



American Association of Motor Vehicle Administrators

Ignition Interlock
Evidence-Based Research
Legislation Law Enforcement
DMV Program Training
Standardization



Ignition Interlock Program Best Practices Guide



September 2018

LAW ENFORCEMENT STANDING COMMITTEE & DRIVER STANDING COMMITTEE
IGNITION INTERLOCK PROGRAM BEST PRACTICES WORKING GROUP

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Executive Summary

More than 10,000 people die every year in alcohol-related crashes in the United States and nearly 500 more in Canada. Data collected from 11 ignition interlock providers showed that ignition interlock devices prevented 350,000 alcohol-impaired driving attempts in 2016 and 2.3 million since 2006.

Research documents the public health benefit of ignition interlock devices in reducing offender recidivism. Every jurisdiction has an ignition interlock law of some kind. However, there is no “model program” or national strategy that addresses every component of an ignition interlock program. One of the challenges of creating a “model” ignition interlock program is that some jurisdictions have strictly administrative programs that are the responsibility of the motor vehicle administration, some jurisdictions have judicial programs that are the responsibility of the courts, and still other jurisdictions have hybrid programs that combine administrative and judicial responsibility.

The 2018 Working Group convened to update and enhance the 2015 document and formulate recommendations to solve jurisdictional reciprocity challenges. Toward that end, model legislation was updated, and AAMVA system enhancements are recommended.

One of the primary challenges of any ignition interlock program is the lack of compliance enforcement. This is due in part to the absence of a common restriction and reciprocal treatment across

jurisdictions and in part to the lack of familiarity by law enforcement officers about ignition interlock devices and program requirements at the time of a stop. To address these issues, the 2014-15 Ignition Interlock Working Group produced a short law enforcement training video and recommended the use of a standard “T” restriction on the license. In this report, the 2018 Ignition Interlock Working Group offers a useful model for reciprocal treatment of the interlock condition by jurisdictions. Furthermore, the 2018 Working Group plans to release an updated law enforcement training video by the end of calendar year 2018.

In 2013, the National Highway Traffic Safety Administration (NHTSA) published a *Model Guideline to State Ignition Interlock Programs*, and in 2014, the Association of Ignition Interlock Program Administrators (AIIPA) adopted its *Standardized Vocabulary & Standardized Best Practice Recommendations*. The AIIPA and NHTSA documents are valuable tools, and building on them, American Association of Motor Vehicle Administrators (AAMVA) members identified the need for additional guidance for AAMVA member agencies that are legislatively charged with administering ignition interlock programs. As a result, in 2014, AAMVA created the Ignition Interlock Program Best Practices Working Group, consisting of U.S. and Canadian transportation administrators, law enforcement, judiciary, AIIPA, NHTSA, and ignition interlock industry representatives. The Working Group developed best practices based on review of scientific evidence-based research and current practices. The 2015 best practices were intended to assist jurisdictions standardize program

administration, terminology, and model enabling legislation for any program type.

The 2018 Working Group, composed of former and new Working Group members, convened to update and enhance the 2015 document and formulate recommendations to solve jurisdictional reciprocity challenges. Toward that end, model legislation was updated, and AAMVA system enhancements are recommended.

As of this 2018 printing, every U.S. jurisdiction makes ignition interlock devices available within the construct of an administrative, judicial, or hybrid program.

Thirty-two states and D.C. require ignition interlock devices for all offenders; 10 states require ignition interlock devices for high blood alcohol content (BrAC) (in most cases, 0.15 or higher); 5 states require ignition interlock devices upon second conviction; and 3 states, including California's all offender pilot, have other types of ignition interlock programs.¹

Throughout this document, the terms "offender" and "participant" are used interchangeably, depending on the context, and the word "jurisdiction" is used to describe states, provinces, and territories of the United States and Canada.

¹ www.madd.org

Chapter One Breath Alcohol Ignition Interlock Device: History and Background

History

Interest in technology that would prevent an impaired driver from starting a vehicle dates back to the 1960s. In 1972, the first successful demonstration of the breath alcohol ignition interlock device (BAIID) took place. However, it was not until the human toll caused by impaired drivers created a public outcry and a demand for solutions that ignition interlock devices started to gain traction in the 1980s.

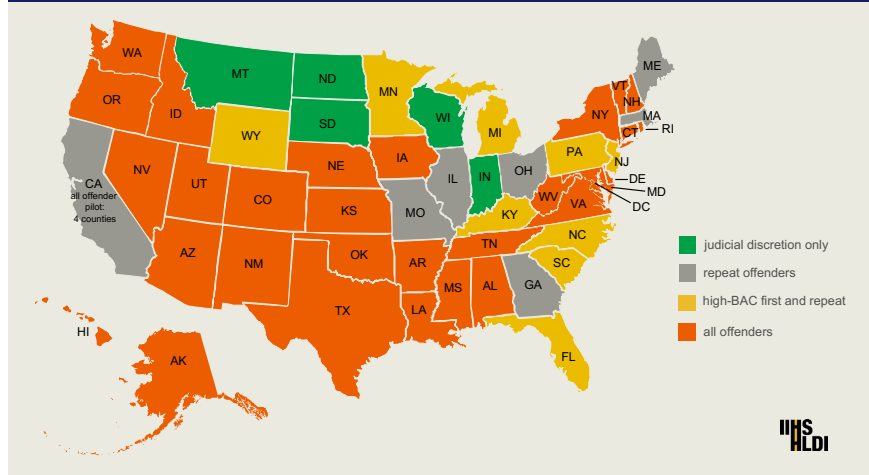
The United States' first program was ordered in Colorado in 1985. In 1987, the NHTSA hosted a public meeting about ignition interlock devices. This meeting focused on the latest technology updates with the devices while also serving to share information across jurisdictions. The meeting focused on what states were doing legislatively to authorize new programs, how effectiveness was being evaluated, and how current programs were being implemented. According to a 1988 NHTSA Report to Congress, there were 120 judges in 12 states authorizing the use of ignition interlock devices at that time.

In Canada, BAIIDs were first introduced in 1990 in Alberta. The first device standard was produced by the Alberta Research Council, Electronics Test Centre in 1992 and was a Canadian wide de facto standard until the Transport Canada/National Research Council National Voluntary Standard was issued in 2007. The standard (Z627-16) was updated in November 2017 and is being managed by the Canadian Standards Association.

Standards for devices in the United States were initially developed in California in 1988. These served as the industry standard until NHTSA released its own model specifications in 1992. NHTSA updated them in 2013 to provide for alcohol-specific technology that has reduced the number of false positives and tightened circumvention efforts. The 2013 standard now also includes 2015 technical corrections. In Canada, BAIID specifications are similar to the U.S. standard.

Fueled by legislative language passed by Congress in 1998 that provided states with financial incentives for passing laws requiring ignition interlock devices for repeat offenders, the devices became more widespread. Progress has been made since that time. Ignition Interlock device usage was approximately 101,000 in 2006 and rose to 337,030 in 2016,² meaning that ignition interlocks and ignition interlock programs are becoming more common. However, this represents less than half of those arrested for alcohol-impaired driving annually.

Laws mandating alcohol ignition interlock orders
August 2018



Insurance Institute for Highway Safety

² 2016 TIRF Annual Ignition Interlock Survey: United States

All 50-states, the District of Columbia, most Canadian provinces, and many other countries have some form of ignition interlock legislation that requires a device as a condition of continued driving after a conviction and/or license suspension for driving under the influence (DUI). The Mothers Against Drunk Driving (MADD) U.S. website at www.madd.org and the MADD Canada website at www.madd.ca provide up-to-date information about jurisdictions' ignition interlock law requirements.

AAMVA Best Practice Recommendation 1.1:

Jurisdictions not already having an all-offender ignition interlock requirement should consider pursuing one through the legislative process (see Appendix B for model enabling legislation).

In December 2015, the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) was signed into law, authorizing \$305 billion in federal transportation funding for fiscal years 2016 through 2020. The law builds on its predecessor authorization, Moving Ahead for Progress in the 21st Century (MAP-21), signed into law in July 2012. The legislation set the national highway infrastructure and safety agenda and includes provisions that would directly impact AAMVA members in terms of ignition interlock devices, including:

- A grant program to states that have adopted or are enforcing a law that restricts DUI offenders to only operate vehicles equipped with an ignition interlock device or mandated participation in a 24/7 sobriety program if a state-certified ignition interlock provider is not available within 100 miles of the individual's residence (Section 4006)
- Allows states to qualify for Section 4006 funding if its ignition interlock program includes medical, rural, or employer exemptions. Previously, these exemptions disqualified states from funding.
- Minimum penalties for repeat DUI offenders to receive, for one year, one or more of

the following penalties: a suspension of all driving privileges, a restriction to operate only ignition interlock-equipped motor vehicles, or participation in a 24/7 sobriety program if an ignition interlock provider is not within 100 miles (Section 4007).

Additional Background

Ignition interlock devices have been proven to reduce recidivism, moving violations, and alcohol-related crashes *as long as the devices remain installed*. However, when the device has been installed for two or more years, evidence suggests that there is a carryover effect in reducing recidivism even after the device is removed (according to a 2014 report by the U.S. Government Accountability Office [GAO] and 2012 report by the Insurance Institute for Highway Safety [IIHS]).

