped for loading or unloading children • Third or subsequent littering violation, or failure to pay fines for littering violation • Manslaughter, vehicular homicide, third degree feticide, or negligent homicide resulting from operation of a motor vehicle • Felony use of a vehicle • Failure to stop and render aid after accident, resulting in death or personal injury of another • Three reckless driving charges within a 12-month period • Hit-and-run driving • Failure to use child restraint system • Driving while driver's license is suspended • Any crime, offense, violation, or infraction involving possession, use, or abuse of alcohol or controlled dangerous substances; any provision of R.S. 40:966 through 970 under Uniform Controlled Dangerous Substances law; or any provision of the Louisiana Racketeering Act

Reinstatement Fee Type and Amount	Revised Statute for Fee	Violation(s) Related to Reinstatement Fee
Driver Improvement Reinstatement: \$60 (continued)	32:414, 32:430, 32:431	<p>Court orders driver's license to be suspended as part of sentence related to:</p> <ul style="list-style-type: none"> • Misrepresentation of age to obtain alcohol or enter prohibited premises • Purchase or possession of alcohol by driver under 21 • Purchase of alcohol on behalf of person under 21 <p>OMV determines there is satisfactory evidence that driver should be suspended due to:</p> <ul style="list-style-type: none"> • Unlawful use of a driver's license (e.g., falsify, alter, lend, or borrow a license) • Involvement as driver in accident resulting in death, personal injury of another, or serious property damage • Frequent conviction of traffic offenses showing a disrespect for traffic laws and disregard for safety of others • Habitually reckless or negligent driving • Driving with a suspended license (identified by OMV rather than law enforcement) • Out-of-state offense that is grounds for suspension in Louisiana • Failed payment for OMV fees due to insufficient funds or chargeback • Failure to appear for a special examination required by OMV • Violation of license restrictions imposed by the department • Default on an installment plan for payment of OMV fees • Other cause satisfactory to OMV <p>OMV receives notification that driver's license should be suspended due to:</p> <ul style="list-style-type: none"> • Failure to pay criminal fines (notified by court) • Failure to pay income taxes (notified by Department of Revenue) • Driver under 18 is a dropout or is habitually absent or tardy for school (notified by school board) • School disciplinary action (expulsion, suspension, or assignment to alternative educational setting) of driver under 18 for infractions involving the sale or possession of drugs, alcohol, or other illegal substance; the possession of a firearm; or assault or battery on a member of the school faculty/staff (notified by school principal or headmaster) • Failure to pay child support (notified by court order or Department of Children and Family Services)
Notice of Suspension Reinstatement: \$10	32:415.2	Driver who is sole owner of vehicle is stopped for any reason and is driving with a suspended driver's license. (Notice of Suspension results in revocation of the vehicle's registration, so the fee is to reinstate the registration.)
Refusal/Submit Reinstatement: \$50	32:667	Driver either refuses or fails a field sobriety test.

Reinstatement Fee Type and Amount	Revised Statute for Fee	Violation(s) Related to Reinstatement Fee
Insurance Cancellation Reinstatement: Uninsured 1-30 days: \$100 Uninsured 31-90 days: \$250 Uninsured 91+ days: \$500 + \$25 administrative fee	32:863	Insurance company notifies OMV that a driver's insurance coverage was cancelled for a vehicle registered in driver's name, OMV sends Notice of Cancellation to driver, and driver fails to provide proof of compliance (such as new insurance coverage) within 10 days of notice.
Notice of Violation Reinstatement: 1st Offense: \$100 2nd Offense: \$250 3rd + Offense: \$500 + \$10 administrative fee	32:863.1	Driver cannot provide proof of insurance at the time of an accident, traffic offense, or administrative violation check point, and also fails to provide this proof to OMV within three business days of incident
Insurance Information: \$15	32:863.2, 32:871	This fee is paid by any interested person (e.g., person whose vehicle was damaged in an accident by another driver) who submits a written request to OMV for information about the insurance coverage of a specific driver.
Accident Safety Reinstatement: 1st Offense: \$25 2nd Offense: \$100 3rd+ Offense: \$200	32:874	Driver who was uninsured and at fault in an accident fails to comply with requirements for resolving claim for damages filed against them (e.g., proof of insurance, deposit of security in amount of claim)
SR-22 Cancellation Reinstatement: Accident-Related: \$25 Alcohol-Related: \$60	32:874, 32:891-899	Driver fails to maintain SR-22 high-risk insurance coverage required as a result of a previous violation (e.g., driver is paying off accident judgment through installment plan, driver has DWI conviction)
Out-of-State Affidavit Reinstatement: \$60	32:1441	Driver who resides in Louisiana fails to pay a traffic citation in another state prior to the court date, and the other state issues an order of suspension to OMV
Motor Carrier Affidavit Reinstatement: \$50	32:1512, 32:1502, 32:1525	Driver fails to pay civil penalties for citations issued by the Louisiana State Police (LSP) Motor Carrier Safety Section, and LSP issues a request for suspension to OMV

APPENDIX D: REAL ID DRIVER'S LICENSE COSTS PER YEAR BY STATE



*Indicates a Southeastern state.

**Louisiana is not included in the calculation of these averages.

Source: Prepared by legislative auditor's staff using AAMVA survey results and other states' websites. Costs per year were calculated using the longest renewal periods for each state and did not account for exceptions such as veteran discounts, age discounts, etc.