

THE
CENTURY COUNCIL

DISTILLERS FIGHTING DRUNK DRIVING & UNDERAGE DRINKING

Ignition Interlocks: What you should know.



INTRODUCTION

In 2007 60% of drivers involved in alcohol-related traffic fatalities, where there is a known alcohol test result for the driver, involved a high Blood Alcohol Concentration (BAC) driver at .15 or above (*NHTSA, 2008*) – an incidence level that has remained relatively unchanged for more than a decade. Furthermore, drivers with a BAC of .15 or higher are 380 times more likely to be involved in a fatal crash than a non-drinking driver (*Zador, 1991*).

Unfortunately, no single tactic, alone, will solve the complex problem of drunk driving. However, research shows that the alcohol ignition interlock device is effective in preventing drunk driving while installed on the vehicle, and when the device is used in combination with treatment and with other sanctions as appropriate. Research has clearly demonstrated that ignition interlocks are an effective tool to prevent individuals from driving drunk and to reduce the incidence of recidivism (*Voas and Marques, 2003*). Unfortunately, the public is not familiar with ignition interlocks and much of the research regarding the performance of these devices is not well known outside of the traffic safety community.

IGNITION INTERLOCK DEVICES – WHAT THEY ARE AND HOW THEY WORK

An ignition interlock device is an electronic breath alcohol test or analyzer that connects to the vehicle's ignition via the starter system or other on board computer systems of a motor vehicle. It is not connected to the engine and therefore cannot stop the car once it has been started. The interlock device measures the breath alcohol concentration (BAC) of the intended driver and prevents the vehicle from being started if the BAC exceeds a pre-set limit. The National Highway Traffic Safety Administration (NHTSA) standards require the "failure" to be within ± 0.01 of the pre-set limit. Most devices are pre-set to a BAC level of .02, with the threshold for lockout set at .025 (*NHTSA, 2007*).



To start the motor vehicle, the driver blows into a mouthpiece attached to the device, which measures the individual's BAC level at that moment in time. If the driver does not have alcohol above the measurable level in their system, the vehicle will start normally. However, if the device measures alcohol above the predetermined level then the vehicle will not start. Interlocks may be set for "running" retests, which require a driver to provide additional breath tests at regular intervals once they start driving. This prevents drivers from asking a sober friend to start the car, or from starting the car and then drinking while driving. A running retest failure is logged in the device's data recorder and provides an audible warning for the driver to stop the vehicle (pull over notice). It also initiates audible and visible warnings (e.g., flashing lights or honking horn) so other drivers, including the police, will notice the vehicle if the driver continues to drive.

- A breath test failure during a running retest, that is after the car has initially been started, allows the driver ample time to safely pull over and get out of traffic. Because ignition interlock devices are connected to the ignition switch, a running retest failure cannot automatically shut off a running engine, that is, the car does not automatically stop in traffic.

Ignition interlocks are not designed to or capable of changing a convicted DUI offender's behavior directly. The purpose of the device is to control and monitor vehicles driven by convicted DUI offenders, thus enhancing public safety while still allowing these offenders to remain productive members of society with appropriate limits on their use of motor vehicles.

Professionally installed, the devices include a range of features which vary by manufacturer. One notable strength of today's interlock technology is that the devices can be customized to the offender and/or specific jurisdictions. Additionally, many ignition interlocks include a data recording device which is used to capture information about the use of the vehicle (e.g., number of attempts to start vehicle, date and time of start, BAC readings, failures, mileage driven, etc.). This record can be used by probation officers, court officers, or judges to monitor compliance with the sanction, make judgments about the likelihood of future offenses, evaluate the risk and level of threat the offender would pose on the road if removed from the interlock program. A relatively inexpensive, and often offender-paid sanction, the ignition interlock, has an estimated average cost of less than \$3 per day (*NHTSA, 2007*).

WHERE ARE INTERLOCK DEVICES BEING USED?

According to a 2008 report by Richard Roth, Ph.D. (traffic safety researcher, and member of the New Mexico Governor's DWI Leadership team) an estimated 146,000 ignition interlock devices are installed in vehicles in the United States today, an increase of nearly 48% from the estimated 99,000 in 2006 (*Roth, 2008*). Currently, 47 states and the District of Columbia have either a mandatory or discretionary ignition interlock law. However, of the approximately 1.4 million drunk driving offenders arrested and convicted each year, only ten percent of convicted DWI drivers ordered to install an interlock device on their vehicle have done so. Furthermore, research shows more than 40% of convicted drunk driving offenders fail to complete the terms and conditions of their sentencing (*Robertson and Simpson, 2003*). Interlocks are only effective if installed, and many offenders are able to avoid installation and monitoring. This needs to be improved with consistent follow-up to ensure installation and compliance. Much of this may be accomplished with good coordination between courts, licensing agencies, law enforcement, and service providers.

Each year an estimated 300,000-400,000 drunk drivers are convicted as repeat offenders. Among this group of hardcore drunk driving offenders the use of interlocks now stands at approximately 25-33% (*Fell, 1995 and 2006*).

- For current state policy and implementation data visit www.centurycouncil.org.

HOW EFFECTIVE ARE INTERLOCK DEVICES?

There have been more than a dozen peer-reviewed studies conducted on the effectiveness of ignition interlock devices in reducing recidivism. Overwhelmingly, the research studies have demonstrated a significant reduction – ranging from 50% to 90% – in recidivism while the devices are installed (*Voas and Marques, 2003*). Among repeat offenders, ignition interlock devices are an extremely effective tool in reducing drunk driving (*Robertson, et al., 2006*). A study in Maryland among repeat offenders showed a significant reduction in recidivism of 64% among these multiple offenders while the interlock was in place (*Beck, et al., 1999*). Furthermore, participants with an interlock in this study had a significantly lower arrest rate for alcohol traffic violations one year after the interlock program.

A number of these research studies have also shown significant increases in the rate of recidivism following the removal of the ignition interlock devices from the offender's vehicle (*Robertson, et al., 2006*). Such increases should not be interpreted to mean the interlock is ineffective. To the contrary, these research findings further demonstrate

the effectiveness of the devices by preventing drunk driving offenders from drinking and driving while the interlock is installed. It also clearly demonstrates that these offenders continue to drive, even after their driver's license has been suspended or revoked.

WHAT DO OFFENDERS THINK?

Convicted drunk driving offenders support the use of interlocks as a sanction for preventing drunk driving. An unpublished survey by Richard Roth, Ph. D. revealed offenders believe interlocks are a fair sanction that reduced driving after drinking (*Robertson, et al., 2006*). A survey among hardcore drunk drivers revealed that 70% of convicted high BAC and repeat offenders think ignition interlock devices are an effective deterrent and would have definitely made them stop drinking and driving (*The Century Council, 2007*). Additionally, an evaluation of ignition interlock participants in California revealed that 88% of offenders claimed the device prevented them from drinking and driving (*DeYoung, 2002*).

WHAT DOES THE PUBLIC THINK?

The general consensus among the American public is that ignition interlocks prevent drunk driving. A national survey of American adults found that seven out of ten American adults (74%) believe ignition interlock devices would be an effective device in reducing repeat drunk driving and 66% strongly favor the mandatory use of these devices for all repeat drunk driving offenders (*The Century Council, 2008a*). Recent focus groups among adults with a valid driver's license, found support for the use of ignition interlock devices as a sanction against drunk drivers. Specifically, participants supported requiring interlocks for hardcore drunk drivers, including high BAC and repeat offenders. However, they were not convinced the sanction should be applied to all drunk driving offenders, especially first-time offenders, and they strongly supported judicial discretion in establishing appropriate penalties (*The Century Council, 2008b*).

THE CENTURY COUNCIL'S POSITION AND RECOMMENDATIONS

- The Century Council strongly supports mandatory use of ignition interlock devices for first offenders with BACs of .15 or above and repeat offenders (hardcore drunk drivers), and for those who refuse to submit to a BAC test. The Century Council is neutral regarding the mandatory use of ignition interlocks for first time/non-hardcore offenders and prefers judicial discretion for these offenders.
- The Century Council believes interlock programs must include treatment for the offender while the device is installed to allow behavioral changes and long term fatality reductions. Ignition interlocks prevent drunk driving but are not an effective means of rehabilitation.
- The Century Council recommends that a mandatory alcohol assessment be conducted for all offenders prior to sentencing so that judges can sentence offenders to alcohol education or treatment based on rehabilitation needs.
- The Century Council supports probationary and/or court monitoring of offenders ordered to use interlocks so judges can ensure the devices are actually installed and evaluate how long the devices need to remain on the vehicle.
- The Century Council recommends ignition interlock restrictions be clearly marked on the driver's license of all program participants.
- The Century Council believes states should develop an infrastructure capable of managing a comprehensive and coordinated system that requires all state and local agencies with a role in the implementation of ignition interlock programs to communicate and cooperate with one another.
- The Century Council maintains that the costs of ignition interlock installation and usage should be funded by the offender wherever possible.

RESEARCH REFERENCES

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For additional information about ignition interlocks and an updated listing of state legislation, please visit The Century Council's website at www.centurycouncil.org or the Traffic Injury Research Foundation at www.tirf.org.

ABOUT US

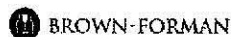
For nearly two decades The Century Council, funded by distillers, has been a leader in the fight to eliminate drunk driving and underage drinking. In 1997, The Century Council released a comprehensive resource and launched its initiative to address the hardcore drunk driver problem in this country. The National Hardcore Drunk Driver Project was based on sound research and alarming statistics, and has called for a comprehensive approach based on swift identification, certain punishment, and effective treatment for drunk drivers who drive at high blood alcohol concentration (BAC) levels (.15 or above), do so repeatedly as demonstrated by having more than one drunk driving arrest, and are highly resistant to changing their behavior despite previous sanctions, treatment, or education efforts. The Council, along with the National Transportation Safety Board, Mothers Against Drunk Driving and AAA founded the National Hardcore Drunk Driving Coalition in 2000, and along with new members, Nationwide Insurance and the National District Attorney's Association, work together for tougher penalties and sanctions designed to reduce the tragic consequences caused by hardcore drunk drivers on our nation's highways.

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www.centurycouncil.org

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PENNSYLVANIA IGNITION INTERLOCK PROGRAM

C. Stephen Erni, Director
Pennsylvania Ignition Interlock Quality
Assurance Program

TEAM DUI
PENNSYLVANIA DUI ASSOCIATION

What is Ignition Interlock?

- An Ignition interlock is a device that is installed into a motor vehicle to prohibit individuals under the influence of alcohol from operating the vehicle.



HOW IGNITION INTERLOCK WORKS

How Ignition Interlock Works

- ◉ Individuals are required to blow into the device before starting the vehicle.
- ◉ If the device detects alcohol at or over a set point, it will prevent the vehicle from starting.
- ◉ In addition, at random times during the operation of the vehicle, the driver will be prompted to blow into the device to ensure they are not under the influence.

How Ignition Interlock Works

- ▣ The device indicates the results of the breath test through pass/fail signals (no BrAC displayed).
- ▣ If under set point, allows 3-minutes to start car and allows a 3-minute sample free restart period in case of a stall.
- ▣ The device is capable of random retesting during the operation of the vehicle (intervals of 5-15-45 minutes) – 6 minutes provided for retest.
- ▣ The device is capable of detecting circumvention attempts (shorting of device) and preventing bogus or filtered air sample (air compressors or balloons).

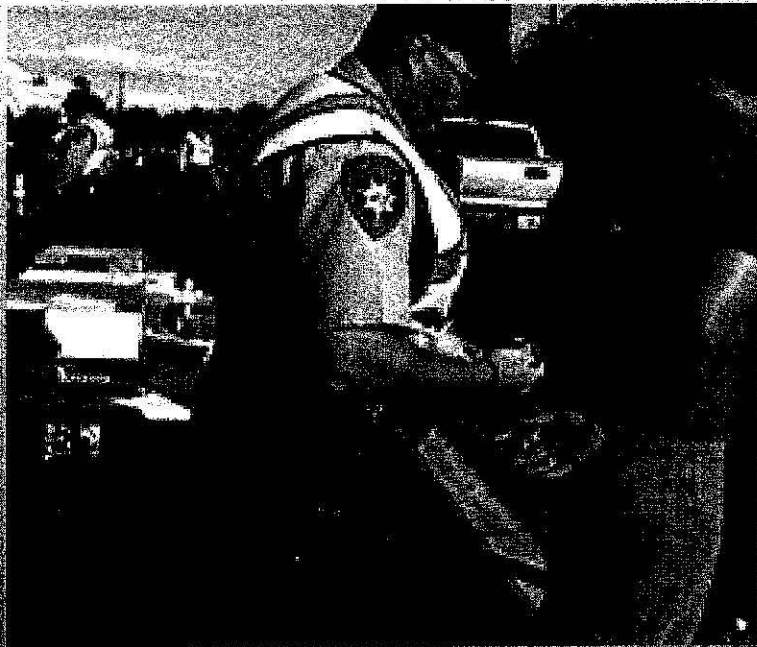
Sample Data Logger

Date	Time	Event
5/23/2005	04:25:30 PM	*** START VIOLATION
5/23/2005	04:25:30 PM	Enter Run State
5/23/2005	04:26:00 PM	Retest Request
5/23/2005	04:28:27 PM	Running Pass BAC 000
5/23/2005	04:35:15 PM	Ignition Off
5/23/2005	04:35:20 PM	Engine Off
5/23/2005	04:38:20 PM	Leave Run State
5/23/2005	06:05:37 PM	Ignition On
5/23/2005	06:05:48 PM	Engine Running
5/23/2005	06:05:48 PM	*** START VIOLATION

IGNITION INTERLOCK

A Needed Tool

**In 2007, the FBI reported
1,427,494 D.U.I. Arrests.**



In 2007, 12,998 people were killed in alcohol related crashes.