On March 29, 2018, the Insurance Institute for Highway Safety announced new research demonstrating that state laws requiring ignition interlock device use for all alcohol-impaired driving offenders reduced drunk driving crash fatalities by 16%.

A May 2016 study by the University of Pennsylvania³ found that states that require all convicted alcohol-impaired drivers to use an ignition interlock device reduced DUI deaths by 15% after enacting the law. This decrease in deaths is similar to the number of lives saved by mandatory airbag laws. MADD collected data from 11 ignition interlock device providers and found that BAIIDs have stopped 350,000 alcohol-impaired driving attempts in 2016 and 2.3 million trips since 2006. Further research is needed to determine the long-term impact on recidivism after removal of the ignition interlock device.

On March 29, 2018, the Insurance Institute for Highway Safety announced [new research](#)

³ Kaufman, E. J., & Wiebe, D. J. (2016). Impact of state ignition interlock laws on alcohol-involved crash deaths in the United States. *American Journal of Public Health, 106*(5), 865–871.

demonstrating that state laws requiring ignition interlock device use for all alcohol-impaired driving offenders reduced drunk driving crash fatalities by 16%. This study adds to a compelling body of evidence that ignition interlock devices are among the most effective drunk driving countermeasures available. Required ignition interlock device use can deter both initial alcohol-impaired driving offenses and recidivism. While in use, ignition interlock devices also allow participants to remain mobile so they can get needed support and treatment, maintain employment, and care for family members.

In late 2017, AAMVA conducted a member ignition interlock program survey that provides information describing many types of programs in existence. The 2018 Ignition Interlock Working Group developed a survey summary ([Appendix A](#)).

The First Offender Myth

A person can drive more than 80 times while under the influence of alcohol or drugs without being arrested and charged.⁴ In short, the term “first offender” is a misnomer and would be more accurately stated as “first time caught.”⁵ Why is this a concern? The judiciary process allows a judge to consider extenuation in a progressive system of punishment, and courts may view those caught for the first time:

- not as problem drinkers (alcohol dependent or alcohol abuser),
- generally law abiding, or
- social drinkers.

However, empirical evidence suggests that these assumptions are inaccurate and may be influenced by the “first offender” terminology. In a court-ordered two-day clinical evaluation of 1,252 first offenders

conducted by three different alcohol treatment agencies, 1,032 of 1,252 offenders (82%) were assessed as alcoholics or problem drinkers, and only 221 (18%) were assessed as social drinkers.⁶ The concept of a first-time offender, regardless of the type of crime, is that the defendant made a mistake or had a moment of indiscretion. This allows for “first offenders” to be granted a lesser sentence or probation and not be assigned to an ignition interlock program because they might be viewed as being a lesser risk.

First-Time Offenders Closely Resemble Multiple Offenders

In a review of more than 100 million driver records spanning 25 years, it was found that drivers who had one alcohol offense were six times more likely to reoffend than drivers with no alcohol offenses are to offend. Drivers with two offenses were 10 times more likely to have an additional alcohol offense compared with drivers without any offenses. Drivers with three or more offenses have a 15 times greater chance of having an additional offense than drivers with no offenses. The review indicates that a first offense is a useful marker of past high-risk behavior. Therefore, first offenders should not be viewed differently than multiple offenders.⁷

Commercial Licenses and Ignition Interlock

Commercial driver license holders who operate a commercial motor vehicle in the United States, while under the influence of alcohol are subject to additional requirements as defined by Federal Regulations (49 CFR 383.51). These requirements are the same, regardless of jurisdiction or state where the offense occurred. The first alcohol-related offense is a mandatory one-year disqualification

4 Incidence data: Centers for Disease Control and Prevention. Alcohol-Impaired Driving Among Adults—United States, 2012.

5 Ahlin, E., Zador, P., Rauch, W., Howard, J., & Duncan, G. (2011). First time DWI offenders are at risk of recidivating regardless of sanctions imposed. *Journal of Criminal Justice*, 39(2), 137–142.

6 Kramer, A. L. (1986). Sentencing the drunk driver: A call for change. *Alcoholism Treatment Quarterly*, 3(2), 25–35.

7 Rauch, W., Zador, P., Ahlin, E., Howard, J., Frissell, K., & Duncan, G. (2010). Risk of alcohol impaired driving recidivism among first offenders and multiple offenders. *Journal of Public Health*, 100(5), 919–924.

of commercial driving privileges. The second alcohol-related offense is a mandatory lifetime disqualification of commercial driving privileges. The commercial driver's license (CDL) holder may be eligible for an ignition interlock restriction to operate a noncommercial vehicle, but there is no option or alternative for an ignition interlock restriction for CDL holders with a DUI conviction to operate a commercial motor vehicle.

What Is an Offense or Conviction versus an Event?

Alcohol-related convictions are used and defined as an alcohol offense, which exclude other important alcohol events. The judiciary has the discretion to reduce alcohol offenses using diversionary options such as probation before judgment, deferred sentencing, and so on. CDL holders and persons operating a commercial vehicle without a CD, are the exception to the concept of judiciary discretion in the U.S. as they are bound to Federal Motor Carrier Safety Administration regulations.

Departments of motor vehicles (DMVs) should consider using all alcohol events, not just convictions, on the driver record as markers of recidivism risk and higher risk behavior. DMVs are discouraged

from purging any alcohol events from a driver record because the complete history of a driver's record is vital in the administrative process in assigning a driver to an ignition interlock program. This practice may eliminate or hide a first offender's extensive history of alcohol-impaired driving.

Having a first alcohol-related event, alone, is a powerful statistical risk factor of future alcohol-related recidivism.⁸ Having even one prior alcohol-related event substantially and significantly increases the risk of a subsequent alcohol-related event, regardless of the way in which the event was handled (administratively, judicially, or through a diversion program).

With more than 10,000 people a year dying in alcohol-related crashes in the United States (10,497 in 2015), there is still much work to be done. Ignition interlock devices reduce recidivism⁹ and alcohol-related crashes while installed. The desired outcome of reducing alcohol-related crashes while ignition interlocks are installed can be assisted by having an ignition interlock program that follows the recommended best practices in this document.

8 Ahlin, E., Zador, P., Rauch, W., Howard, J., & Duncan, G. (2011). First time DWI offenders are at risk of recidivating regardless of sanctions imposed. *Journal of Criminal Justice*, 39(2), 137-142.

9 United States Government Accountability Office. (2014). Report 14-559.

Chapter Two Ignition Interlock Program Types

There are generally three types of ignition interlock programs: administrative, judicial, and hybrid. Under an *administrative* program, a jurisdiction licensing authority or similar agency requires the installation of an ignition interlock device as a condition of licensing for a suspended driver, for license reinstatement, and so on. Under a *judicial* program, courts mandate an interlock device for offenders, either pretrial or postconviction. A *hybrid* program is one that has a combination of administrative and judicial requirements. There are several differences between administrative interlock programs managed by the licensing authority and judicial programs managed by the courts. The major differences with respect to interlock device implementation and monitoring follow.

Administrative Ignition Interlock Programs

Administrative programs managed by the DMV agencies are centralized and can be extended easily to all eligible offenders (even before conviction), and the programs are administered consistently throughout the jurisdiction when implemented promptly. In some jurisdictions, an administrative program can withhold the license. In addition, the DMV can also monitor ignition interlock device usage and can impose sanctions, substance abuse treatment, and other conditions. In addition, administrative programs that order the installation of interlock devices may manage administrative appeal hearings.

Administrative programs are appealing, at least in part, because they eliminate the challenge created when ignition interlocks can be ordered by any one of hundreds of county court systems. The number of

courts and the independence of the judiciary render communicating on a large scale difficult and achieving anything close to common practice nearly impossible. Administrative programs:

- Are uniform
- Have limited discretion
- Are timely
- Do not require conviction
- Can be holistic (from device installation to treatment)

As in all types of ignition interlock programs, the participant must be motivated to possess a valid driver's license.

Judicial Ignition Interlock Programs

Judicial programs use the powers and resources of the court to ensure program compliance. They have the capacity to address the underlying addictions of ignition interlock program participants through screenings, assessment, and appropriate treatment, in addition to reporting requirements to the DMV. Courts have a wide variety of sanctions that they can impose. This ability to provide a flexible response can be a great public safety benefit. Sanctions can be used to address noncompliance. Jail, the threat of jail, fines, and community service are only a few of the sanctions that courts can typically make use of in their discretion.

In *judicial* programs, the varying circumstances allowed in sentencing based on the judges' discretion to consider extenuation and mitigation make it difficult to provide consistent imposition of sanctions.

Statutes creating judicial ignition interlock programs should include training programs for judges and their staffs. DMVs and law enforcement may have a role in that training.

DUI courts (alcohol and drug) are specialized dockets within existing courts dealing exclusively with DUI cases, especially repeat DUI cases.

Hybrid Ignition Interlock Programs

The success of an interlock program depends on the active participation and full support of

a range of agencies within each jurisdiction.

In particular, hybrid interlock programs are characterized as programs that combine features of both administrative and judicial programs, which necessitates a great deal of coordination among the various administrative and judicial operations.

Increasingly, hybrid programs are emerging.

These programs offer the combined strengths of administrative and judicial programs. However, they also have the additional expense and coordination challenge of a dual approach.

