

Press Release - [Office of Senator Jerry Hill](#) – Dec. 21, 2015
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Sen. Jerry Hill Announces Legislation for 2016 Requiring Ignition Interlock Devices for All DUI Offenders in California
MADD Report Released Today Showing Ignition Interlock Devices in California Prevented Over 1 Million Incidents of Drinking and Driving Since 2010

<http://www.madd.org/local-offices/ca/documents/California-Report.pdf>

WHAT: Law enforcement, MADD, NHTSA, and Senator Jerry Hill promoted sober driving during the holiday season and discussed the nationwide Drive Sober or Get Pulled Over campaign this morning at Treasure Island. MADD released its report analyzing California's Ignition Interlock program showing that IIDs have prevented over one million instances of drinking and driving since 2010.

<http://www.madd.org/local-offices/ca/documents/California-Report.pdf>

BACKGROUND:

According to DMV data, during the last 30 years, over 50,000 people have died in California because of drunk drivers and over 1 million have been injured. Each year in this state approximately 1,000 people die and more than 20,000 are injured from drunk drivers. Repeat DUI offenders account for roughly 1/3 of annual DUI convictions.

Under current law, installation of IIDs is optional for DUI offenders. A four county pilot program is currently underway in Alameda, Los Angeles, Sacramento, and Tulare counties which requires IIDs for any convicted drunk driver (AB 91 of 2009). SB 61 (Hill, 2015) temporarily continued the 4-county pilot program so the legislature has time to review the DMV report in 2016 and determine the best way to move forward. The DMV's report analyzing the 2010 – 2015 pilot program is

due out in January of 2016.

According to the DMV's initial report, "IID installation rates among all DUI offenders increased dramatically in the pilot counties from 2.1% during the pre-pilot period to 42.4% during the pilot period."

[if !supportLists]➤ [endif]Alameda: 37.8% installation rate

[if !supportLists]➤ [endif]Los Angeles: 45% installation rate

[if !supportLists]➤ [endif]Sacramento: 40.2% installation rate

[if !supportLists]➤ [endif]Tulare: 28.4% installation rate

Currently, 25 states have laws requiring ignition interlocks for all convicted drunk drivers. In states with well implemented programs, a successful ignition interlock program has at least 30 percent of eligible offenders installing an interlock. California is already well beyond the nationwide average.

According to the Centers for Disease Control and Prevention (CDC), requiring or highly incentivizing interlocks for all convicted drunk drivers reduces drunk driving recidivism by 67 percent. The CDC recommends Ignition interlocks for everyone convicted of DWI, even for first offenders.

"First-time" offenders are rarely first-time drunk drivers. Conservative estimates show that a first-time convicted DUI offender has driven drunk at least 80 times prior to being arrested.

According to the National Highway Traffic Safety Administration's Traffic Safety Facts 2009: Alcohol-Impaired Driving, drivers with previous driving while impaired (DWI) convictions pose a substantial risk of offending again. Data show that legally impaired drivers involved in fatal crashes were eight times more likely to have a prior DWI conviction than drivers who had not been drinking.

Since New Mexico's interlock law was implemented in 2005, drunk driving fatalities are down by 38 percent. Since Arizona and Louisiana

implemented their interlock law in 2007, drunk driving deaths have decreased by 43 and 35 percent, respectively. In Oregon, as a result of 2008 interlock law, DUI deaths are down 42 percent.

Over half of DUI offenders drive illegally after their arrest and choose not to participate in treatment or IID programs. One of the impediments is the amount of time they have to wait to drive after their arrest. SB 61 (Hill, 2015) initially sought to reduce the number of DUI offenders who drive illegally and bring them into the system so they can receive treatment and legally reinstate their driving privileges. The bill accomplished this by allowing DUI offenders to install an IID immediately after their arrest and begin driving right away without having to wait months for the court and DMV process. They would receive credit for time served if they end up being convicted which will count towards their ultimate IID time requirement. Immediate driving privileges with an IID allow offenders to continue work and family responsibilities while making it more likely that they drive legally.