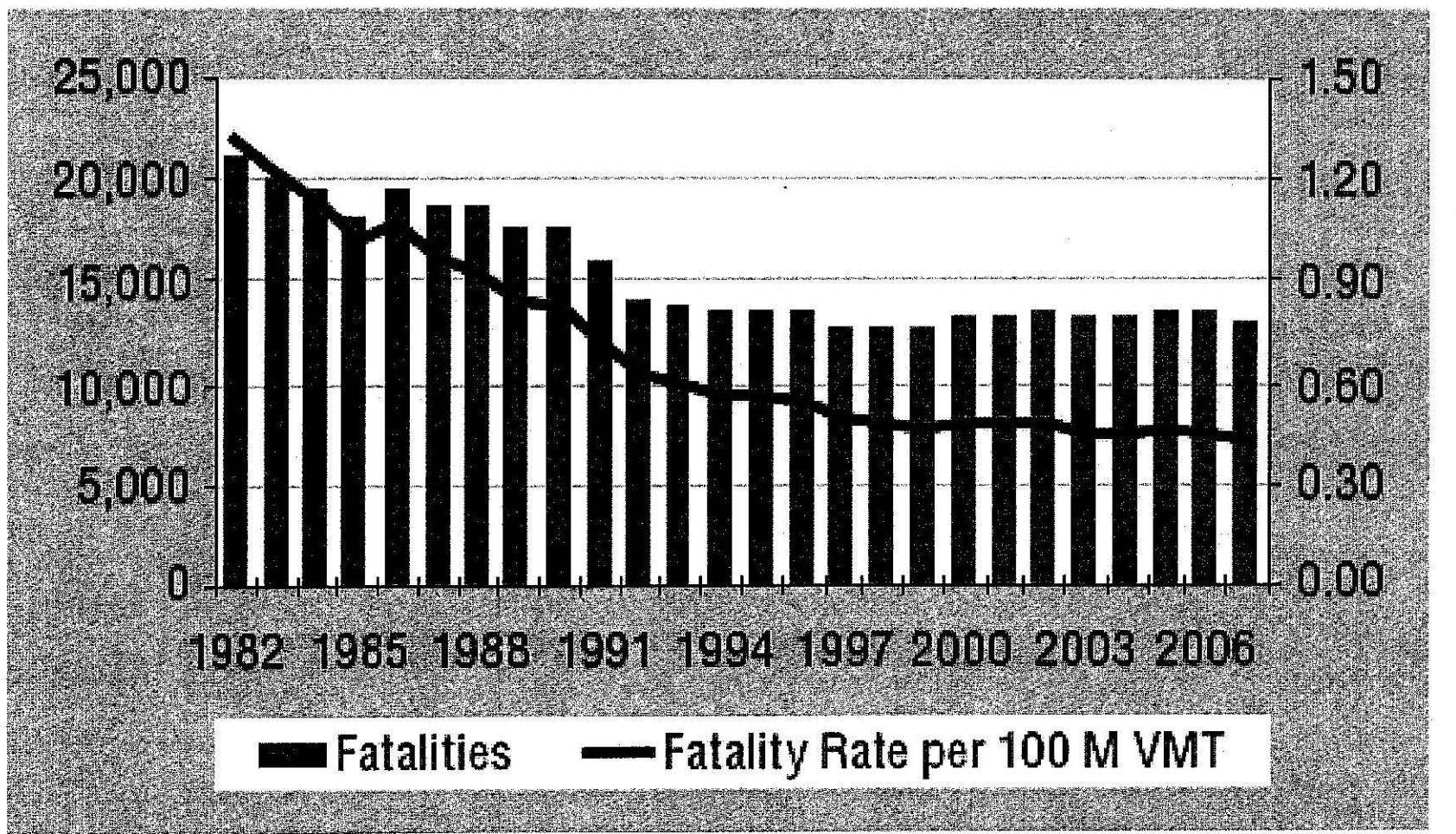
(This is a decline of 3.7 % from the 13,491 drunk driving related fatalities of 2006.)



Total economic cost of D.U.I.
Crashes and fatalities exceeds
\$114 billion U.S. dollars *Annually!*

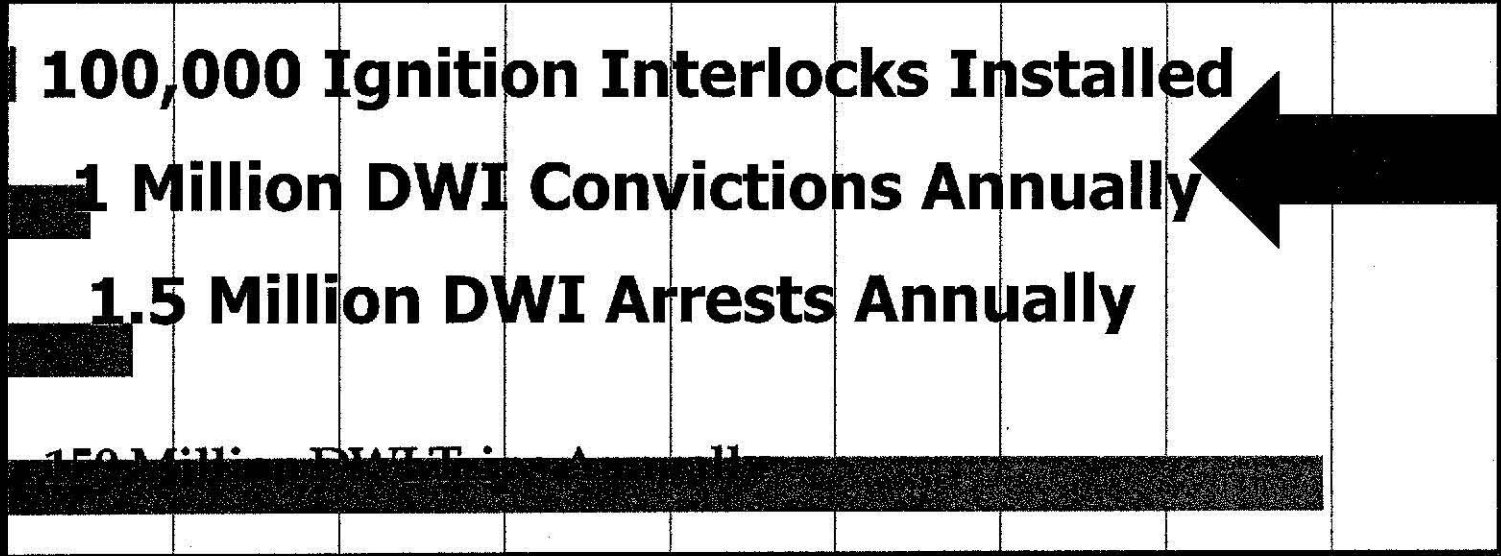


Alcohol-Impaired Driving Fatalities and Fatality Rate Per 100 Million VMT, 1982-2006



Need to Close the GAP

Between Arrests/Convictions and Interlocks Installed



2,000,000 4,000,000 6,000,000 8,000,000 10,000,000 12,000,000 14,000,000 16,000,000 18,000,000

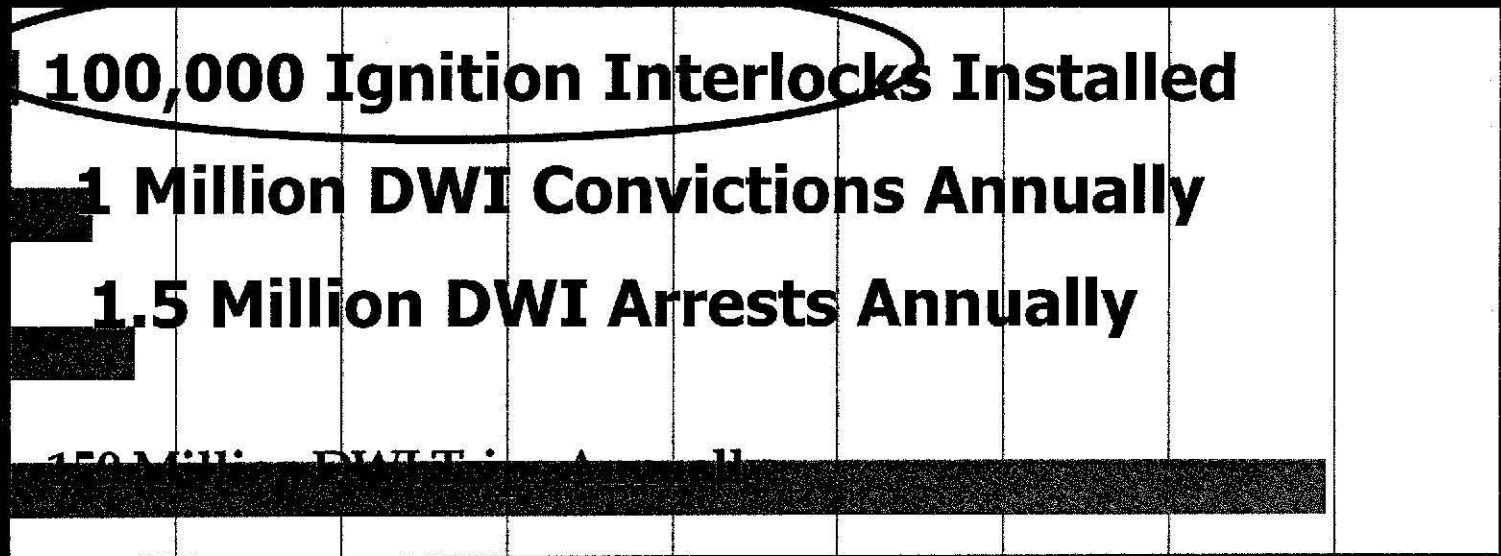
356 Billion Trips Annually by Car and Light Truck

100,000,000,000 200,000,000,000 300,000,000,000 400,000,000,000

Schassberger, Alliance of Automobile Manufacturers, 2007

Need to Close the GAP

Between Arrests/Convictions and Interlocks Installed



2,000,000 4,000,000 6,000,000 8,000,000 10,000,000 12,000,000 14,000,000 16,000,000 18,000,000

356 Billion Trips Annually by Car and Light Truck

100,000,000,000 200,000,000,000 300,000,000,000 400,000,000,000

Need to Close the GAP

Between Arrests/Convictions and Interlocks Installed

1,700,000 Ignition Interlocks Installed

1 Million DWI Convictions Annually

1.5 Million DWI Arrests Annually

150 Million Miles Driven Annually

2,000,000 4,000,000 6,000,000 8,000,000 10,000,000 12,000,000 14,000,000 16,000,000 18,000,000

250 Billion Miles Annually by Cars and Trucks

100,000,000,000 200,000,000,000 300,000,000,000 400,000,000,000

Why Ignition Interlock

- ▣ Offenders convicted of DUI are 4.1 times more likely to be involved in a fatal crash while intoxicated than the average licensed driver.
- ▣ 35-40% of fatally injured drinking drivers are estimated to have had at least 1 prior DUI. (*Voss and Marques, 2007*)

Why Ignition Interlock

- ▣ License suspension has lost its effectiveness and degraded – Increased traffic congestion has made enforcement more difficult.
- ▣ Proof of this --75% of suspended drivers admit to illicit driving, from surveillance of the driving suspended offenders, and from evidence that they delay reinstating their licenses when they become eligible.

--Voas and Marques, 2007

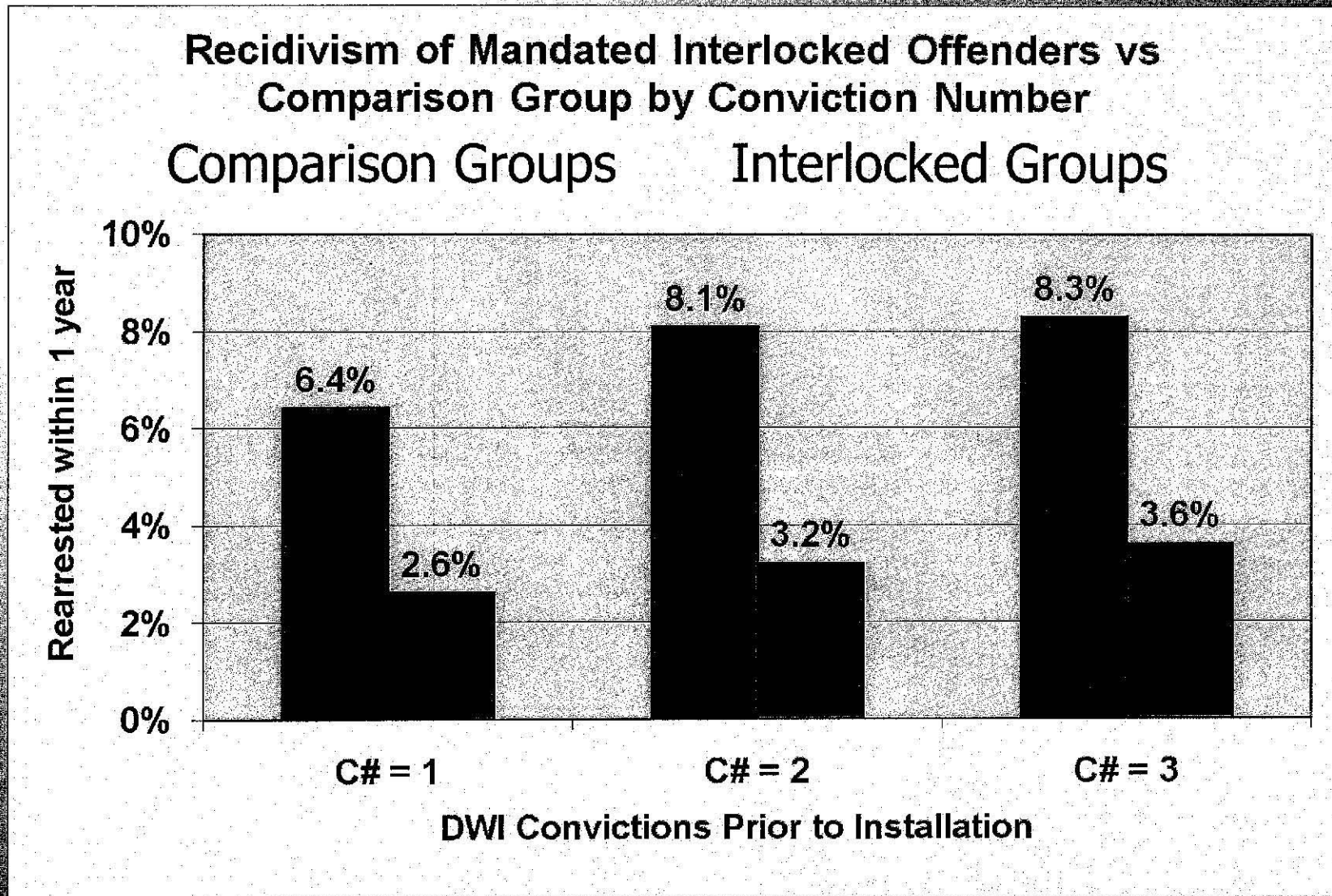
Suspension/Revocation

- ▣ 32% of suspended second-time DUI offenders and 61% of third-time offenders received violations or crash citations on their driving records during their suspensions.
- ▣ Nearly 18 percent of all fatal crashes involve at least one improperly licensed driver (NHTSA, 2006)
- ▣ MADD estimates over 500,000 individuals are operating on a suspended license.