Chapter Three Regulatory Standards

The key to administering a successful ignition interlock program is having clearly developed regulatory standards that outline the establishment of, participation in, and compliance with the program. Before any jurisdiction develops program standards, it is recommended that legislation or administrative rules be sought that designate an agency as the administering authority that has clear responsibility for management of the jurisdiction's ignition interlock program.

The following provides introductory guidance to administrators for establishing regulatory authority and standards critical to having an effective ignition interlock program. The complete Model Legislation recommendation complements the regulatory standards ([Appendix B](#)).

If administrative rules and regulations do not already exist, it is important that they be created by the jurisdiction. A set of clearly defined rules will limit the amount of questions fielded by a program and provide assistance to manufacturers as they strive to remain in program compliance. Rules and regulations should provide specific details that must be met by a manufacturer to maintain its certification.

Manufacturer Performance Standards

Although NHTSA or Canadian Standards Association (CSA) model specifications detail device functionality requirements, it is important to establish proper manufacturer performance standards as recommended below:

AAMVA Best Practice Recommendation 3.1:

A manufacturer should be required to notify a program administrator of device software changes

and what effect these changes will have. It is further recommended that manufacturers be required to notify program administrators in writing before any software changes or updates are made. Depending on the software modification, an administrator may choose to complete a device test before implementing the new software to ensure the validity of the test results.

AAMVA Best Practice Recommendation 3.2: Before approval of any new device, administrators should identify requirements for service center locations throughout their jurisdiction. The requirements should take into account product availability for clients while at the same time understanding remote needs of some clients and difficulty of product delivery and service for these clients. Accommodations should be made for state-wide delivery when the population is not high enough to economically sustain more than one or two manufacturers. When this occurs, a consistent way of choosing a vendor for these areas should be developed and communicated to all manufacturers. Any changes to the service center locations must be approved in advance by the program administrator.

AAMVA Best Practice Recommendation 3.3:

Jurisdictions should require manufacturers to designate a contact person(s) who will be available to field questions from program staff and provide timely answers to jurisdictional contacts. It is recommended that a requirement for the length of time a manufacturer has to respond to questions be provided in writing by the jurisdiction to the manufacturer and enforced by the jurisdiction.

AAMVA Best Practice Recommendation 3.4:

When jurisdictions develop rules surrounding service

delivery of ignition interlock devices, these rules should provide clear expectations of manufacturers on providing service delivery throughout their jurisdiction to ensure ample coverage for all restricted drivers. The rules should also include an approval process for each location and clear objectives of the jurisdiction's service delivery standards, including the right to unannounced audits of each of the locations as deemed necessary. The Alcohol Interlock Programs: Vendor Oversight document, published by the Traffic Injury Research Foundation (TIRF) under financial assistance from NHTSA, is another tool in developing service requirements for manufacturers.¹⁰

For example, some customer service resolution requirements and timeframes may include:

- A 24-hour toll-free phone number for clients with device complaints or problems
- Quarterly reporting of complaints and the associated resolutions

¹⁰ Traffic Injury Research Foundation. Ottawa, Ontario, Canada. (2011). *Alcohol Interlock Programs: Vendor Oversight*.

AAMVA Best Practice Recommendation 3.5:

Jurisdictions should require service center locations for installation, service, or calibration no more than 100 miles (160 km) away from any location within a jurisdiction. When rural installation or service locations are located more than 100 miles (160 km) away, jurisdictions should develop rules that identify these rural regions and allow for possible mobile servicing options by manufacturers. The administering authority should determine a fair process to assure access to devices in areas not within the mileage requirements established.

AAMVA Best Practice Recommendation 3.6:

Mail-in calibration should not be allowed. However, if necessary because of the remote location of the participant, such practice should be accompanied by periodic in-person servicing to allow for inspection of wiring and detection of circumvention techniques that cannot be detected remotely.

Chapter Four Ignition Interlock Program Architecture: Manufacturer Oversight

Administrators should establish procedures and guidelines that facilitate the approval and oversight of device certification, ignition interlock manufacturers, service centers, and technicians.

AAMVA Best Practice Recommendation 4.1:

Program managers should become familiar with the NHTSA Model Specifications and Model Guidelines for ignition interlock devices¹¹ (or CSA).

Device Certification Standards

NHTSA publishes the model specifications for performance and uniform testing of BAIIDs. The model specifications were published on May 8, 2013, and came into effect on May 8, 2014, revising the 1992 Model Specifications. An amendment was added in 2015. These guidelines contain a wide variety of test procedures that are recommended for BAIID units. Most U.S. jurisdictions reference these specifications within their administrative rules or statutes when approving BAIID manufacturers and devices for use.

In Canada, the CSA developed and published the *Z627-16 Breath alcohol ignition interlock devices* standard in November 2016 to describe the technical specifications, features, functionality, and qualification testing requirements for BAIIDs that can be accepted and adopted by all provinces and territories.

It is the manufacturer's responsibility to submit its devices to an independent laboratory for testing to ensure their instruments are capable of meeting the standards listed within the Model Specifications. A laboratory must be accredited to the ISO 17025 Laboratory Management Standard. The manufacturer must provide the applicable

documentation of this testing to the jurisdiction upon application for device approval. Jurisdictions may require additional device testing.

AAMVA Best Practice Recommendation 4.2: Each manufacturer submitting an application for certification of an ignition interlock device should obtain and provide proof of a policy of product liability insurance from a carrier authorized to do business in that jurisdiction at the minimum amounts as required by the jurisdiction. In most cases, these amounts are \$1 million per occurrence and \$3 million in aggregate.

AAMVA Best Practice Recommendation 4.3: The following verbiage should be used to define these certification requirements correctly:

The certification documentation must be provided from an independent testing laboratory that is accredited to the ISO 17025 Laboratory Management Standard. Laboratory test results must be dated on or after May 08, 2014. The test results must verify that the proposed Breath Alcohol Ignition Interlock Device (BAIID) meets or exceeds the Model Specifications of the National Highway Traffic Safety Administration (NHTSA) or Canadian Standards Association (CSA) Z627-16 and the additional requirements set forth by the Administering Authority. The test report must bear the manufacturing date of the BAIID test samples, authorizing signatures and attestation by the corporate officers of the independent laboratory indicating the accuracy of the reported results. In addition, the respondent should provide the appropriate certification to indicate that the proposed BAIIDS are manufactured in a facility that is accredited to the ISO 9001 Quality

¹¹ NHTSA Federal Register. (2014). *Model Specifications for Breath Alcohol Ignition Interlock Devices (BAIID)*. Effective date May 8, 2014. Washington, DC

Management System. The manufacturer should assume all costs associated with the laboratory analysis and its reporting.

A manufacturer seeking certification in a jurisdiction should submit with its application a detailed description of the device, including the instruction, installation, and troubleshooting manuals; a signed test certificate along with the complete device laboratory results, which include the serial numbers and firmware (software) versions of the devices tested; and all technical specifications describing the accuracy and reliability of the device. The laboratory results should be reviewed by qualified technical staff who understand the NHTSA or CSA standard and can review the results against the standard testing requirements to ensure that they have been completed correctly.

Upon receiving an application for device approval, program administrators should describe additional jurisdictional testing standards that will be performed on each BAIID model before its approval. Testing at the local level will allow a jurisdiction to ensure the device is programmed correctly; has the correct device settings; and operates under the jurisdiction's rules, laws, and regulations.

The Model Specifications provide for 17 tests to ensure the BAIID's functionality is accurate and reproducible. The device manufacturer is responsible for complying with this battery of tests.

AAMVA Best Practice Recommendation 4.4: The jurisdiction should require the manufacturer to have the BAIID tested by a third-party lab accredited to ISO 17025 standards. The manufacturer should be able to provide to the jurisdiction a copy of passing test results from each of the tests. Each test is designed to examine a distinct function of the BAIID. As such, the BAIID's failure of one test should be deemed a failure to comply with the model specifications. The test results may contain voluminous raw data. However, for most jurisdictions, a summary of the results of each of the 17 tests should be sufficient to determine compliance with the model specifications.

AIIPA Best Practices Guide

In 2016, the AIIPA updated their Best Practices Guide.¹² This guide identifies best practices based on NHTSA model specifications and recommendations for implementation by AIIPA and best practices for use on subjects not covered in the NHTSA model specifications. Each best practice contains a short description of the material found in the NHTSA model specifications followed by the AIIPA recommendation.

The following depicts standards from NHTSA and CSA and best practice recommendations from AIIPA, and AAMVA (AAMVA recommendations in bold):

NHTSA Model Specifications:

- Model specifications are intended to apply to performance of BAIID units, not the manner in which states and local jurisdictions conduct their programs.
- Defers to the discretion of states and local jurisdictions regarding programmatic decisions.

AIIPA Recommendation:

- Recommend that states and jurisdictions adopt the NHTSA Model Specifications effective May 8, 2014, for their ignition interlock program.

AAMVA Best Practice Recommendation 4.5:

- Concurs with the AIIPA recommendation
- Canadian jurisdictions comply with CSA standard Z627-16

Retests

NHTSA Model Specifications:

- The model specifications no longer specify how retests should be conducted because NHTSA did not recommend retests be conducted while the vehicle is in motion.

¹² Association of Ignition Interlock Program Administrators. (2016, May). *Best Practices Guide*.