According to the DMVs 2012 report, “Identifying Barriers to Driving Privilege Reinstatement Among California DUI Offenders”:

[if !supportLists]➤ [endif]Only about 54% of the eligible 1st offenders and 36% of the eligible 2nd offenders had fully reinstated their driving privileges 3.8 to 4.8 years after their arrest.

In 2006, Mothers Against Drunk Driving (MADD) launched A Campaign to Eliminate Drunk Driving which calls for all states to pass interlocks for all convicted drunk drivers because 50 to 75 percent of convicted drunk drivers continue to drive without a license. Therefore, license suspension is not the most effective way to protect the public from convicted drunk drivers, or to rehabilitate the offender.

ASSISTANCE FOR LOW INCOME OFFENDERS

SB 61 (Hill, 2015) continues the successful financial assistance program contained in the current 4-county pilot program:

[if !supportLists]➤ [endif]A person at 100% of the federal poverty level (\$23K annually family of 4) is responsible for 10% of the IID cost. The IID provider absorbs the rest.

[if !supportLists]➤ [endif]A person at 101 to 200% of the federal poverty level (\$47K annually family of 4) is responsible for 25% of the IID cost. The IID provider absorbs the rest.

[if !supportLists]➤ [endif]A person at 201 to 300% of the federal poverty level (\$70K annually family of 4) is responsible for 50% of the IID cost. The IID provider absorbs the rest.

[if !supportLists]➤ [endif]All other offenders are responsible for 100 percent of the cost of the ignition interlock device.

IIDs FOR ALL DUI OFFENDERS

The National Transportation Safety Board (NTSB) recommends that all people convicted of drunk driving should have ignition interlock devices installed in their cars. NTSB supported SB 61 saying, “Research evaluation of ignition interlock programs over the last two decades has found that ignition interlock devices are effective in reducing recidivism among DWI offenders, sometimes by as much as 62 to 75 percent.” “SB 61 significantly upgrades California’s ignition interlock law by mandating devices for all offenders...providing your state another excellent step toward reducing crashes, injuries, and deaths involving alcohol-impaired drivers.”

The U.S. Centers for Disease and Prevention reviewed fifteen studies on the effectiveness of ignition interlock devices at reducing DUI recidivism, concluding: “re-arrest rates for alcohol-impaired driving decreased by a median of 67 percent relative to comparison groups.” The CDC recommends Ignition interlocks for everyone convicted of DWI, even for first offenders.

In February of 2014 the National Highway Traffic Safety Administration released their report, “Ignition Interlocks –What You Need To Know.” It found that “ignition interlocks, when appropriately used, prevent alcohol-impaired driving by DWI offenders, resulting in increased

safety for all roadway users.” Other findings from the report include:
[if !supportLists]➤ [endif]“Research has shown that, while installed on an offender’s vehicle, ignition interlocks reduce recidivism among both first-time and repeat DWI offenders.”

[if !supportLists]➤ [endif]“Ignition interlocks permit offenders to retain or regain legal driving status, thus enabling them to maintain employment and manage familial and court-ordered responsibilities that require driving. This is a particularly relevant benefit, as many offenders without interlocks drive illegally on a suspended/revoked license, often after drinking. The installation of an interlock on the offender’s vehicle reduces the probability of this occurring, thereby improving public safety.”

[if !supportLists]➤ [endif]“A majority of offenders surveyed believe ignition interlock sanctions to be fair and reduce driving after drinking. Family members believed that ignition interlocks provided a level of reassurance that an offender was not driving while impaired and reported a generally positive experience and impact on the offender’s drinking habits.”

[if !supportLists]➤ [endif]“As with any sanction, there are costs. Costs associated with the devices themselves, including installation, maintenance, monitoring, estimated at approximately \$3 to \$4 per day, are borne by the offender. Research has estimated a cost/benefit of an ignition interlock sanction at \$3 for a first time offender, and \$4 to \$7 for other offenders accruing for each dollar spent on an interlock program. The cost of an interlock sanction is less than incarceration, vehicle impoundment, or other monitoring devices such as alcohol monitoring bracelets, with the costs accruing to the offender through a series of fees rather than the State.”

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