Ignition Interlock Effectiveness

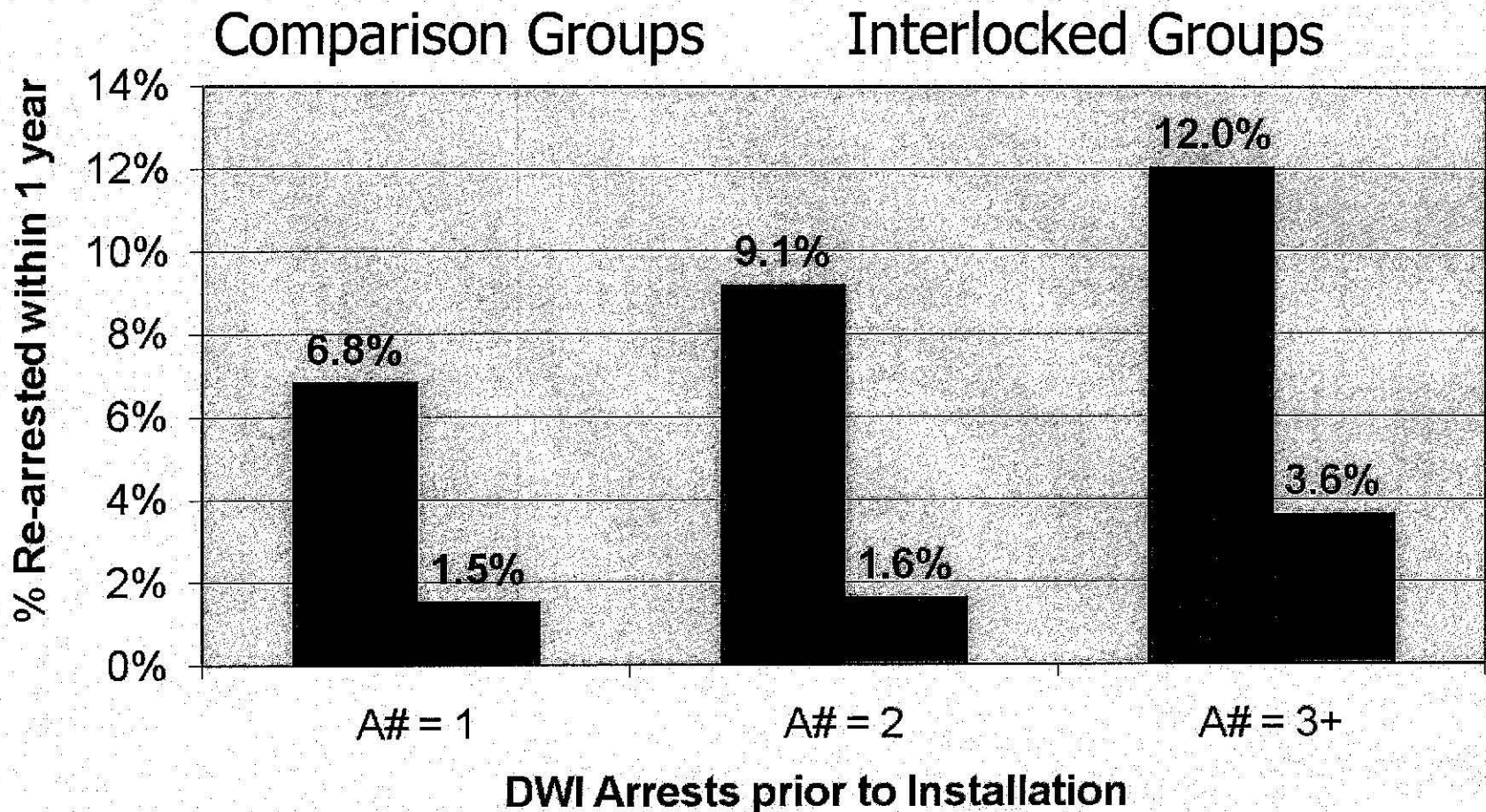
A Proven Technological Tool with Life Saving Results

Interlocks are Effective with Court Mandated Offender



Interlocks are Effective with Volunteers (i.e. not mandated)

Recidivism of Non-mandated Interlocked offenders vs Comparison Group by Arrest Number



Ignition Interlock Programs

Criminal Justice and Administrative Programs

Managing DUI Offenders

- ▣ What is the PURPOSE of the Interlock Program being used?
- ▣ Debate over Judicial or Administrative Programs

Interlock Perspectives

- ▣ Change in how interlocks are thought of and used in programs for DUI offenders:
 - ▣ Away from criminal justice sanctions
 - ▣ Toward traffic safety measure
 - ▣ Earliest programs were court administered
 - ▣ Judicial discretion
 - ▣ Punishment to fit the crime
 - ▣ Short, fixed term interlock use with focus on installation as opposed to monitoring use or impact

Interlock Perspectives

- ▣ Mounting evidence of interlock effectiveness has prompted a number of jurisdictions to enact legislation mandating the use of interlocks for at least some DUI offenders
 - term of probation, or
 - condition of license reinstatement.
- ▣ In some jurisdictions interlock program administration and oversight has been put in the hands of driver licensing authorities
 - greater level of interest in and concern for traffic safety implications of program participation
 - focus on compliance monitoring

Interlock Perspectives

- ▣ Even where offender interlock programs continue to be court administered, many courts appear to be moving in the direction of a more interventionist, treatment-oriented approach
 - e.g. drug and DUI courts
- ▣ Growing number of courts are displaying a willingness to get involved in compliance monitoring and extend probationary orders in the event of noncompliance

Ignition Interlock Implementation

- ▣ Implementation and delivery of interlock technology has received far less attention.
- ▣ Practitioners are a linchpin in the delivery of interlocks to offenders – yet they have had limited opportunities to provide input.
- ▣ This has hindered the use and expansion of interlocks -- 10% of eligible offenders have an interlock installed.
- ▣ Attention must now be focused on improving implementation and delivery.

Growth of Ignition Interlock

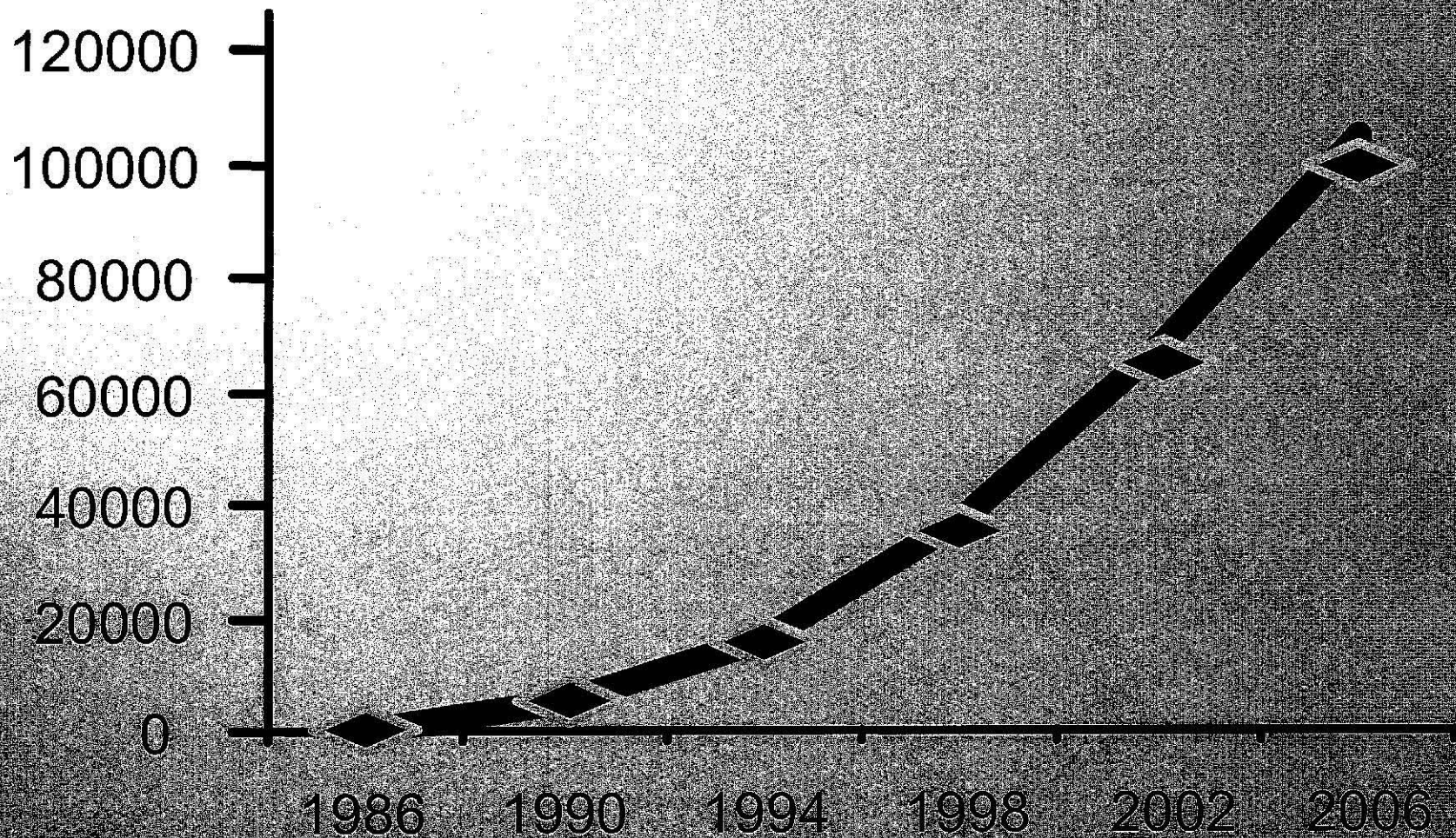


Figure 1: Growth in interlocks in the USA through mid 2006

PENNSYLVANIA IGNITION
INTERLOCK LAW

Pennsylvania Interlock Law Comparison

ACT 63

- Passed in June 2000
- Effective Sept. 30, 2000
- First participants-
October 2001 – after 1
year license suspension
- Participants could “opt
out” and take 2nd year
license suspension
- Court ordered Ignition
Interlock
- Supreme Court
Challenges

ACT 24 - CURRENT

- Passed Sept. 30, 2003 to
comply with Federal law
- Section 3805 - Effective
October 1, 2003
- 1 year hard license
suspension
- 1 year Mandatory
Ignition Interlock
- Strengthened penalties
for tampering
- Gave PENNDOT
authority

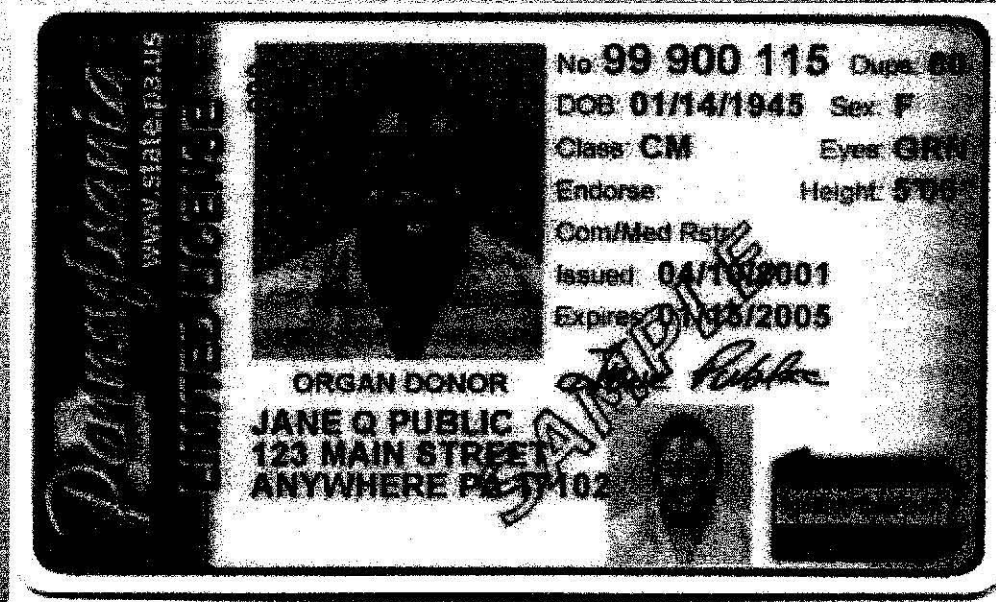
3805: PA Ignition Interlock Law

Required for second or subsequent DUI offenders for 1 year after the completion of the license suspension period:

- Each motor vehicle owned or registered must be equipped with interlock
- If there are no motor vehicles owned or registered individuals must so certify to the Department

PENNSYLVANIA IGNITION INTERLOCK PROGRAM

- Administrative Licensing Program
- Required for the reinstatement of driving privileges



Role of the Bureau of Driver Licensing

Policy/Regulation created to enhance program:

- Creates Economic Hardship Exemption
- Requires maintenance of interlock system
- Defines unauthorized system removal
- Specifies conditions of license issuance
- Clarifies out-of-state procedures
- Creates restricted license recall for non-compliance

Role of the Bureau of Driver Licensing

- ▣ Sends Restoration Requirements Letter:
 - 30-days prior to eligibility
 - Includes Application for Ignition Interlock License
 - Includes listing of approved Ignition Interlock Service Providers

PA Ignition Interlock Process

- Offender makes appointment with Service Provider
- Completes Self Certification Form DL-21SC
- If applicable, checks for Hardship Exemption
- If applicable, completes Employment Exemption Affidavit
- Ignition Interlock Device installed on all owned/registered vehicles
- Offender receives Restricted License

PROGRAM COMPLIANCE

Ignition Interlock Lockouts

- ▣ Initial lockout due to breath alcohol of .025 or more = 5 minutes
- ▣ Subsequent lockouts = 30 minutes
- ▣ 3 lockouts = Permanent Lockout and must be reset by service provider (5 days to return for reset)

Interlock Enters Early Recall

- ▣ 1 running retest violation
- ▣ 1 event of tampering
- ▣ 1 illegal start violation
- ▣ 3 High BrACs
- ▣ 90% full data logger memory
- ▣ Use of Emergency Override
- ▣ Any other violation of restrictions placed upon the offender

Non-Compliance

Service Provider notifies BDL when:

- Driver has failed to make vehicle(s) available for maintenance
- Driver has purchased a vehicle and did not get device installed
- Driver requested an unauthorized removal of device

License Consequences for Non-compliance

- ▣ 1st conviction results in one year extension of the ignition interlock program from the date of conviction
- ▣ 2nd conviction during the same interlock period results in a one year license suspension and a year of ignition interlock

Circumvention and/or Tamper

Service Provider notifies PENNDOT when:

- Service Provider discovers attempt to tamper or circumvent device

Service Provider completes form and sends to PA
DUI Association:

- PENNDOT is notified by DUI Association
- PENNDOT sends offender tamper notification letter, and forwards information to District Attorney's Office for Prosecution

Ignition Interlock Program Penalties

Operating without an interlock system:

- Summary offense
- Sliding fine \$300 to \$1000
- Up to 90 days incarceration

Operating without an interlock system

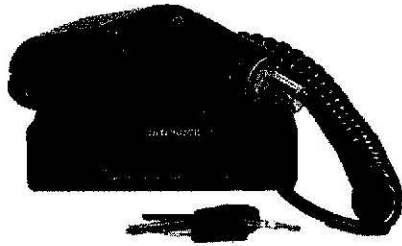
and/or controlled substance:

- 3rd Degree Misdemeanor
- \$1000 fine
- Minimum 90 days incarceration

▣ Tampering with an interlock system:

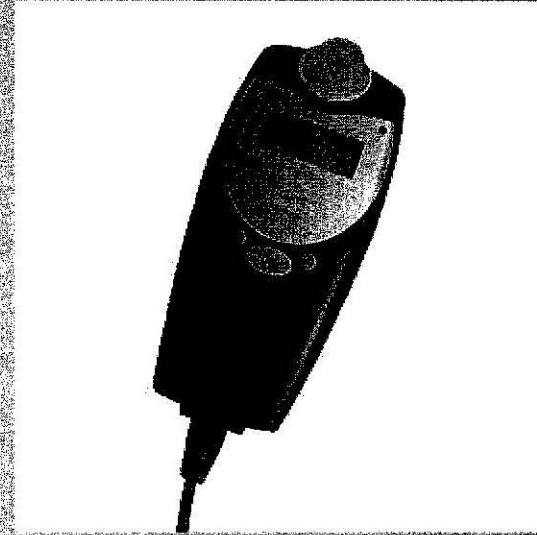
- 3rd Degree Misdemeanor
- Sliding fine \$300 to \$1000
- Up to 90 days incarceration

PENNSYLVANIA APPROVED
IGNITION INTERLOCK
DEVICES



www.acs-corp.com

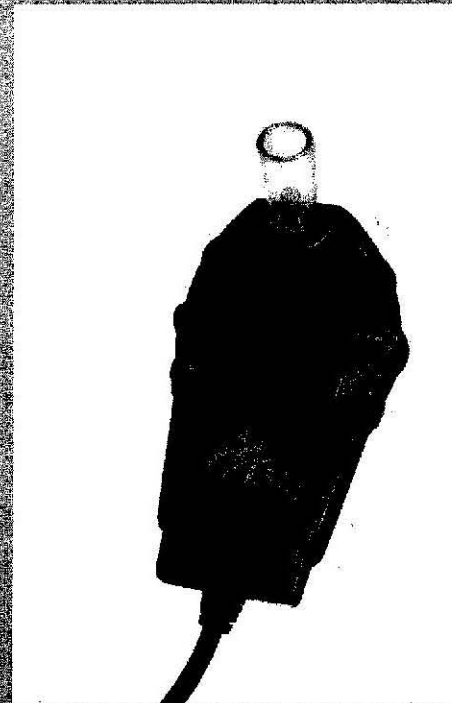
Alcohol Countermeasures



Dreager Interlock



Alcohol Detection
Systems



Guardian
Interlock



Consumer Safety
Technology



LifeSafer



Smart Start

PA Ignition Interlock Providers

- ▣ Interlock Systems of Pennsylvania, Inc.
- ▣ Consumer Safety Technology
- ▣ National Interlock, Inc.
- ▣ Keystone Smart Start
- ▣ Pennsylvania Ignition Interlock
- ▣ Draeger Interlock
- ▣ *Allegheny County Ignition Interlock Services
- ▣ Alcohol Detection Systems, Inc.