- This is more appropriately a function for states and local jurisdictions to specify how they perceive retests to be conducted to ensure public safety.
- The model specifications were revised to remove this reference.
- After the driver is alerted to retest, if the engine is accidentally or intentionally powered off, the ignition interlock device must not allow the vehicle to start without a service call (p. 26864).

AIIPA Recommendations:

- An alcohol set-point of 0.025 g/210 L with consideration to drivers younger than the age of 21 years
- First retest: 5 to 15 minutes
- Second and subsequent tests: 15 to 45 minutes (from the conclusion of previous retest)
- Time to test: 6 minutes
- Ignition interlock devices should accept unlimited samples within the defined retest timeframe.
- Ignition interlock devices should not temporarily lockout during the retest (to allow for the provision of multiple breath samples.) This helps eliminate mouth alcohol claims.

AAMVA Best Practice Recommendation 4.6:

- An alcohol set point of 0.020 g/210 L (concur with the NHTSA set point recommendation)
- Concur with all other AIIPA recommendations

Alerts

NHTSA Recommendations:

- No recommendations in the model specifications
- Concluded that the decision about the types of alerts that may be required or permitted are

programmatic in nature and should be at the discretion of states and local jurisdictions

AIIPA Recommendation:

- Recognizing that flashing headlights may be against state statutes, as such, each state or jurisdiction should require an alert and define the type(s) of alerts to be used. Examples of potential alert mechanisms include a honking horn, emergency flashing lights, or some other audible tone.

AAMVA Best Practice Recommendation 4.7:

- Concur with the AIIPA recommendation

Lockout Override

A device may enter a lockout mode in which the device will not accept a breath test until serviced as defined by the jurisdiction. This condition typically results when certain conditions set by the jurisdiction occur (e.g., service interval expiration or violation reset). To resolve the issue, a participant may rely on a mobile service center visit or towing to a fixed service center location. These can both be costly and time-consuming options. A lockout override may be used to override a lockout condition by “unlocking” the device to accept a breath sample.

NHTSA Recommendation:

- The decision whether to permit the use of a lockout override feature is programmatic in nature and should be left to the direction of the jurisdictions.

AIIPA Recommendation:

- If a jurisdiction elects to use the lockout override feature, a breath test should be required in which the event is recorded in the data logger, stating that the device functions normally following the override.

AAMVA Best Practice Recommendation 4.8:

It is recommended that the lockout override only be used once per lockout incident and for a limited amount of time (e.g. two hours). Upon expiration of the lockout override, the device should enter a lockout mode. The lockout override should not be transferable to other devices or for repeated use and should be unique to a device by serial number. Jurisdictions should review and approve the lockout override process for each manufacturer in their jurisdictions to help ensure accountability. The use of the lockout override should be uniquely recorded in the data log and made readily available to the jurisdiction. The manufacturer should be responsible for providing the lockout authorization. The identity of the person authorizing the bypass should be made available to the jurisdiction upon request. Properly issued lockout overrides should not be considered circumvention and should only enable the device to accept a breath test, and if the vehicle is started, the device must operate in accordance with the guidelines issued by the jurisdiction.

Calibration

NHTSA Model Specifications:

- Current technology now permits ignition interlock devices to maintain stable calibration for longer periods of time, and the model specifications provide for a minimum calibration stability period of 37 days (30 days plus the 7-day lockout countdown).
- Decouple the period of calibration stability and the service interval.
- AIIPA Recommendations
- Calibration stability and service interval of the ignition interlock should not exceed 67 days.
- Jurisdictions must consider environmental conditions when setting calibration intervals.

AAMVA Best Practice Recommendation 4.9:

- Concurs with the NHTSA Model Specifications

Set Point

NHTSA Model Specifications

- Recognizes that state breath alcohol concentration (BrAC) levels are not uniform and most are set at 0.02 g/dL, but others are set at other (generally higher) levels
- Recommends a 0.02 g/dL set point for testing but believes that the technology is available for BAIIDs to achieve and maintain a set point at this level
- The change from 0.025 g/dL to 0.020 g/dL will align the BAIID Model Specifications with NHTSA's other Model Specifications, which pertain to evidential breath testing instruments (EBTs), calibrating units, and alcohol screening devices.
- Technology is available for BAIIDS to achieve and maintain a set point at this level (0.02 g/dL).
- AIIPA Recommendation
- An alcohol set point¹³ of 0.025 g/210 L with consideration to drivers younger than the age of 21 years

AAMVA Best Practice Recommendation 4.10:

- Concurs with the NHTSA Model Specifications

Breath Sample Volume

NHTSA Model Specification:

- Model specifications support states wishing to set minimum breath sampling size at 1.5 L and permit a 1.2 L level upon a medical recommendation. Ambient flow rate should remain at 0.3 L/sec with the lowered volume.

¹³ ???? dk?

AIIPA Recommendation:

- Recommend 1.5 L unless granted a medical exemption. If jurisdictions allow for lower volume, it must have a medical review process in place for lowering breath volume. Documentation of lung volume or function should be obtained. The volume should not be less than 1.2 L.

AAMVA Best Practice Recommendation 4.11:

- Concurs with the AIIPA and NHTSA recommendations regarding breath sample size. However, if a participant cannot provide a volume of at least 1.2 L, then he or she should be monitored according to the provisions of the jurisdiction (refer to medical exemption subsection in [Chapter 5](#)).

Warm-Up Time

NHTSA Model Specification:

- The NHTSA Model Specifications provide that BAIIDS must be ready for all tests and retests within a period of three minutes.

AIIPA Recommendation:

- Agree with NHTSA and adopt warm up and retest-ready times within three minutes

AAMVA Best Practice Recommendation 4.12:

- Concurs with the NHTSA model specification

Anti-circumvention

NHTSA Model Specifications:

- The NHTSA model specifications do not specify the use of any particular type of anticircumvention feature because this would be tantamount to a design rather than a performance standard.
- Will not attempt to establish further minimum performance criteria for this function at this time

AIIPA Recommendation:

- Anticircumvention should be engaged and demonstrable during the life of the installation.

AAMVA Best Practice Recommendation 4.13:

- Concurs with the AIIPA recommendation

Tamper-Proof Seals

NHTSA Model Specification:

- The BAIID must have a tamper-proof seal to indicate when a BAIID has been disconnected from the ignition.

AIIPA Recommendation:

- A visual inspection should be done during the service visit to affirm the seal is intact.
- Seals should be on every connection and must be proprietary to the manufacturer.

AAMVA Best Practice Recommendation 4.14:

- Concurs with the AIIPA and NHTSA recommendations

Quality Assurance Plan

NHTSA Model Specifications:

- Recommend calibrating unit(s) (listed on NHTSA's Conforming Products List of Calibrating Units for Breath Alcohol Testers) and instructions for using calibrating unit(s).
- BrAC to be used in the calibration check(s): 0.02 g/dL
- Agreement of the calibration check with the BrAC of the calibrating unit: not greater than 0.005 BrAC
- Description of how to verify the accuracy of the BAIID reading of BrAC (e.g., from an instrument read out, printout, interlock data logger)

AIIPA Recommendation:

- Recommends that a state or jurisdiction require a manufacturer to provide a quality assurance plan in accordance with the NHTSA Model Specifications (May 8, 2013) on a prescribed interval as defined by that entity

AAMVA Best Practice Recommendation 4.15:

- Concurs with AIIPA and NHTSA recommendations

Vehicle-Interlock Interface

NHTSA Model Specifications:

- Believes that a common interface in vehicles for ignition interlock devices is outside the scope of the model specifications
- Has not included such a requirement in the revised model specifications

AIIPA Recommendation:

- Concurs with the NHTSA Model Specifications

AAMVA Best Practice Recommendation 4.14:

- Concurs with the NHTSA Model Specifications

Additional Recommendations

Cameras

Cameras may be used as an anticircumvention measure and detection tool. Cameras are additionally useful for compliance-based removal and assist in upholding violations. Cameras capture the person who is providing the breath sample or the absence of the participant to provide a test.

The following is a suggested minimum requirement for the camera components and functionality:

1. The camera shall not impede the field of vision of the driver for safe and legal operation of the vehicle.

2. The camera shall not pose a threat to the driver or passengers of the vehicle in the event of dislodgement during an emergency stop or maneuver of the vehicle to avoid a collision or during a collision.
3. The camera shall operate in the same temperature range as the ignition interlock device standards that are required for certification within the jurisdiction.
4. The camera shall take an image of the driver with sufficient clarity and resolution to allow driver identification.
5. The camera shall operate in all lighting conditions, including extreme brightness, darkness, and low-light conditions, and capture a clear image of the driver for identification.
6. The camera shall focus on and take an image of the driver while the driver is completing a breath alcohol test with the ignition interlock device.
7. The vendor shall take a reference image of the driver during the installation appointment for identity comparison purposes with the image captured of the driver conducting a breath alcohol test with the ignition interlock device.
8. The camera shall incorporate tamper detection features that will indicate
 - a. if the lens is covered or blocked to prevent light from entering the image capture system of the camera
 - b. if the lens is coated or is covered by a material to distort the image capture
 - c. if the field of view of the camera has been altered by repositioning of the camera
 - d. disconnection of communication between the camera and the ignition interlock device
 - e. disconnection of power to the camera
9. The images taken by the camera of the driver conducting the breath alcohol test with the ignition interlock device shall be stored with the date and time of image capture, the result of the breath test,

and the corresponding ignition interlock program identification number. Data should be readily available to the jurisdiction upon request.