PENNSYLVANIA IGNITION INTERLOCK

Quality Assurance and Technical
Assistance Program

Development of a Quality Assurance Program

- ▣ In January of 2002 PENNDOT awarded a contract to the Pennsylvania Driving Under the Influence Association (PA DUI) for the Pennsylvania Ignition Interlock Quality Assurance Program.
- ▣ The program oversees the quality assurance aspect of the ignition interlocks approved and used in Pennsylvania, provides technical assistance to manufacturers, service providers and ignition interlock users, and ensures that ignition interlock manufacturers and service providers adhere to the PENNDOT specifications.

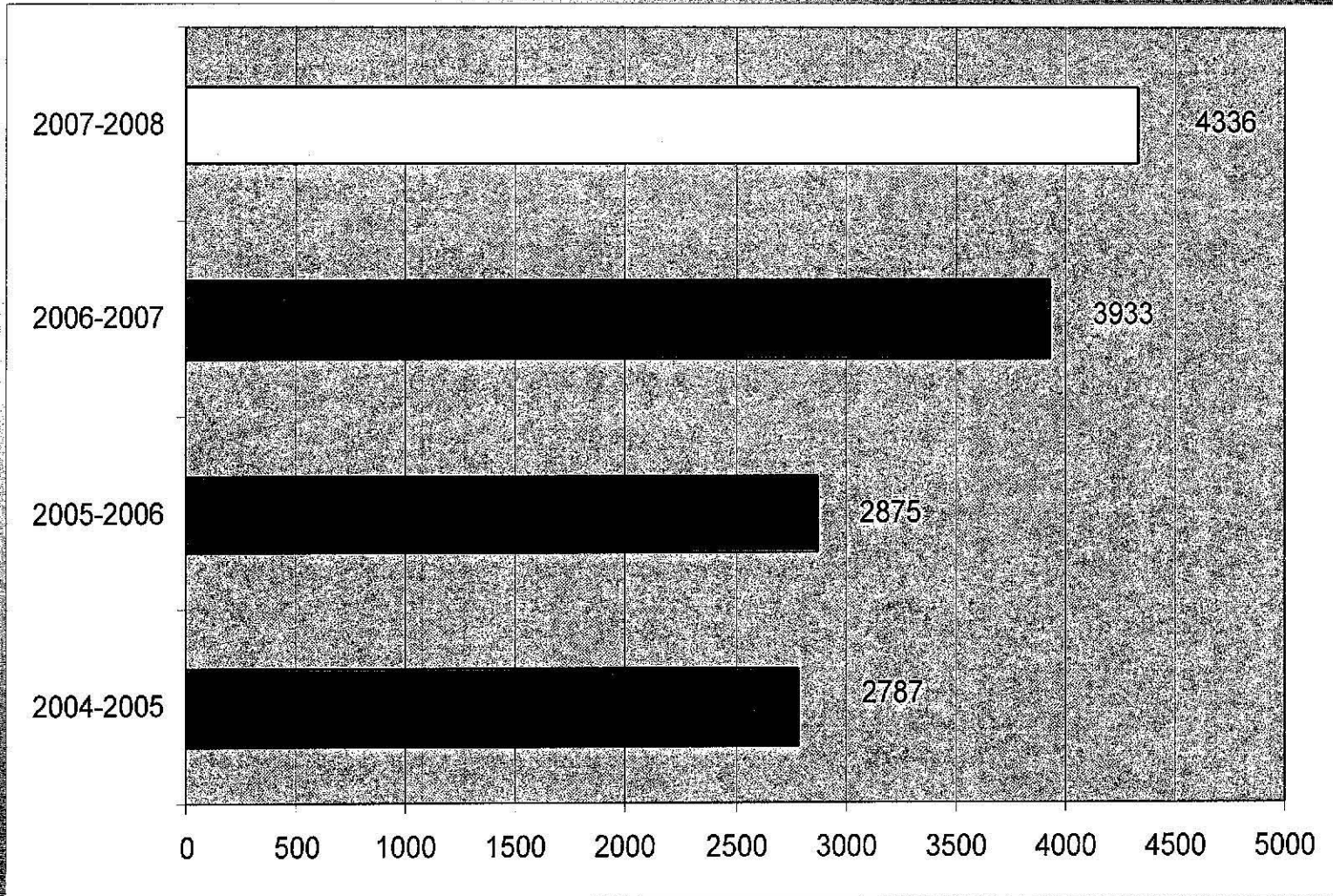
Ignition Interlock Quality Assurance Program

- ▣ Monitor PennDOT Specification Compliance
- ▣ Inspect Installation Service Center
- ▣ Legislation, Legal Issues, National Trends, Research Device Technology
- ▣ End of Program Client Feedback Surveys
- ▣ 3-month Program Client Feedback Surveys
- ▣ Handle all client Complaints
- ▣ Conduct Trainings for Interlock Service Providers, Law Enforcement, Judicial Authorities, etc.
- ▣ Liaison for PENNDOT on all aspects of Pennsylvania Ignition Interlock Program