10. The camera shall capture images of the driver conducting the breath alcohol test with the ignition interlock device for the events listed following:
 - a. successful completion of the initial breath test sample (when the ignition interlock device captures the sample for analysis)
 - b. successful completion of any retest breath test sample (when the ignition interlock device captures the sample for analysis)
 - c. unsuccessful delivery of the initial breath test sample (when the ignition interlock device rejects the breath sample delivery because of inadequate pressure, flow, temperature, or other determinant properties of the breath sample of the ignition interlock device)
 - d. unsuccessful delivery of any retest breath test sample (when the ignition interlock device rejects the breath sample delivery because of inadequate pressure, flow, temperature, or other determinant properties of the breath sample of the ignition interlock device)
 - e. failure to take a retest when required

GPS technology has advanced to the point where Global Positioning System (“GPS”) enhancements can be used in connection with BAIIDs.

Jurisdictions should consider use of GPS technology, which can be serviced either through cellular subscription or satellite, for additional monitoring of ignition interlock device compliance. GPS can be beneficial to jurisdictions for real-time reporting and in connection with tampering, probation, or license restriction investigations. Privacy rights may be implicated and should be evaluated by any jurisdiction considering GPS. Standards for reporting of the location should be incorporated into the data log and made readily available to the jurisdiction.

GPS technology can be either through a cellular subscription or satellite usage. Reporting can be latitude and longitude coordinates, pin maps, estimated locations, or any combination of those three.

The table below provides a decision-making continuum for policy makers when considering requiring GPS.

GPS Reporting (from the AIIPA Enhanced Interlock Technology guidance document)		
Benefits	Issues	Decisions
Ability to charge clients in tampering investigations	Extra cost to participant and interlock service provider	Determining when to collect GPS coordinates
Tool in probation violation investigations	Privacy of client	Restrictions for investigative use of GPS coordinates
In combination with camera technology, tool in license restriction violations	State specific legality for tracking citizens	Format of reporting locations
Used for real-time reporting		Restrictions on where GPS can be mounted
		Develop laws to define and punishment for GPS tampering

Real-Time Reporting

Real-time reporting is a tool that has the capacity to enhance a jurisdiction’s ability to monitor specific violations, which further enables manufacturers to report violations directly to law enforcement or other appropriate authority.

Real-time reporting refers to the reporting of specific violations as near as possible to the event. For example, if a driver blows over 0.08 for two consecutive random retests, then the manufacturer is responsible for initiating a call to the designated authorities. Ideally,

real-time reporting includes the use of GPS so that authorities can locate the vehicle.

Real-Time Reporting (AIIPA Enhanced Interlock Technology guidance document)		
Real-time reporting refers to the reporting of specific violations directly to law enforcement as near as possible to the event. For example, if a driver blows over 0.08 for two consecutive random retests, then the manufacturer is responsible for initiating a call to the designated authorities. This technology requires the use of real-time GPS in order for authorities can locate and track the vehicle.		
Benefits	Issues	Decisions
Catch DUI or probation violations as they are occurring	Increased burden on law enforcement and community centers	Trigger level for reporting
Reduce impaired driving collisions	Increased liability for law enforcement, probation officers, and state program managers	Infrastructure level for handling the reporting
Expedite probation violations to the court through quicker identification	Extra cost to participant and interlock service provider	Restrictions for investigative use of real-time reporting
	Extra workload placed on monitoring agency	Training development for law enforcement, monitoring agencies, and state program managers

Oversight and Monitoring

A vendor oversight plan should be designed to ensure the reliability and service delivery mandates within the jurisdiction. An oversight plan will identify all expectations of a manufacturer, service centers, and installation and calibration technicians. Oversight plans are often imbedded within the state’s administrative rules. If this is the case, the rules should provide clear and concise expectations to all manufacturers requesting certification (see [Chapter 3](#)).

As mentioned in Chapter Three, the TIRF Vendor Oversight reference document for alcohol interlock programs may be a valuable resource and includes recommendations for oversight and different examples of forms from several jurisdictions. It is recommended that jurisdictions refer to this document for detailed descriptions on oversight plan components.

Program Contacts

The administering authority should identify its key contacts, in writing, for manufacturers regarding program compliance, reporting, and general information. Manufacturers must designate a contract manager and program coordinator to communicate with the administering authority for any contractual or operational matters. Changes to the contact information should be communicated in writing within 10 days.

Device Approval Requirements

If specific technology is required within a jurisdiction (e.g., fuel cell, camera, GPS, real-time and electronic reporting), then the requirement should be clearly identified in the rules or regulations. Semiconductor-type interlock devices are non-alcohol-specific devices and are falling out of use because of advances in technology and are not recommended for use in ignition interlock programs.

Service Center Inspection

AAMVA recommends that program administrators or their designees inspect every service center at least once per year *and* at any other time at the discretion of the administrator. Inspections may be announced or unannounced. The inspection report should properly document the service center’s compliance with the jurisdiction’s requirements (e.g., current business license, insurance). In addition, documents surrounding calibrations such as solution certifications or dry gas certification should also be reviewed. Equipment such as simulator thermometers and tubing length should also be checked to ensure compliance with the rules and

regulations. The inspection report should be signed by the service center technician onsite at time of inspection, and a copy should be sent to the manufacturer's contract manager.

Service Center Inspection Interval

Every service center should be inspected at least once per year. Centers with adverse findings should have random follow-up inspections prior to the next annual inspection.

Technician Approval and Renewal

Each technicians who is installing, downloading, repairing, or calibrating devices should be required to submit an application or renewal at least annually to the jurisdiction. The annual application or renewal should include evidence of annual training and the criminal history of each technician, ensuring that there have been no crimes or inappropriate behaviors committed by the individual resulting in a complaint(s) that preclude him or her from performing these tasks. The jurisdiction should either develop or approve the content of any training.

Database Requirements and Retention

AAMVA recommends there be a centralized record repository. Jurisdictions may choose to house the data themselves, and others may have the data housed by the manufacturer to be made available upon demand. If jurisdictions allow retention of these databases by the manufacturer, retention of data should be in compliance with the jurisdiction's record retention regulations.

Ignition Interlock Manufacturer or Vendor Compliance

An important component of a successful interlock program is vendor or manufacturer oversight. This oversight is critical as it serves as a mechanism to determine compliance with jurisdiction policies and procedures and provides clarity to manufacturers

or vendors regarding service delivery and program expectations. This section addresses compliance with device specification, interlock facilities, interlock technicians, administrative fees, wait times, and customer service.

Device Specification Oversight

It is recommended that device specification be reviewed on a regular basis. Jurisdictions should routinely review ignition interlock device vendor reports. These reports contain important information, including accuracy of calibration readings, fail point settings, battery voltage levels, and other information that may indicate device performance specifications or ignition interlock device functionality issues. Identified issues should be routed to the ignition interlock device vendor for correction and tracked to identify potential patterns.

Ignition Interlock Device Facilities

As a result of changes in personnel, device settings and other critical elements, inspections of facilities should occur at least annually.

The inspections should ensure that ignition interlock device facilities possess the following:

- A. Appropriate calibration set-up
- B. Disabled person accessibility
- C. A waiting room that is out of view of the installation bay and is climate controlled
- D. Free of hazards
- E. Good physical condition
- F. Current business license and jurisdiction certification
- G. Current state and federal labor laws
- H. Anti-drug wording, if applicable
- I. Fee posting
- J. Restrooms

Identified ignition interlock device facility findings should be documented and routed to the oversight authority for immediate correction by the manufacturer or vendor.

Technicians

It is imperative that technicians are properly trained and possess the knowledge, skills, and experience to perform the duties of the job with efficiency and professionalism. Some jurisdictions prohibit ignition interlock device manufacturers from subcontracting ignition interlock services to third parties. In these cases, individuals permitted to perform ignition interlock services are actual employees of the ignition interlock manufacturer. Ignition interlock technicians should be certified by the jurisdiction in order to perform ignition interlock device services. Their certification should include:

1. Criminal background check
2. Driver history check
3. Certification indicating that the individual has passed a knowledge examination regarding the jurisdiction's ignition interlock laws and processes.

Technicians may have their certification suspended, revoked, canceled, or terminated for nonconformance with any of the above requirements.

Administrative Fees

Some jurisdictions allow for fees to be promulgated by the oversight authority at a set fee or an amount within an established range. Fees related to program

administration and technician oversight may include application, device certification, service center set-up, technician testing and qualification, background checks, and annual or random inspections. Fees related to customer service and monitoring may include installation, calibration, removal of the device, missed appointment fees, lock-out code fees, and violation reset fees. Other administrative fees should include minimum liability insurance amounts per occurrence and a "hold harmless" agreement removing the jurisdiction from all claims, demands, and actions as a result of damage or injury to persons or property.

Installation Wait Times and Customer Service

The ignition interlock device is only effective if it is installed within a timely manner, allowing the participant to return to his or her employment and other obligations requiring transportation. Monitoring of manufacturer's or vendor's installation wait times assists oversight authorities in their compliance-based monitoring programs. Lengthy wait times for appointments or substandard customer service can have a negative effect on the public's perception of the ignition interlock program and industry. Customer service complaints should be completely investigated and resolved. Jurisdictions should make random calls to verify scheduling or use anonymous customer service satisfaction surveys to identify any areas of concern.

A solid foundation of communication and clarity among jurisdictions and ignition interlock manufacturers and vendors prove beneficial in program compliance and regulation.

Chapter Five Ignition Interlock Program Architecture: Participant Oversight

This chapter discusses several critical components that jurisdictions should consider when structuring participant monitoring as part of their ignition interlock programs.

Resource Requirements

As mentioned in Chapter 4 and according to the NHTSA's Model Guidelines for State Ignition Interlock Programs, each state should designate an agency with clear authority and responsibility to manage the program; establish regulation and administrative procedures; and provide oversight of manufacturers, service centers, and program participants. The driver's license privilege and restriction placement and removal are important elements of an effective ignition interlock program, making DMVs the appropriate choice for program oversight.

Reliable funding is important to ensure program stability. The importance of sufficient program funding, which in most cases includes fees collected from participants and manufacturers or vendors, cannot be overstated in the development and management of an effective ignition interlock program. However, the amount of resources necessary is highly dependent on variables such as the program model, level of participant monitoring, data management system(s), manufacturer oversight, and other critical features. To effectively estimate and procure these resources, jurisdictions must make certain to define the scope and reach of all program components through clearly established administrative rules. Although enabling legislation is critical in establishing a jurisdiction's authority in relation to

its ignition interlock program, the ability to maintain flexibility and adaptability is also important.

Application and Enrollment

Regardless of the ignition interlock model a jurisdiction uses (i.e., administrative, court, or hybrid), the installation of the ignition interlock device and issuance of the restricted driver's license are critical program requirements. Jurisdictions should clearly outline the processes and fees that an individual must complete in order to have an ignition interlock device installed, a restricted driver's license issued, and a device calibrated throughout program enrollment.

In addition, program participants should have a clear outline of all program rules (e.g., violations, monitoring) and training on the use of the ignition interlock device as part of the program enrollment process. It is also recommended that jurisdictions provide participants with critical contact information for both the ignition interlock coordinating authority and device manufacturer with the enrollment and application materials. The provision of this information early in the ignition interlock device installation phase reduces participant confusion and may help support increased program retention rates.

Device Installation Duration Requirement

AAMVA supports the minimum ignition interlock device installation duration of six months as recommended in the FAST Act. However, longer durations should be strongly considered, particularly for the multiple offender. Only the time period during which the device is installed should count toward a participant's ignition interlock requirement.

Affordability

Many jurisdictions have some form of established affordability program for participants; however, utilization of such programs varies widely. The determination of unaffordability should be based on a comprehensive review of participant income and assets and not simply on eligibility for public defender representation. Some jurisdictions have an indigency or affordability fund for qualifying participants that helps those who cannot afford participation. All participants should be enrolled in the ignition interlock program regardless of the affordability or ownership of a vehicle.

It is very important to establish a process for indigency program oversight and management. Program management consists of ways participants are notified about the availability of such program features and documentation to determine approval processes. Oversight of the indigency program varies by jurisdiction.

In 2017, 31 states confirmed they have a formal funding feature to provide for indigent participants or those deemed unable to afford a device. Use of the indigent or unaffordability program feature in ignition interlock programs across the United States was generally hard to gauge. Of the 12 states with such a feature that were able to provide an estimate, the results varied. The reported usage (i.e., the estimated proportion of the total number of ignition interlock participants who were eligible for indigent or unaffordability funding) in a majority of states that responded was 10% or less. In 2 states, it was reported that the usage rate was up to 15%. It was estimated in Vermont that the usage rate varied from 15% to 20%. Just one jurisdiction (New Hampshire) indicated that the estimated usage rate was more than 25%.¹⁴

¹⁴ Traffic Injury Research Foundation. Association of Ignition Interlock Program Administrators. (2017, September). *Alcohol ignition interlocks & affordability: What do we know?*

Treatment and Behavior Modification

Education and treatment should be used together with the ignition interlock device to reduce the instances of recidivism. Behavior change can be accomplished through the use of practices that combine education, treatment, and monitoring of the ignition interlock participant.¹⁵

Some jurisdictions are adopting 24/7 sobriety programs. AAMVA recommends that in jurisdictions that adopt 24/7 programs, they consider 24/7 be used in conjunction with, not in lieu of, ignition interlock programs. Jurisdictions are best positioned to make their own judgments on when and where each type of program is most viable and effective.

Only the time period during which the device is installed should count toward a participant's ignition interlock requirement.

Ignition Interlock Program Treatment Best Practices

Treatment is the management of care for a person with substance use disorder. It may encompass a range of interventions, including group and individual counseling, brief interventions, cognitive-behavioral strategies, motivational intervention, and pharmacotherapy. The purpose of treatment is to identify and alleviate substance use disorders and interrupting those addictive patterns.

Screening and assessment of participants can determine which individuals have significant substance use disorders, will be most likely to reoffend, and will benefit from treatment, as well as what type of treatment would be most beneficial to that individual.

¹⁵ Traffic Injury Research Foundation. (2011) *Effective Strategies to Reduce Drunk Driving*.

Uniform Driver License Restrictions

Every jurisdiction should have a clear notation of an ignition interlock restriction on an individual's driver license (and recorded in the motor vehicle record). This is essential for both licensing authorities and law enforcement agencies. This notation clearly informs law enforcement of the ignition interlock restriction and enables immediate intervention in the event that a participant is observed operating any vehicle without the required ignition interlock device.

In 2018, AAMVA adopted the "T" restriction code, which serves as an indicator of the motor vehicle record for the ignition interlock restriction (release is anticipated by the end of calendar year 2018). This restriction code will be shared by various systems used by motor vehicle administrations and law enforcement. In addition to this code, jurisdictions may have an additional icon or indicator displayed on the credential.

Jurisdictions adopt the "T" ignition interlock restriction code and display the restriction code on the front and/or back of the issued driver's license.

AAMVA Best Practice Recommendation 5.1

Jurisdictions adopt the "T" ignition interlock restriction code and display the restriction code on the front and/or back of the issued driver's license.

It is imperative that ignition interlock required drivers fully understand the restriction and the potential consequences if they violate the restriction. In jurisdictions where multiple agencies have authority to require an ignition interlock device, clear communication and coordination among the various entities is essential to ensure that all necessary license restrictions and record entries are accurately posted. The correct and consistent documentation of ignition interlock restrictions is especially necessary

in situations in which an individual is likely to travel across jurisdictional boundaries.

The Maryland Example

Maryland's Ignition Interlock Program, established in 1989 and managed by the Maryland Department of Transportation



Motor Vehicle Administration (MDOT MVA), provides Maryland drivers with an alternative to license suspension or revocation and allows them to continue driving while reducing the likelihood they will drive impaired.

Currently, seven service providers are authorized to install and monitor ignition interlock devices in Maryland. All service providers must install a device for eligible participants within 10 days of a request and provide a toll-free 24-hour emergency response number. Participants are responsible for all fees for installation and monthly monitoring.

After being enrolled in the Ignition Interlock Program, participants are required to report to their service provider every 30 days to have the ignition interlock device calibrated. During each monthly monitoring period, the ignition interlock device records each event, along with the date, time, and test result (if a test was performed). This information is transmitted to the Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA) and its automated system reviews the data to identify any events that may constitute a program violation. Maryland ignition interlock device vendors offer devices with integrated digital cameras that store a digital image every time a breath sample is taken; these images are available for retrieval to confirm that the participant provided the required breath sample. Camera-equipped ignition interlock devices are a valuable tool to prevent and investigate testing fraud and sanction violators.

Each time a participant has one or more violations during a monitoring period, after review by Ignition Interlock Program staff, their participation period is extended by one month. If there is a fourth monitoring period with a violation, the driver is removed from the program, and the original licensing sanction is imposed. A participant is considered to have successfully completed the program when MDOT MVA receives certification from the service provider that there were no violations in the final three months of their assignment.

Maryland's Ignition Interlock Program monitors thousands of participants each year. The total number in the program fluctuates daily, as new participants enter and others complete the program or are removed for noncompliance. To provide a consistent measure of program participation, the numbers of unique participants with one or more active Ignition Interlock Program referrals are tracked on a quarterly as well as annual basis, as shown in Table 7. It is significant to note that the percentage of participants in the program increased by 10% from FY 2016 to FY 2017, primarily because of the implementation of Noah's law. Noah Leotta was a Montgomery County police officer who was killed in the line of duty by an alcohol-impaired driver.

The Drunk Driving Reduction Act of 2016, also known as *Noah's law*, makes Maryland's roadways safer by mandating ignition interlock devices for impaired drivers who are convicted of certain impaired driving offenses by increasing administrative driver licensing sanctions and by making the requirements for completing assignments to the Ignition Interlock Program more stringent. The implementation of Noah's law has resulted in increased participation in the Ignition Interlock Program, particularly among drivers opting into the program for the first time for a per se violation.

Ignition Interlock Devices in Lieu of Administrative License Suspension or Revocation

Although jurisdictions have designed their individual ignition interlock programs to comply with statute and administrative code, all ignition interlock programs involve some form of license suspension or revocation (or both).