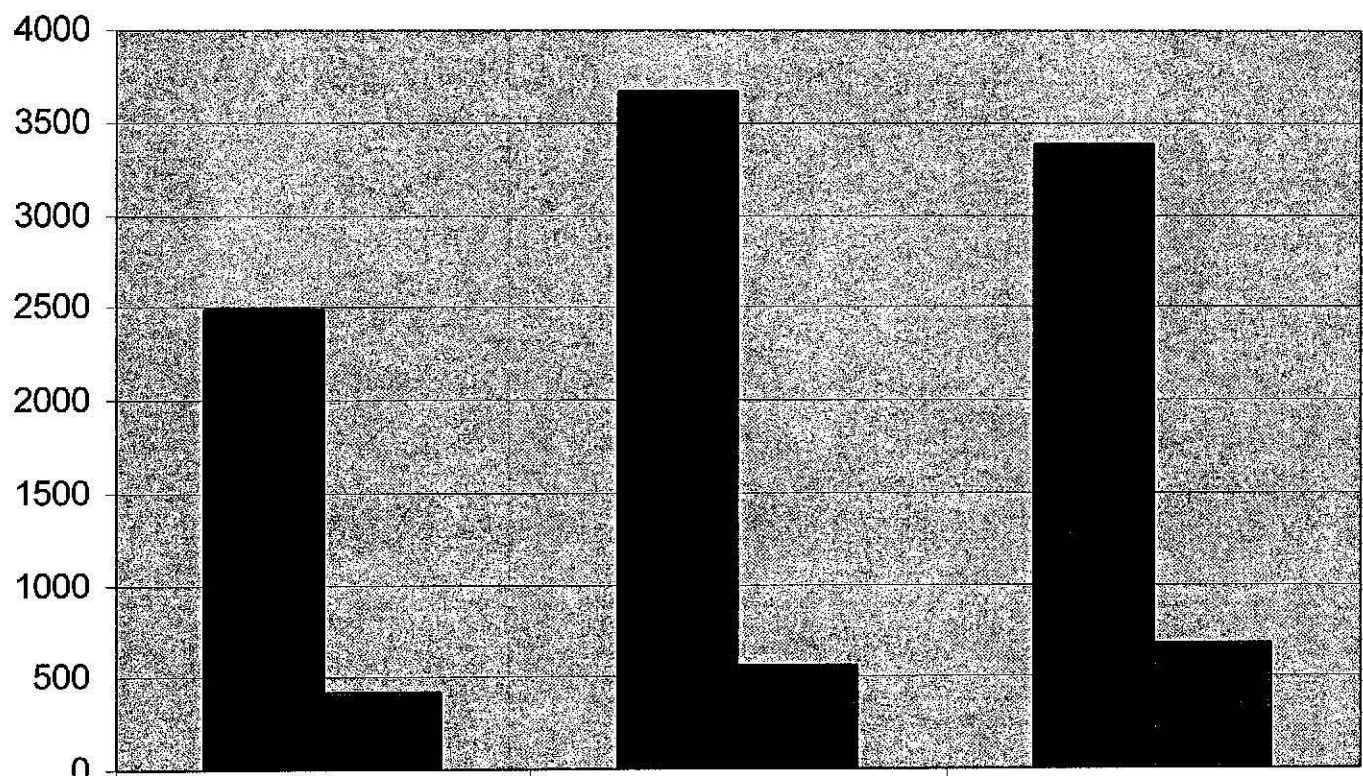
PROGRAM YEARLY UPDATE

A Review of 2007 - 2008 Program Data

Installation Comparisons



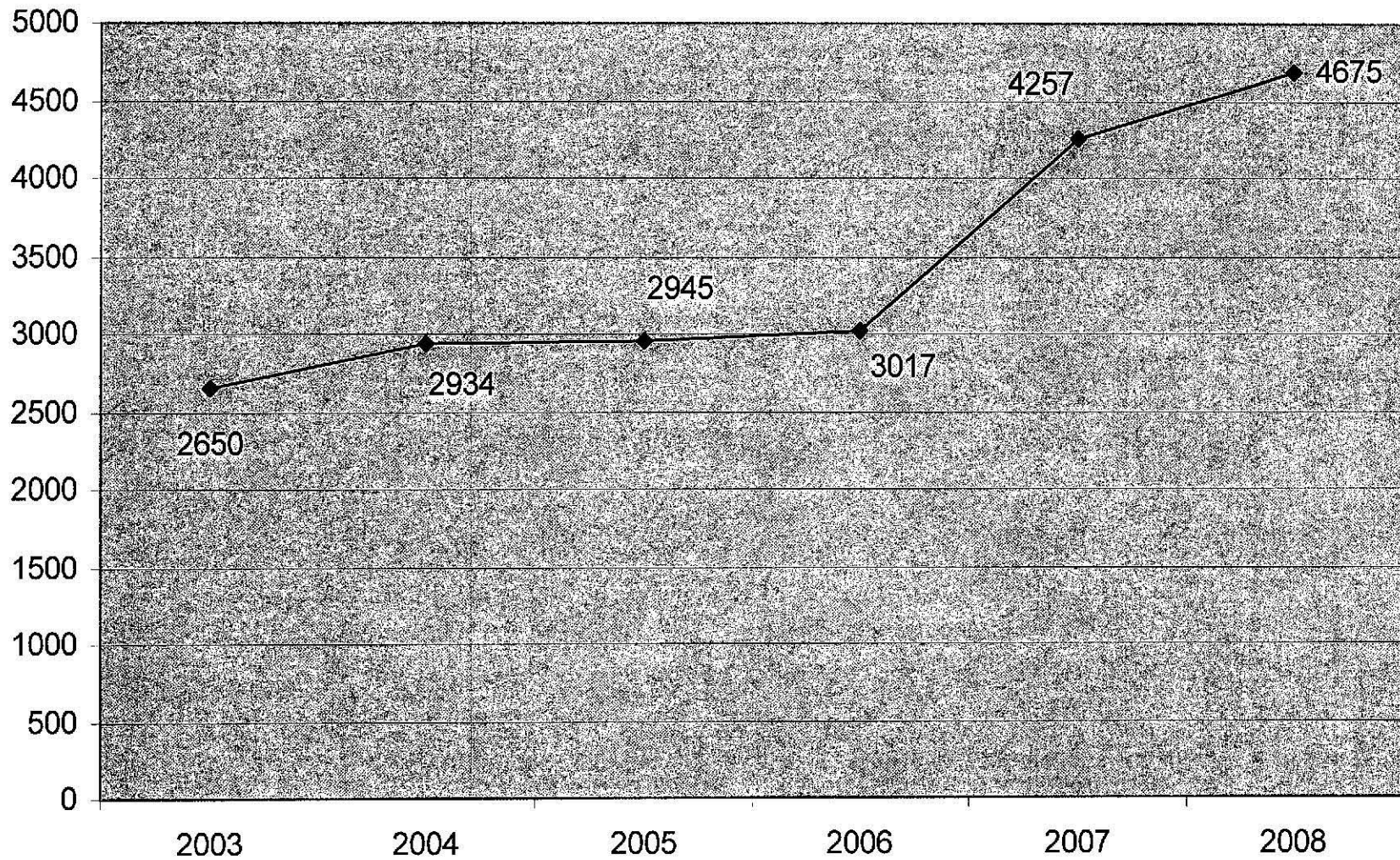
Male vs. Female Comparison



■ Male
■ Female

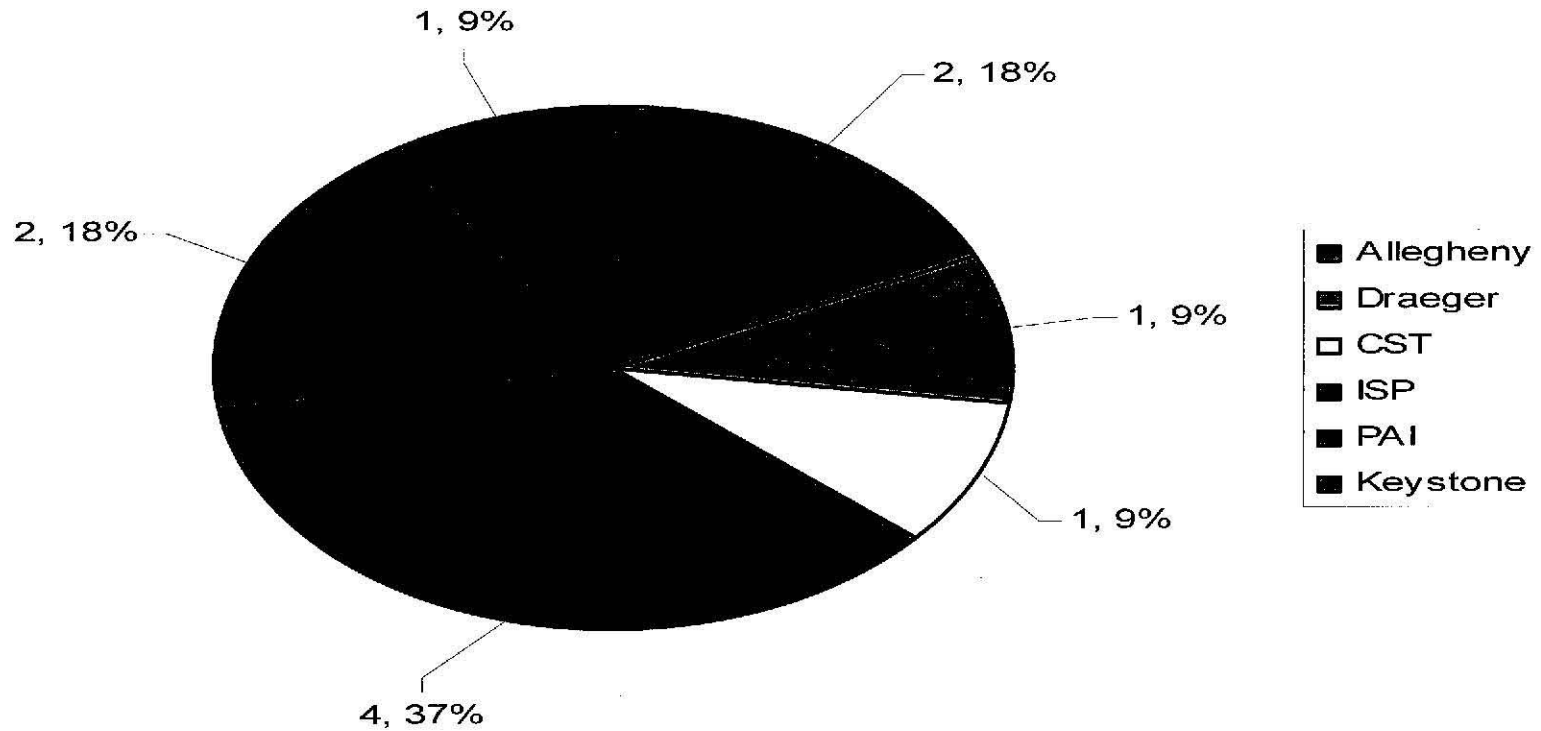
	2005-2006	2006-2007	2007-2008
Male	2489	3666	3377
Female	417	555	670

Annual Participation Rates



Tamper Notifications

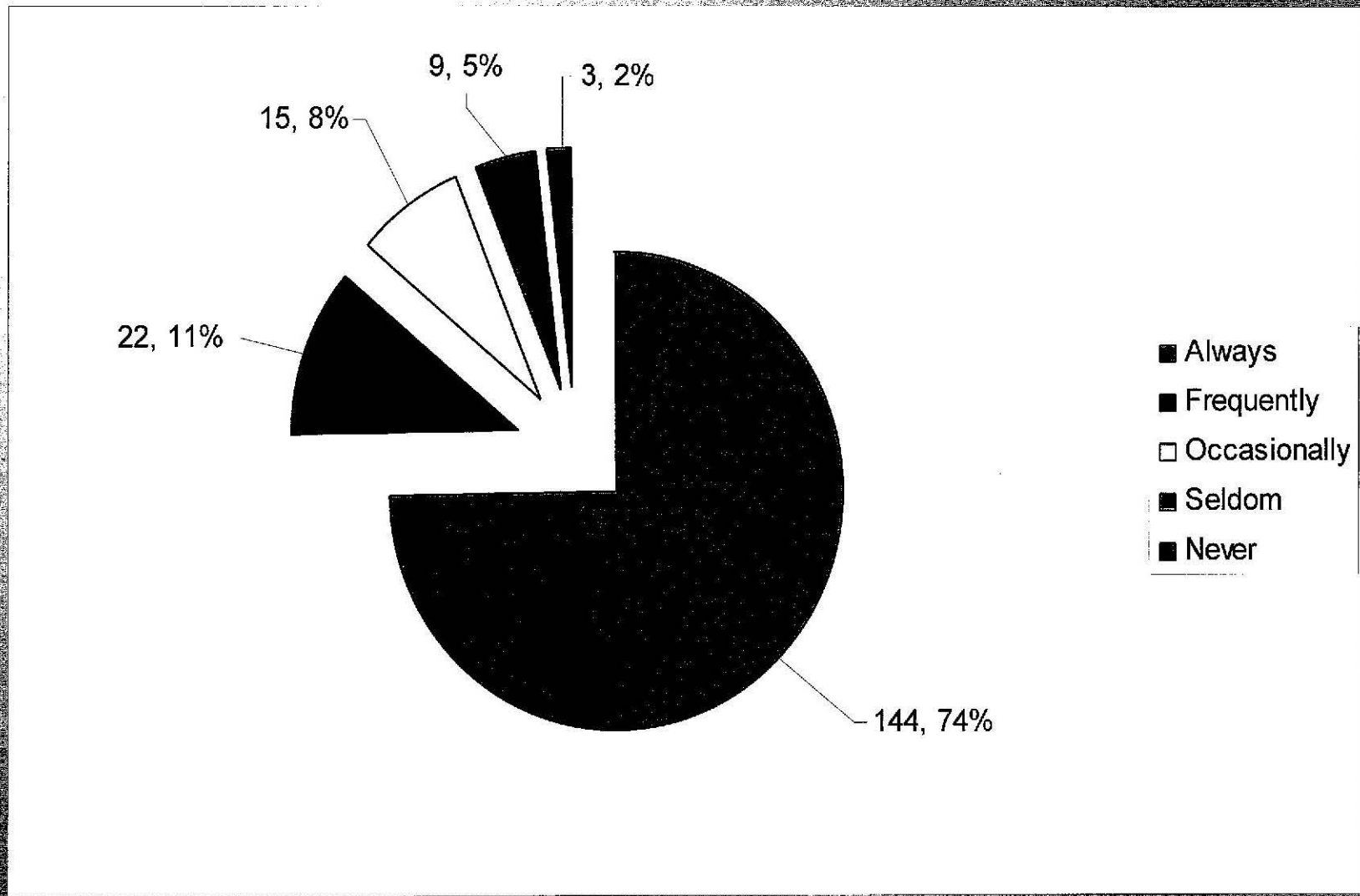
2007-2008 Tampers by Company



SURVEY RESPONSES

2007-2008 3 Month Surveys

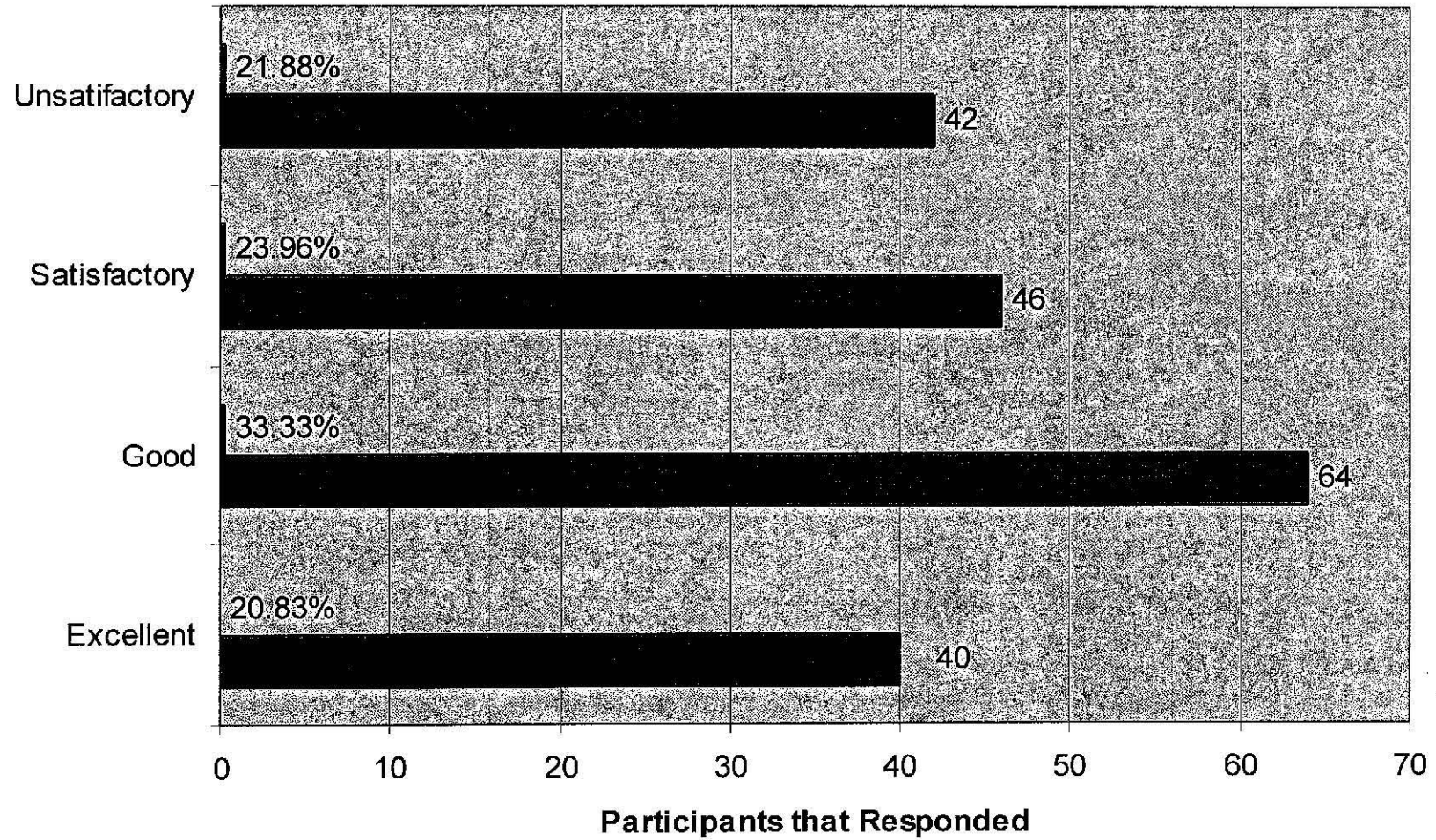
Professional Service Provided



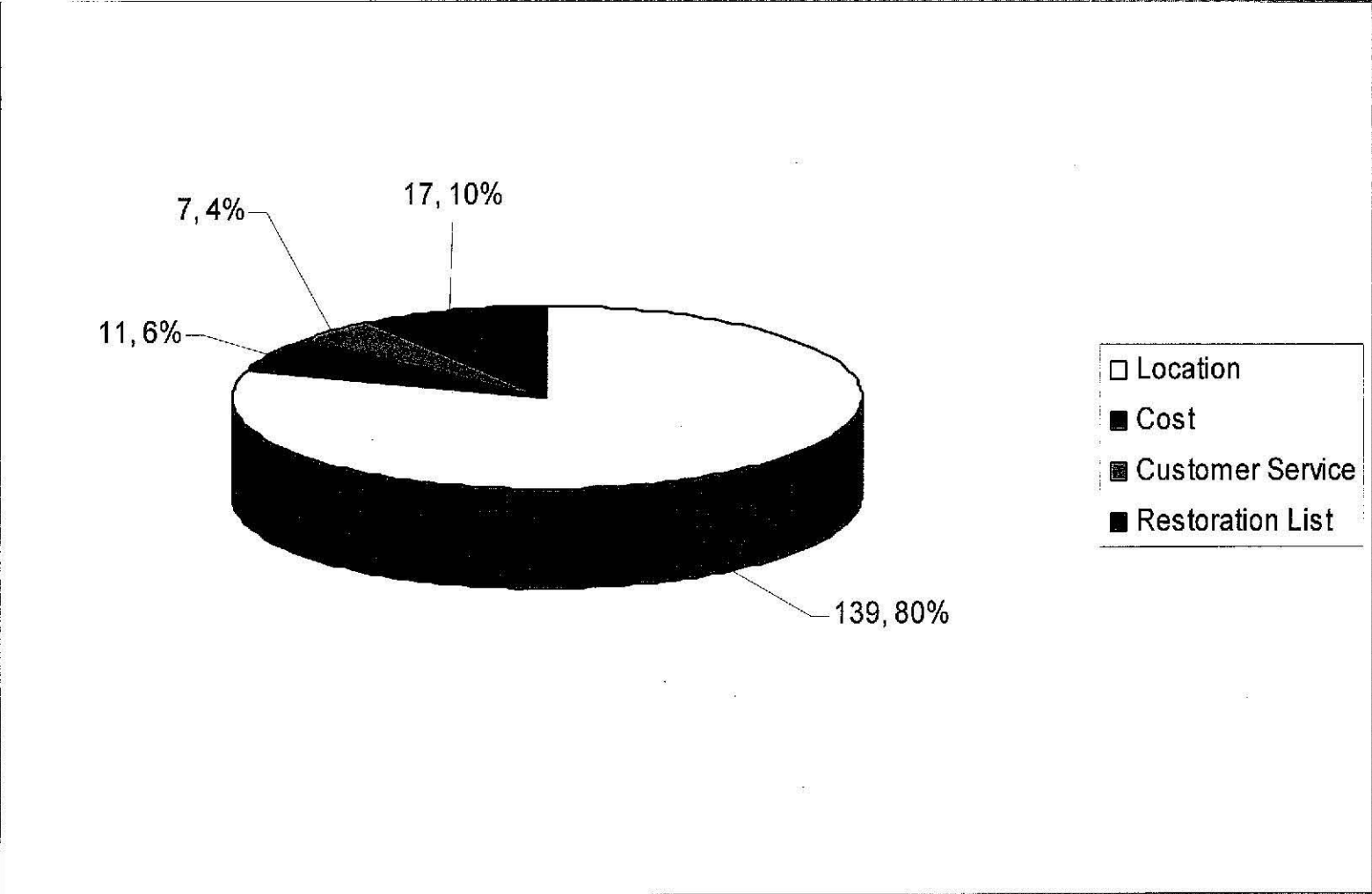
3-Month Survey Highlights

- ▣ Professional Service Provided – 86% reported frequently or always
- ▣ Overall experience -- 78% reported a Satisfactory or Higher Experience