The design of an ignition interlock program should focus on methodologies that permit the driver to easily and quickly select enrollment and installation of an ignition interlock device and administrative license suspension/revocation (ALS/R). Additionally, compliance-based monitoring and removal practices are increasing in popularity, acceptance, and effectiveness in lieu of immediate ALS/R practices.

Violations, Monitoring, and Compliance-Based Removal

Compliance-based monitoring is a system with a designated time period during which participants are required to have an ignition interlock device installed without violations; however, more research is needed to determine the optimal amount of time (i.e., between 4 and 24 months). Removal of the device and program completion should be based on clearly established compliance guidelines.

Compliance-based removal is a recommended best practice.

The NHTSA Model Guidelines suggest that a key program feature is the establishment of procedures to ensure monitoring of participants. This monitoring may include verification that the ignition interlock device is installed, the vehicle is being driven, and the participant appears for the download of data and servicing of the ignition interlock device. During

this monitoring process, instances such as tampering, circumvention, and device calibration should be reviewed. In addition, data contained in the ignition interlock device relating to a participant's failure to provide a test or retest, failure to install, or failing a required breath test should be identified and reported to the appropriate referring authority.

The specific action that a monitoring authority takes in response to a violation must be clearly defined and communicated to participants. Jurisdictions should establish consistent monitoring and reporting guidelines that establish service intervals, violation explanations, and the specific consequence(s) that result from a violation (e.g., time extension, treatment). Unless prohibited by the jurisdiction, this information should be communicated directly to the participant in writing, with a description of the violation event(s) that occurred during that monitoring period.

In implementing this oversight and monitoring model, jurisdictions must also carefully consider the data management framework needed to effectively execute this process. In general, two data models are currently used by most jurisdictions: manufacturer-based reporting and jurisdiction-managed data analysis. Manufacturer-based reporting typically requires the interlock manufacturer to download data elements from the device and provide the monitoring authority with data on specific events. In contrast, jurisdiction-based systems usually involve the monitoring authority using a custom-designed data management system to obtain and analyze device information, required by the DMV, from the manufacturer.

Although manufacturer-based data reporting requires less resource investment, jurisdiction-based systems provide more consistency in event analysis and permit enhanced automation of participant monitoring.¹⁶ Regardless of the system used, jurisdictions must

integrate an effective data management process to use compliance-based monitoring.

Program Exemptions

The provisions included in the FAST Act allow medical and employer exemptions. U.S. jurisdictions should check with their regional NHTSA offices to ensure compliance with federal requirements.

Medical Exemption

Flexible program requirements may be necessary to accommodate participants who have legitimate medical limitations. Jurisdictions should require a minimum breath sample volume for ignition interlock device tests as mentioned in the Chapter 4 Breath Sample Volume best practice recommendation (4.10). If a participant has a verified medical condition, the required breath sample size (volume) may be reduced. The ambient flow rate should not be reduced but may be increased to compensate for the reduced volume.

Jurisdictions should develop a standard form for the participant to have completed by her or his physician. The form will explain to the physician the breath sample size and flow rate required to successfully activate the device. The physician will have the ability to clearly indicate the patient's capability of giving an adequate breath sample. It is important that the form has the proper section for the participant's consent for release of information. Application for the medical exemption should include a spirometry examination by a qualified health care provider who is capable of assessing forced vital capacity (FVC) and forced expiratory volume in one second (FEV1). A second opinion from an additional qualified health care provider is advantageous to determine consistency in testing.

Florida and North Carolina use a medical exemption process that requires completion of forms proving a medical condition. The health care provider will document the participant's medical inability to provide

¹⁶ Robertson, R., Holmes, E., & Vanlaar, W. (2013). *Alcohol interlock programs: Data management system implementation*. Ottawa: Traffic Injury Research Foundation.

a sample that would allow the ignition interlock device to function normally ([Appendix C](#)).

Employer Exemption

Some jurisdictions have requirements within their statutes or administrative codes that provide an exemption for employer-owned vehicles while working. Jurisdictions should require documentation from the employer verifying the employment and need to operate a company-owned vehicle. Additionally, jurisdictions may want to have the employer provide specific information regarding the vehicle the employee will be operating and their hours of operation. Participants should be provided documentation to verify this exemption and should be required to have it in their possession whenever operating the employer-owned vehicle. This exemption should not apply to businesses owned by the participant.

Participant Monitoring

The close monitoring of participants is essential to the effectiveness of a jurisdiction’s ignition interlock program. Monitoring helps to prevent recidivism and therefore alcohol-related crashes and other alcohol-related violations by the participants.¹⁷ What follows are two jurisdictions’ effective participant monitoring programs. One is an administrative hybrid program, and the other is administered by a state law enforcement agency.

The Virginia Example

The Commission on Virginia Alcohol Safety Action Program



(VASAP) is a network designed to provide DUI probationary monitoring, education, treatment and ignition interlock compliance. It is a hybrid program, receiving referrals from both the courts

¹⁷ Zador, P., Ahlin, E., Rauch, W., Howard, J., & Duncan, G. (2011). The effects of closer monitoring on driver compliance with interlock Restrictions. *Accident Analysis & Prevention*, 43(6), 1960–1967.

and the DMV. The uniqueness of VASAP is that a single state agency regulates the ignition interlock program, DUI education, and treatment. VASAP is the only court-related statewide program in the nation related to DUI intervention. Ignition interlock regulations, vendor oversight, reporting, service center inspections, customer service, out-of-state transfers, and reciprocity are all overseen by VASAP. To ensure standardization and equitable access to ignition interlock participants, VASAP has 24 Alcohol Safety Action Program (ASAP) offices strategically located throughout the Commonwealth. In addition, there is an ignition interlock service center within a 50-mile radius of every residence in Virginia. VASAP is an integral part of a “systems approach” in combating the alcohol related public safety problem in Virginia. Virginia’s system combines education and treatment with ignition interlock monitoring. It operates on offender fees, realizing substantial savings to the Commonwealth.

The Commonwealth of Virginia’s Ignition Interlock Program is monitored through the Traffic Records Electronic Data System (TREDS). This system was created in partnership with the Commission on VASAP and the Virginia DMV primarily as a result of an increase in ignition interlock referrals. Virginia’s law requires that as a condition of a restricted license, a participant may only operate a motor vehicle equipped with a functioning, certified ignition interlock system. Virginia’s law also requires upon a second or subsequent DUI conviction that the ignition interlock system be installed on each motor vehicle owned by or registered to the participant, in whole or in part, for such period of time. TREDS provides the local ASAPs and the interlock service providers with a tool to electronically relay critical information in a timely and efficient manner.

It is important to promptly install ignition interlock devices and minimize installation wait times. The Virginia law allows participants to “prequalify” with the local ASAPs to have the ignition interlock device installation scheduled before the court date, although

the actual installation cannot occur until on or after the date of conviction. During the enrollment period, participants independently select their ignition interlock service providers. ASAP employees are prohibited from influencing the selection of an ignition interlock service provider. After the manufacturer selection has been made, ASAP sends an installation authorization through TREDIS.

Program Processes

Upon court conviction or notification from the DMV, participants are required to report to the local ASAP program within 15 days to validate the license with the ignition interlock restrictions. Virginia Code mandates the installation of the ignition interlock device within 30 days of the effective date on the court order.

During intake, participants are informed of the correct ignition interlock process and procedures during an in-person review with their assigned case managers. Participants are classified to determine the appropriate level of education or treatment using the VASAP Classification Guidelines. Participants classified as education or intensive education are required to attend a 10-week ASAP education group in addition to the ignition interlock monitoring. The VASAP education curriculum is evidenced-based to affect behavioral change. Participants classified as potential candidates for treatment will select from the Commission on VASAP Service Provider Directory an American Society of Addiction Medicine (ASAM) substance abuse service provider to conduct a treatment assessment. If an offender is assessed as needing treatment they will be required to follow the prescribed treatment plan as outlined by the treatment provider in addition to ignition interlock monitoring.

When the requirements for obtaining a restricted license have been met, ignition interlock device installation is authorized by the local VASAP. At installation, offenders are trained by the ignition interlock service provider on the proper use of the ignition interlock system.

The ignition interlock device must be installed for a minimum of six consecutive months without alcohol-related violations. In some instances, the court may require the offender to have the ignition interlock device installed longer than six months.

Because the law requires compliance with the ignition interlock program before a full license can be reinstated, provisions are made to remove the “no car” barrier. Participants who are installing an ignition interlock device in a non-owned vehicle must first have the vehicle owner execute and notarize the ignition interlock consent to install form. At that point, the device can be installed in a vehicle owned by a friend or family member who will allow the participant to complete the requirement.

Successful ignition interlock compliance rates also rely on the removal of other barriers such as medical limitations and affordability. When there are instances in which a participant cannot provide the required breath sample to operate the ignition interlock device, VASAP may approve a breath sample volume reduction upon receipt of valid medical documentation. In a case where the court has determined that the participant is indigent, full or partial reduction in ignition interlock device fees may be approved after a thorough review and verification of income and expenditures.

Research has shown that a key element to extend the effect of an ignition interlock program is to provide alcohol rehabilitation. Simultaneously, participants are involved in education, treatment, and an ignition interlock program for a least a six-month time period. ASAPs are responsible for monitoring monthly ignition interlock device calibrations to ensure there are no alcohol-related violations. An identified ignition interlock device violation will result in a six-month extension of the ignition interlock requirement from the date of the violation. Other possible outcomes include a return to court for noncompliance, reclassification, or revocation of license.