Overall Experience on the Program



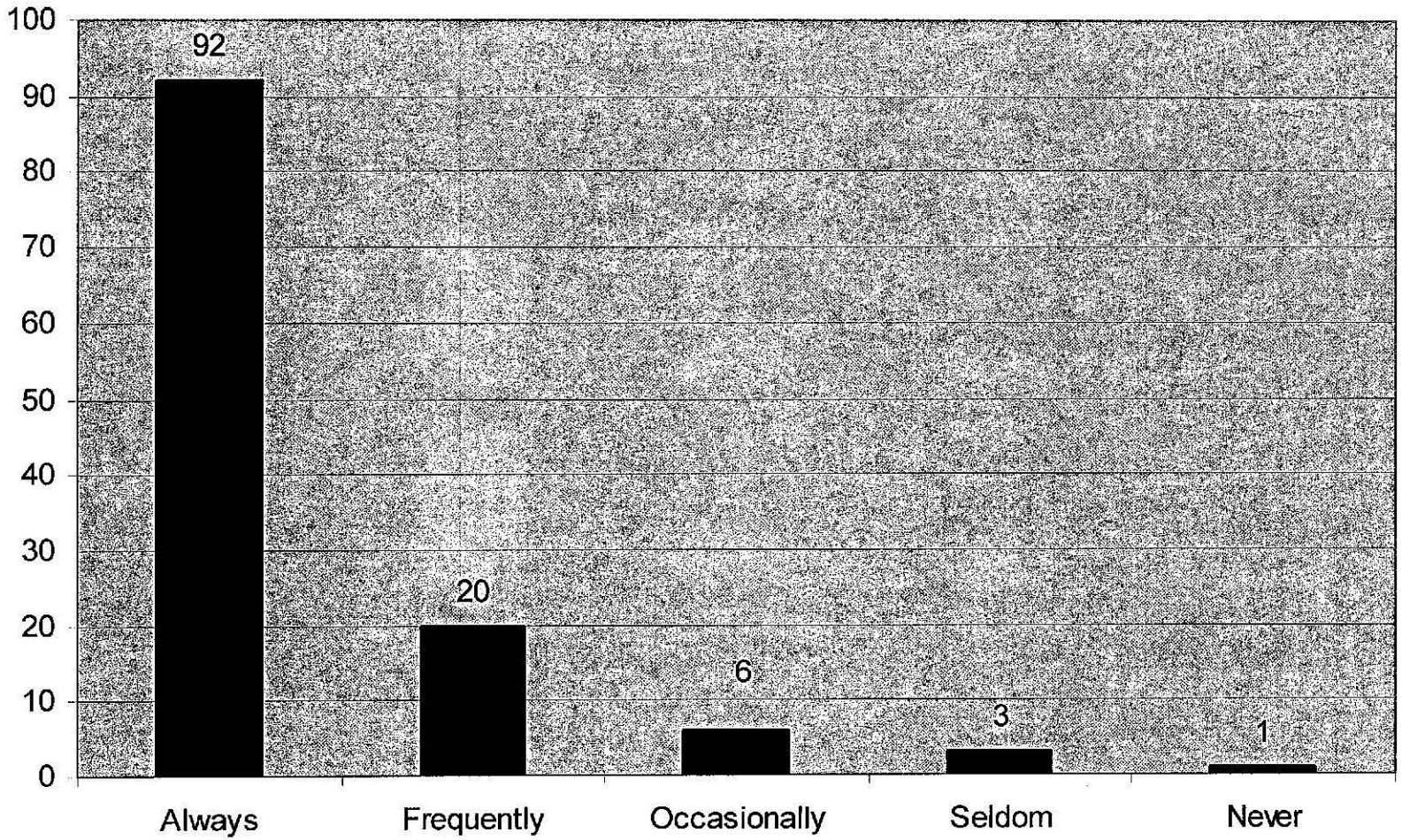
Selection of Service Provider



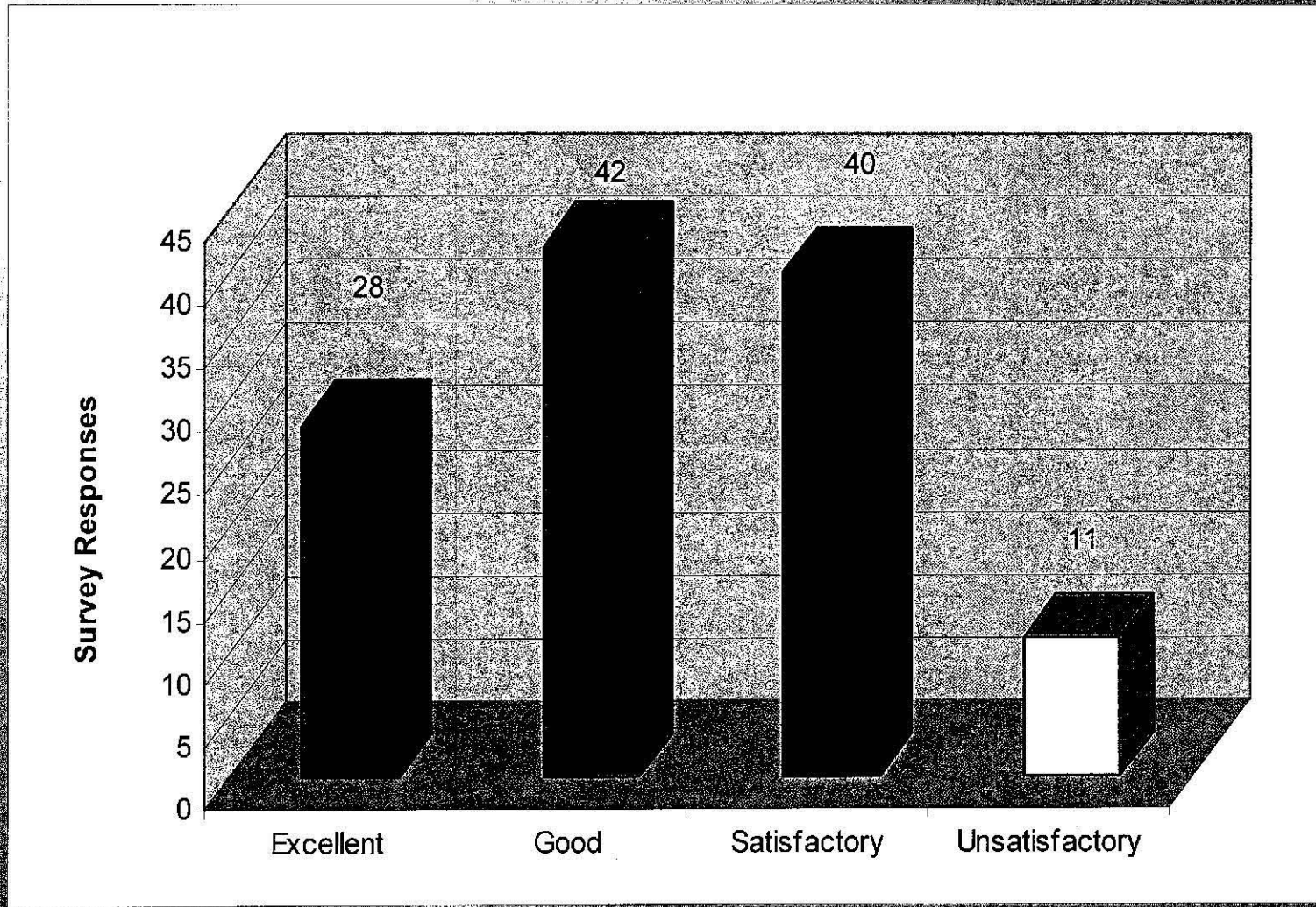
SURVEY RESPONSES

End-of-Program Surveys

Professional Service Provided



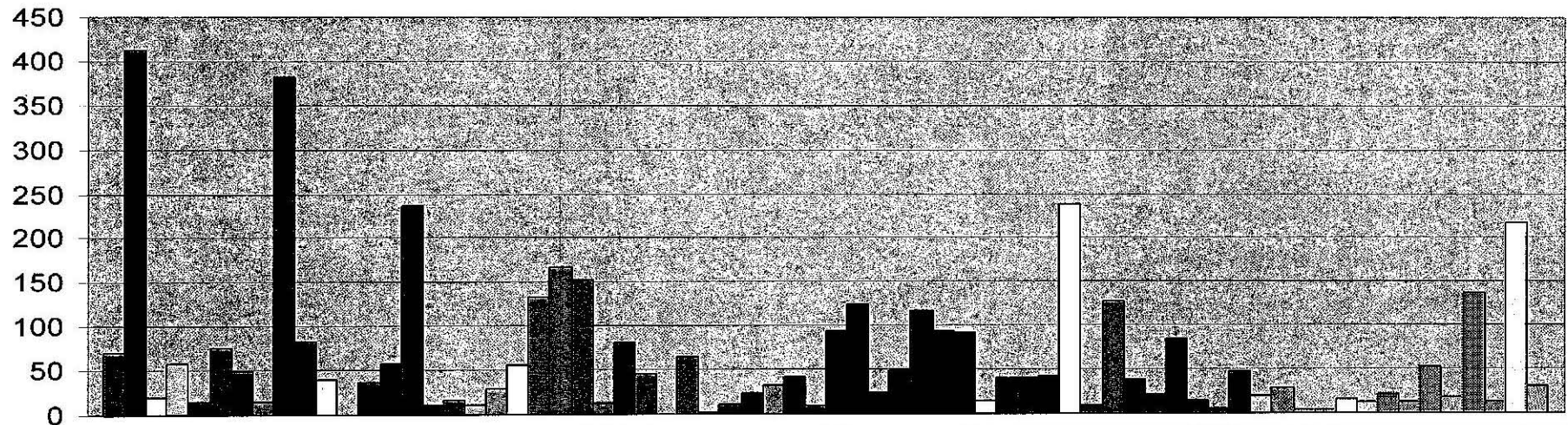
Overall Experience



End-of-Program Survey Highlights

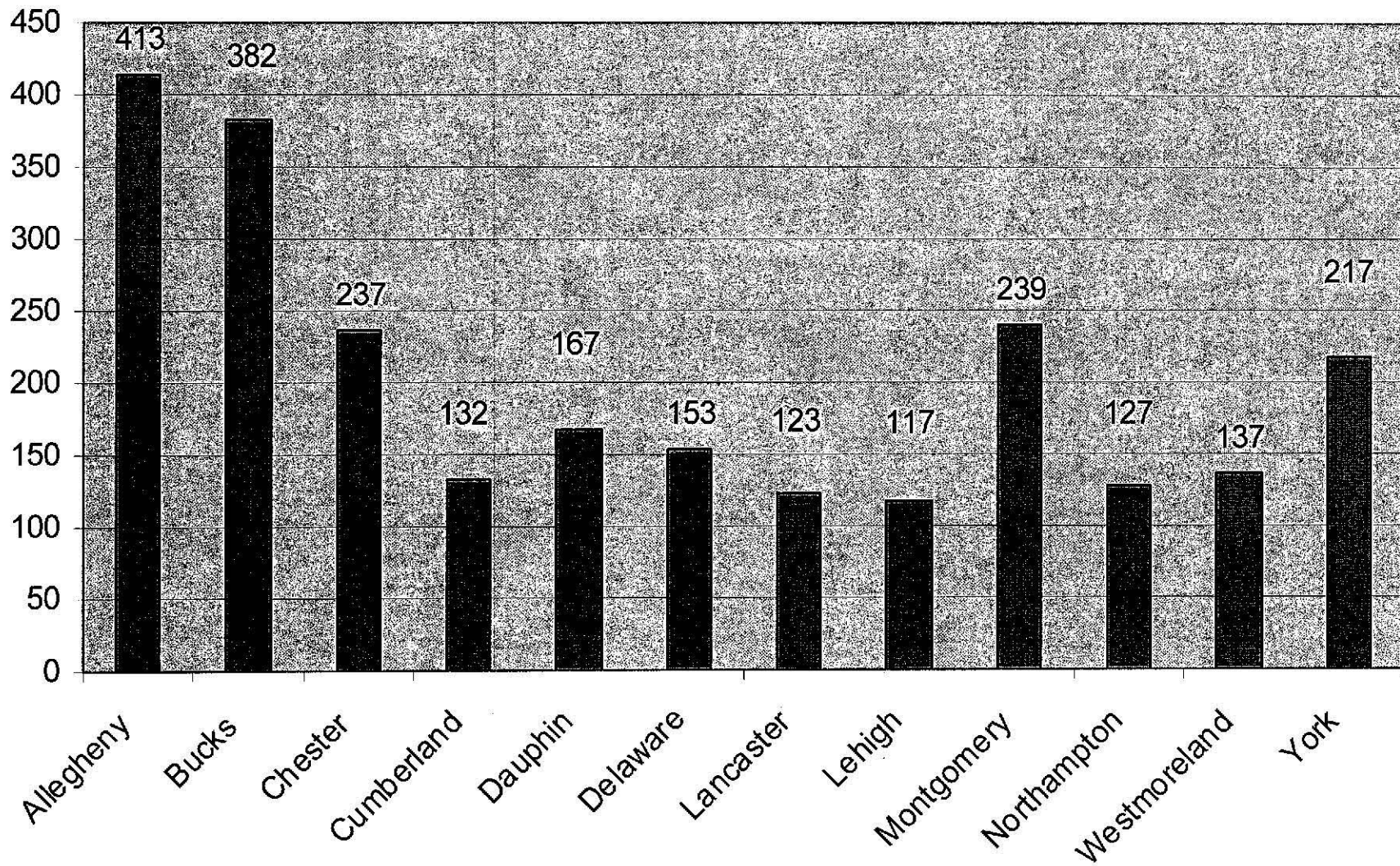
- ▣ Professional Service Provided - 92% reported frequently or always
- ▣ Overall experience -- 91% reported a Satisfactory or Higher Experience

Installs by County

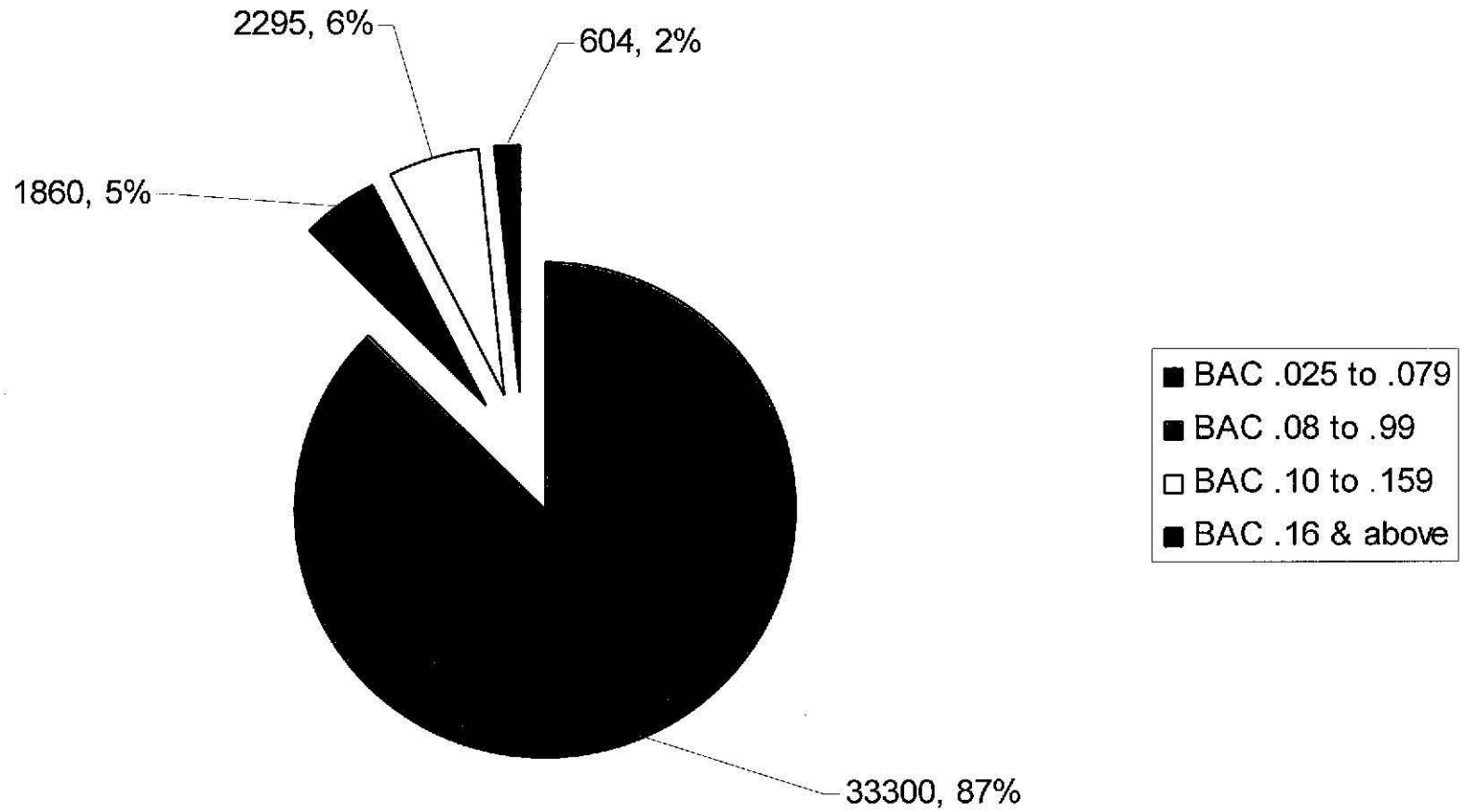


- | | | | | |
|----------------|--------------|----------------|------------------|----------------|
| ■ Adams | ■ Allegheny | □ Armstrong | ■ Beaver | ■ Bedford |
| ■ Berks | ■ Blair | ■ Bradford | ■ Bucks | ■ Butler |
| □ Cambria | ■ Cameron | ■ Carbon | ■ Centre | ■ Chester |
| ■ Clarion | ■ Clearfield | □ Clinton | ■ Columbia | □ Crawford |
| ■ Cumberland | ■ Dauphin | ■ Delaware | ■ Elk | ■ Erie |
| ■ Fayette | ■ Forest | ■ Franklin | ■ Fulton | ■ Greene |
| ■ Huntingdon | ■ Indiana | ■ Jefferson | ■ Juniata | ■ Lackawanna |
| ■ Lancaster | ■ Lawrence | ■ Lebanon | ■ Lehigh | ■ Luzerne |
| ■ Lycoming | □ McKean | ■ Mercer | ■ Mifflin | ■ Monroe |
| □ Montgomery | ■ Montour | ■ Northampton | ■ Northumberland | ■ Perry |
| ■ Philadelphia | ■ Pike | ■ Potter | ■ Schuylkill | ■ Snyder |
| ■ Somerset | ■ Sullivan | ■ Susquehanna | ■ Tioga | ■ Union |
| ■ Venango | ■ Warren | ■ Washington | ■ Wayne | ■ Westmoreland |
| ■ Wyoming | □ York | ■ Out Of State | | |

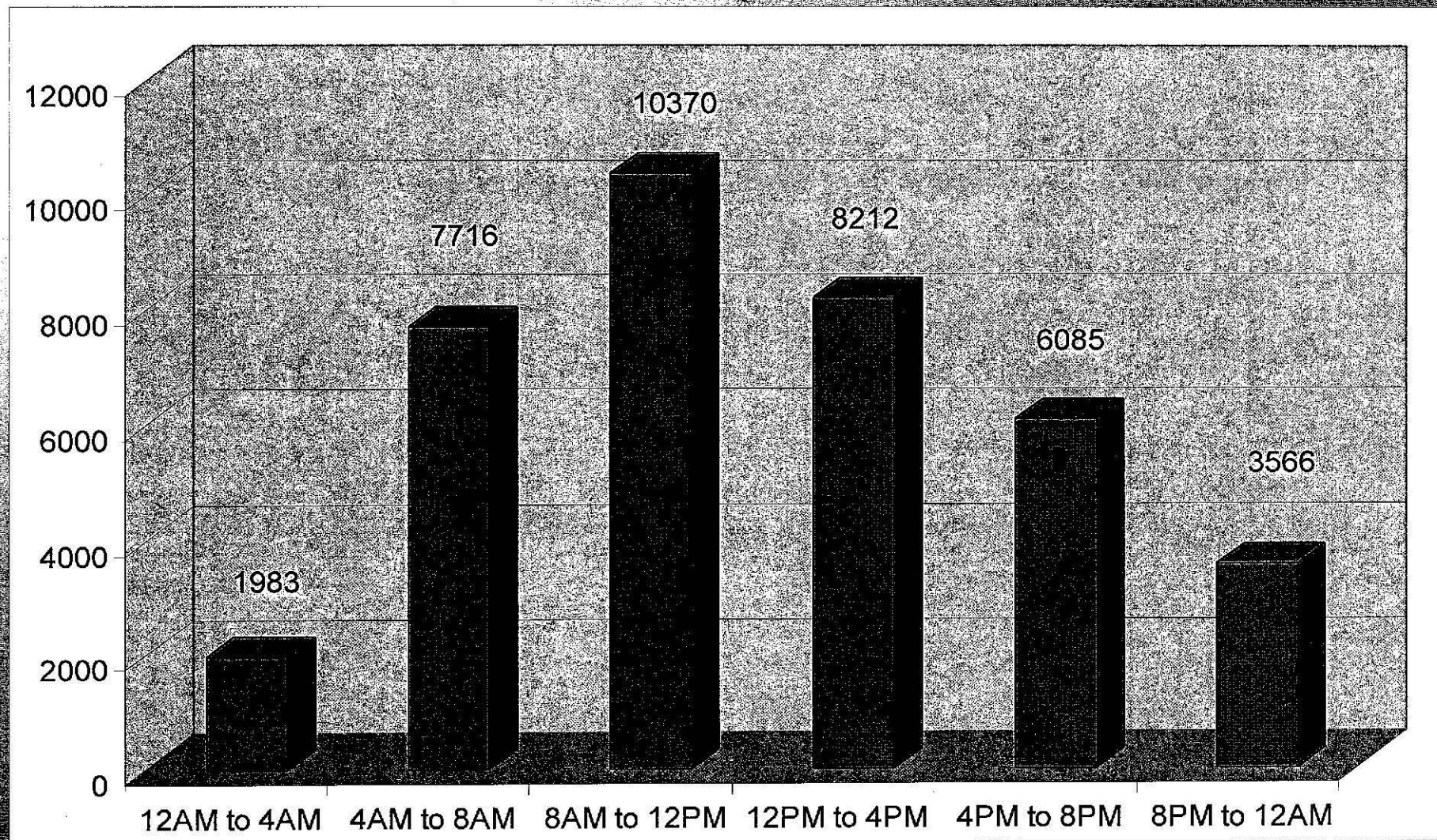
100 or more installs



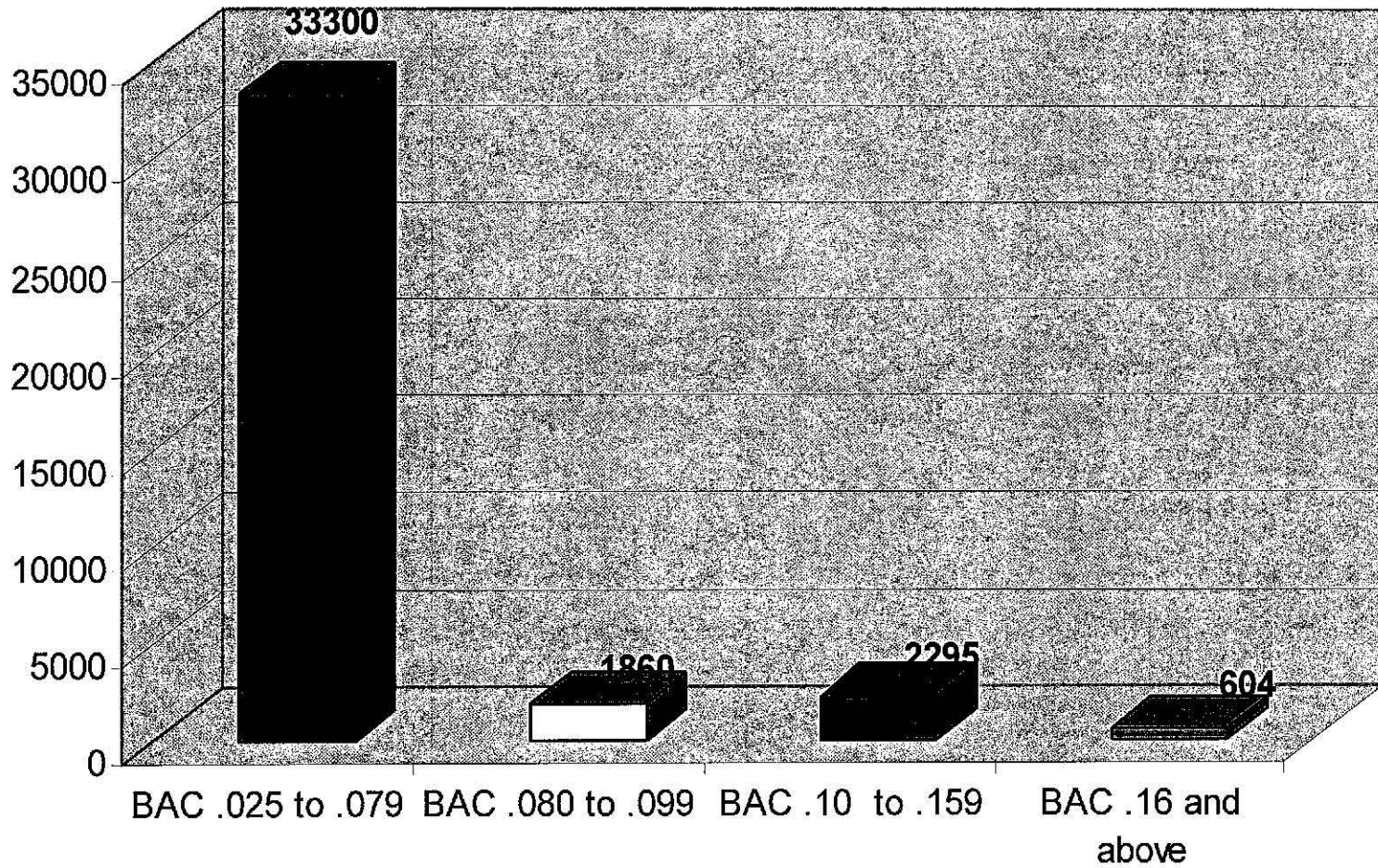
BrAC Failures



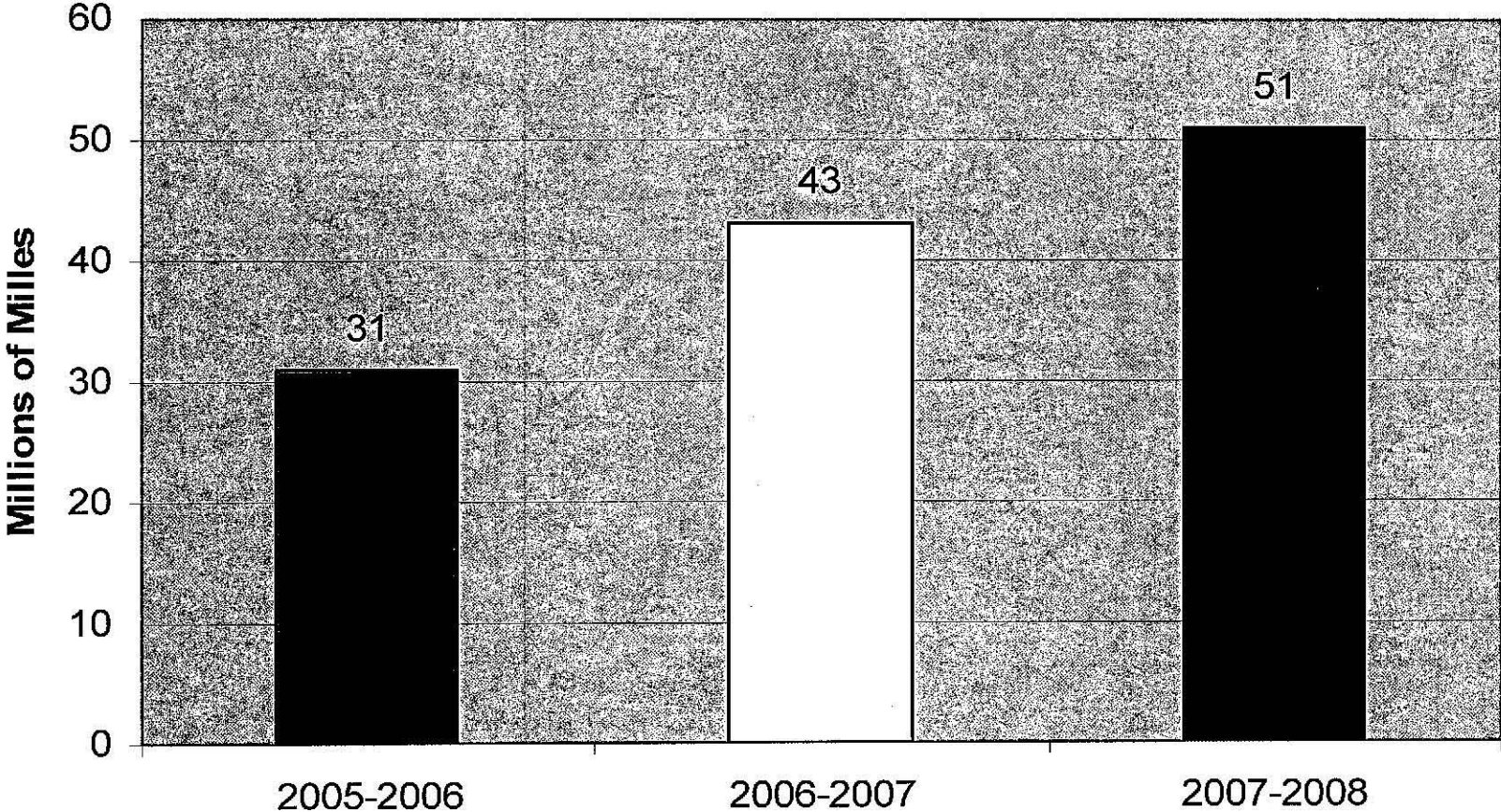
Failed Tests by Time of Day



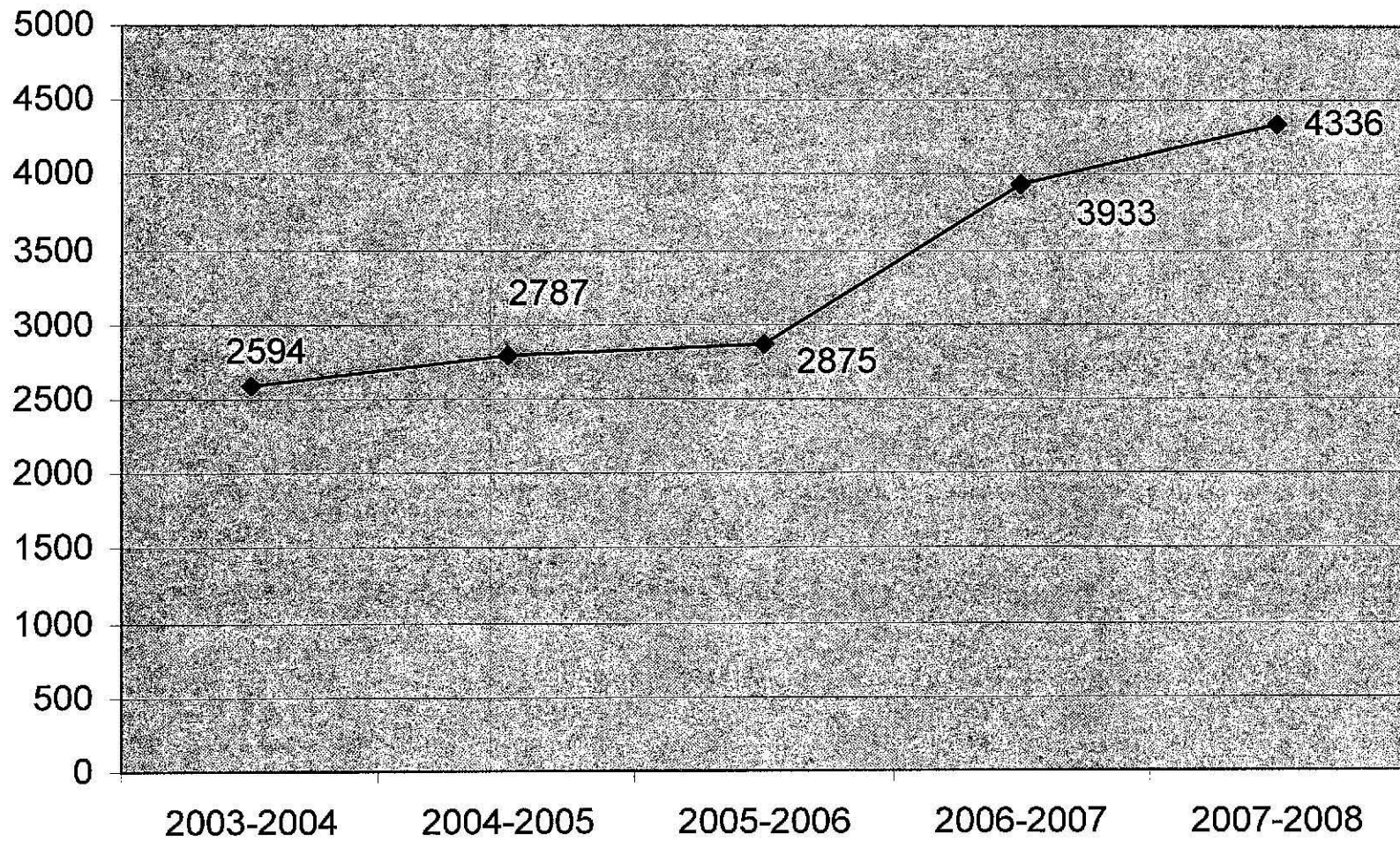
Levels of High BAC



Sober Miles Driven in Millions (2005-2006 to 2007-2008)



Installs by Fiscal Year (2003-2004 to 2007-2008)



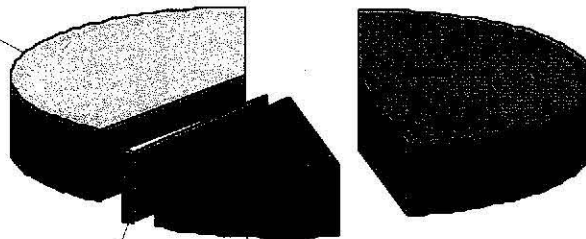
Reported Problem Logs

Device Failure due
to material defect
482, 40%

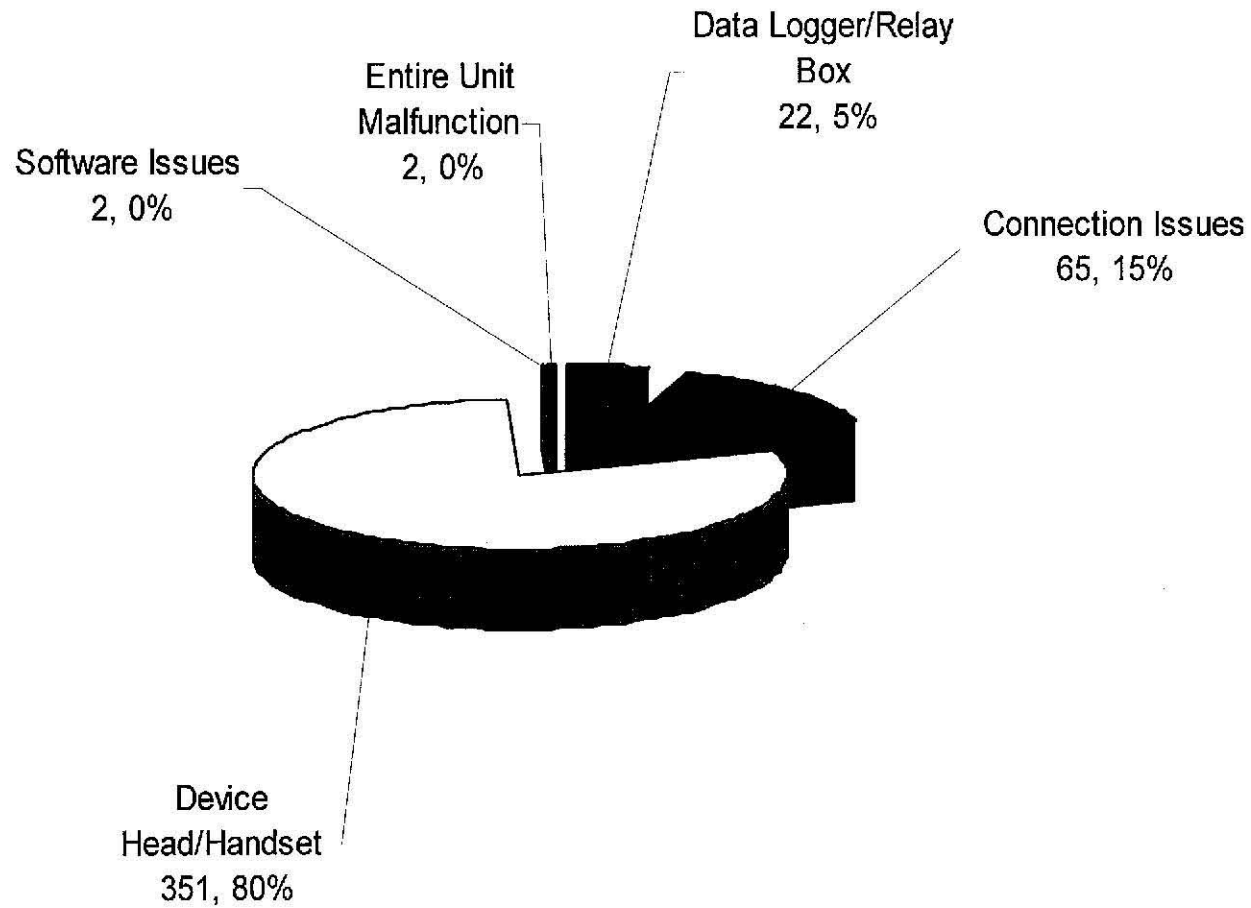
Customer
Error/Operation
568, 46%

Apparent
misuse/attempts to
circumvent
9, 1%

Faulty Auto
Equipment other
than device
160, 13%



Device Failure Issues



CONCLUSIONS

Ignition Interlock is a valuable tool for
Reducing DUI Recidivism

Conclusions

- ▣ Ignition interlocks have considerable potential to reduce drunk driving recidivism and protect the public from high-risk offenders
- ▣ Coordinated approach involving policy-makers, criminal justice practitioners, treatment professionals and government agencies is critical to success.
- ▣ 35 – 90% reduction in recidivism while the device is installed. -- *Vogel*

Ignition interlock designed to combat drunken driving

Statistics reveal that at least 14 percent of individuals who are charged with driving under the influence for the first time will repeat the offense within five years of their first conviction. And the percentage of lifetime offenders is even greater.

Pennsylvania's drunken-driving legislation mandates that repeat offenders shall be required to have an ignition interlock system installed on each motor vehicle they own before they are eligible for restoration.

An ignition interlock system is a device installed on motor vehicles to prohibit drivers who are under the influence of alcohol from operating the vehicle. The device incorporates advanced alcohol-sensing technology that must be activated before the vehicle's ignition is



**Bradley P.
Lunsford**
*Legally
Speaking*

decreases the possibility that the system has been overridden, the driver will be prompted to blow into the device at periodic intervals during the operation to ensure that he or she is not under the influence.

The cost of the system is

permitted to operate.

Operators are required to blow into the device before starting the vehicle if the system's alcohol-sensing device detects alcohol. It will prevent the vehicle from starting. To

prevent repeat offenses, the installation fee for the device is about \$75, and the system will cost about \$250 a day. There are further fees due at the time the system is removed by the installer.

Before the ignition interlock device is installed, offenders are required to serve a one-year license suspension. Thirty days prior to the end of their suspension period, offenders are notified by the Pennsylvania Department of Transportation as to the date they are eligible to obtain an ignition interlock-restricted license.

Once installed, offenders are required to have the device monitored every 90 days at their expense. All uses of the vehicle are recorded by the device, including any attempted circumvention. If the vehicle is started by inserting or pump-

starting, the display will indicate a "start violation." The service remainder will be reset to five days, and the vehicle will have to be brought in for service at the pump (start) expense. Information from the device will be forwarded to the County Probation Office for review.

The Department of Transportation will issue an "ignition interlock" license which is only recognized by law enforcement. If the individual is stopped by the police and possesses an ignition interlock license, the vehicle they are operating must be equipped with the device. If an individual is operating a vehicle without the device, he or she is subject to a fine of \$200 up to \$1,000 and imprisonment for no more than 30 days. They also will not be an additional one-year license suspension.

After driving on the ignition interlock license for one year, an individual can obtain a regular license by completing an application and paying a fee. They cannot operate a vehicle without the ignition interlock device until they have an unrestricted license issued by the Department of Transportation.

As this requirement recently was enacted by the Pennsylvania Legislature, it is too early to determine the requirement's effectiveness. As in all cases where an individual is charged with a crime, it is highly recommended that advice from legal counsel should be sought.

Bradley P. Lunsford is a magistrate district judge of the Centre County. If you have questions about a case, please send it to him at LSNR College Ave., State College, PA 16801.

Our view

Car-ignition interlock may save lives

Obviously, Timothy Butler, 44, of Kiski Township needs help. With eight previous DUI convictions, and another charge stemming from an April 16 two-car accident, District Justice Michael Gerbein of Leechburg was right to send him to jail on a \$50,000 cash bond this week.

Gerbein said that was the only way to keep him off the highway, and we applaud Gerbein for taking a stand to protect the public.

Butler denied drinking and driving April 16, but police say he refused a Breathalyzer test at the scene. Police say his speech was slurred and he smelled of alcohol.

In addition, the woman whose car he hit, who is Butler's father's girlfriend, tested 0.20 percent, when the legal limit for drunken driving is 0.08 percent. The two were testing their cars after fixing them near Butler's home along Brownstown Road when Butler ran into the back of her vehicle. A half-empty jug of vodka was found in her vehicle.

Butler has demonstrated a disregard for the law. In addition to his DUI convictions, he has numerous charges of speeding, reckless driving and leaving the scene of

Timothy Butler denied drinking and driving April 16, but police say he refused a Breathalyzer test at the scene.

Use of DUI Ignition Interlock Soars in Pennsylvania Devices Stalled 33,750 Drunks

PA-DRIF
BY JASON STRAUSS
ASSOCIATED PRESS

PHILADELPHIA — Pennsylvania drivers were prevented from starting their cars 33,750 times last year by alcohol-triggered ignition shut-off systems, a survey shows that are being used more aggressively nationwide than in any year.

Officials weren't sure why the numbers, taken from October 2002 through September 2003 and released this month, were triple the previous year's when the devices stopped drivers 10,427 times last year, 521 people had interlock systems, the year before it was 185.

"Maybe that can help drive home that drinking and driving is a problem," said Anthony Tassoni, president of the Pennsylvania DUI Association, which administers the program for the state Department of Transportation. "There are a lot of people that are saying that there were devices on cars to help them."

The devices, installed in the arrestee's car, require the driver to blow into a breathalyzer that can be attached to the car's ignition system. About 100,000 cars are equipped with the devices in most states, it is estimated.

Highway safety organizations are pushing for the devices to be used in 42 states and Washington, D.C. They've used even more aggressively as a way to decrease the thousands of yearly traffic deaths blamed on alcohol.

In New Mexico, the House highway committee, Rep. W. Ken Martinez's backing, will introduce legislation that would require all new and used vehicles sold in the state to have the ignition interlock system by 2005. Sen. Bill Romarkson called the bill "an innovative concept that I'd seriously consider."

Starting Sunday in Florida, up to 20,000 repeat DUI drivers in a law retroactive to July 2002, will be required to get the ignition interlock installed.

Beginning Sunday in Pennsylvania, all repeat DUI drivers will also be forced to have the devices installed. Previously, drivers could have opted for a longer suspension to avoid getting the in-



Horn Simpson, president and CEO of the Traffic Injury Research Foundation, left, demonstrates an alcohol-ignition interlock device to state Sen. Luke Burdick, R-Ormond Beach, right, and Ken Howson, spokesman for the Florida Highway Patrol, center, watch in Tallahassee, Fla.

"Maybe that can help drive home that drinking and driving is a problem. That's how many people tried to drive knowing there was a device to stop them."

Anthony Tassoni
Pennsylvania DUI Association

terlock system.

More than 47,200 people were killed in crashes involving alcohol in the United States in 2002, the latest data available. That's 41 percent of the 42,015 people killed in all traffic crashes, according to the National Highway Traffic Safety Administration.

There are about 45 million DUI arrests a year, but only about 40,000 interlock devices are on cars nationwide, said Barry

Swedler, a past president of the International Council on Alcohol, Drugs & Traffic Safety.

Studies comparing convicted DUI drivers with and without the interlock devices in their cars have found that those with the systems were between 43 percent and 83 percent less likely to be re-arrested for drunken driving.

But other studies show that once the devices are removed, the arrest rates mostly return to the levels of former DUI drivers

that didn't have the devices, meaning there is little permanent behavioral modification, Mr. Swedler said.

"My whole view is make it so that you have to prove that you really don't need (the device) anymore," Mr. Swedler said. "It's not just based on time. You do your time and get your car and license. There's no evaluation to see if it should come off. The system could be much more effective."

Kenneth Book, who published a study in the American Journal of Public Health on recidivism rates for DUI drivers with interlock systems, said the devices work well for most drivers but are not foolproof.

Convicted DUI drivers can simply drive another car for the time.

Ignition Interlock in Action

2007 Facts

- ▣ The Ignition Interlock devices prevented 38,057 attempts to drive with a BrAC level of .025% or higher
- ▣ 4,759 of those attempts were a BrAC of a .08% or over

Conclusions

- ▣ Technology is a part of everyday life, and we should use every tool available to reduce the harm and destruction caused by impaired drivers.

PA Ignition Interlock Program

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Ryan Greathouse, QAP Technician

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