The ignition interlock calibration provides the treatment specialist with data that can be used to create and modify treatment plans and promote recovery. This type of approach requires significant cooperation and communication among VASAP staff, the DMV, and treatment providers. Even if the ignition interlock requirement is completed within the prescribed six-month time period, participants are monitored for at least one year and for a period of three years for multiple DUI offenses.

The VASAP system was selected as a model program by the American Probation and Parole Association for its cost effectiveness and success rates. VASAP uses a broad approach of supervision and technology as tools to reduce DUI.

The VASAP system was selected as a model program by the American Probation and Parole Association for its cost effectiveness and success rates.

Reciprocity Practices and Hybrid Ignition Interlock Specifications

A common challenge among all jurisdictions revolves around reciprocity issues related to ignition interlock device settings for clients with dual-state ignition interlock requirements. Reciprocity has been achieved with states that have regulatory flexibility. Virginia approached the states of Kentucky, South Carolina, and West Virginia to create a hybrid ignition interlock specification for individuals who have a dual-interlock requirement between any of these states. The proposed hybrid ignition interlock setting has been officially approved by all four states. In addition, Virginia has a separate agreement with Delaware regarding ignition interlock device settings for dual-state requirements.

The approval and implementation of the hybrid ignition interlock device settings increases ignition interlock device setting efficiency for the ignition

Reciprocity has been achieved with states that have regulatory flexibility.

interlock vendors, provides offenders the ability to satisfy dual-interlock requirements simultaneously, and enhances the overall positive impact on highway safety.

The Washington State Example

The Washington State Patrol (WSP) Ignition Interlock Program (IIP), in partnership with the



Washington Traffic Safety Commission, developed a grant-funded project for monitoring individuals with failed alcohol tests or circumvention cases. The project started in 2009 with a single trooper and has evolved into a dedicated team composed of a sergeant, three troopers, and an office assistant.

In Washington, there is no violation of law when a participant provides a breath sample above the ignition interlock device fail threshold levels. However, an ignition interlock device restriction will remain in place unless the final 180 consecutive days of the installation are free of violations, including failed alcohol tests, missed random retests, and missed appointments for calibration. Below is the language found in RCW46.20.720 governing removal of an ignition interlock restriction:

- (4) **Requirements for removal.** A restriction imposed under subsection (1)(c) or (d) of this section shall remain in effect until the department receives a declaration from the person's ignition interlock device vendor, in a form provided or approved by the department, certifying that there have been none of the following incidents in the one hundred eighty consecutive days prior to the date of release:

- (a) Any attempt to start the vehicle with a breath alcohol concentration of 0.04 or more unless a subsequent test performed within ten minutes registers a breath alcohol concentration lower than 0.04 and the digital image confirms the same person provided both samples;
- (b) Failure to take any random test unless a review of the digital image confirms that the vehicle was not occupied by the participant at the time of the missed test;
- (c) Failure to pass any random retest with a breath alcohol concentration of 0.025 or lower unless a subsequent test performed within ten minutes registers a breath alcohol concentration lower than 0.025, and the digital image confirms the same person provided both samples; or
- (d) Failure of the person to appear at the ignition interlock device vendor when required for maintenance, repair, calibration, monitoring, inspection, or replacement of the device.

The WSP IIP monitors alcohol level failures and refused retest incidents that are provided by the manufacturers. Using teams of two uniformed officers, in-person contact is made with participants who have violations, typically at their homes. When participants are contacted, they are advised that they are not in trouble but that they have been identified as having “fails” on their ignition interlock devices. They are educated on the 180-day compliance requirement of which they are often unaware.

These checks provide very useful information to the IIP personnel, often leading back to the manufacturer to ensure that those in the service center are providing proper, correct information to the customers.

The visits also serve as a reminder to the participants that they are being monitored. There are thousands

of fails sent to the IIP each month, and not all of these participants can be visited. However, of the hundreds who are visited each year, it is rare that the same individual is visited more than once. In 2017, the approximately 19,000 participants in Washington recorded approximately 48,000 fail reports. Of these, approximately 1% (190) of the participants were visited by WSP IIP troopers.

The participant contacts are, when applicable, the highest risk participants within the geographic area (county) the team is working in that day. This is assessed based on the frequency of alcohol fails, the alcohol level, and the frequency of missed tests.

It is common for a participant to not be home when contact is attempted. The WSP IIP developed a door hanger that can be left at the home ([Appendix D](#)). It provides detailed information as to the reason the visit took place as well as contact information so the individual may speak with one of the troopers over the phone. The door hanger is two sided with English on one side and Spanish on the other. Most individuals who receive the door hanger will phone the WSP within a day or two of receiving the information.

The WSP also conducts criminal investigations for ignition interlock device tampering and circumvention. In 2017, the WSP performed 319 criminal investigations regarding the tampering or circumvention of ignition interlock devices. The WSP is often notified that a participant has brought his or her vehicle in for service and appears not to be using the vehicle regularly. The IIP personnel then examine the vehicle registration database to see if there is more than one vehicle registered to the driver (operation of a non-ignition interlock equipped vehicle is considered a circumvention in Washington.) If the participant is found to have more than one vehicle, the troopers will conduct surveillance either at home or work. Numerous participants have been caught driving a non-ignition interlock equipped vehicle. A traffic stop is performed, and the participant is arrested for

driving without an ignition interlock installed (a gross misdemeanor).

In 2012, camera technology became a requirement for all ignition interlock devices. This served as a protection for the participant as well as aiding investigators in the determination of circumvention attempts. Having someone else provide a sample is the most common type of circumvention being used but also one of the easiest to detect through photographic evidence. Often the image displays a minor passenger

providing the sample for the participant. Additional charges of child endangerment are sometimes sought for these types of cases.

GPS technology was added to the device requirements in 2015. Coordinates are obtained for every breath request made by the device. The use of the coordinates confirms the location of the offense for criminal charges. When applicable, violations are reported to the participant's probation officers or monitoring court.

Chapter Six Standardized Reporting Process

All manufacturers within a jurisdiction should be required to report ignition interlock device data in a consistent and uniform format as defined by the DMV. It is also important for jurisdictions to establish the frequency for this data to be provided.

Standardized Reporting

General reporting standards should be developed by jurisdictions detailing events of the ignition interlock device performance activity. The reports submitted to jurisdictions from the ignition interlock device manufacturers should be complete with information necessary to determine compliance and should be consistent from jurisdiction to jurisdiction and manufacturer to manufacturer. Reports should be delivered by the manufacturer to the monitoring authority using the approved format.

AAMVA has created an easy to use installation, removal, and vehicle transfer form (Appendix E).

Electronic versus Paper Reporting

There are two basic electronic reporting models. One involves a jurisdiction's use of a manufacturer-hosted data portal that provides access to participant information, 24 hours a day, on a near-real-time basis. In this model, the information is formatted by the manufacturer and will vary among manufacturers. The other model involves the manufacturer's download of ignition interlock device data into a single jurisdiction-operated database system. In this model, the jurisdiction must format the data for display in a

uniform manner among all manufacturers operating in that jurisdiction.

A paper reporting system is not recommended. However, if this is the model used, it is important that the jurisdiction clearly defines the format and types of data that it requires manufacturers to provide. This should include clear requirements for the provision of installation, monitoring, and removal documentation required by the jurisdiction. Paper reporting could be necessary when processing out-of-state participants.

AAMVA has created an easy to use installation, removal, and vehicle transfer form ([Appendix E](#)). This one form eliminates the need for multiple forms within your jurisdiction. Adoption of this form by jurisdictions also helps ensure uniformity in reporting requirements, especially when processing out-of-state participants.

Standardization of Reporting Requirements

The types of reports that jurisdictions require vary widely in type and application. Ignition interlock devices can provide almost any type of data. Standardization within the jurisdiction is a best practice, and at a minimum, it should define the standard report it receives on a regular basis for each ignition interlock participant. The report should capture the date each participant appeared for service of the ignition interlock device, all failed breath tests and the BrAC level, bypasses, failure to take retests, circumvention or tampering of the ignition interlock device, failure to report for servicing, and any additional information required by the jurisdiction.

Installation Report

Installation reports should be provided within 24 hours of the installation and should include:

- Manufacturer information
 - Name of manufacturer
 - Name and address of provider
- Participant information
 - Name
 - Date of birth
 - Residence address
 - Driver's license number and jurisdiction
 - Phone number
 - Email
- Installation information
 - Date of installation
 - Name of installation company (and location)
 - Name and address of service provider
 - Name of installation technician (and certification number, if applicable)
 - Device manufacturer and model
 - Device identification information (handset serial number, relay serial number, and camera serial number)
 - Vehicle on which ignition interlock device is installed
 - Make
 - Model
 - Year
 - Vehicle Identification Number (VIN)
 - License plate number and jurisdiction
 - Odometer reading at time of installation
 - Jurisdiction requiring the ignition interlock device

Calibration and Violation Reports

This report is designed to assist the ignition interlock monitoring agency in the official review and determination of administrative action or presentation of violation information to the court or other monitoring body for appropriate action. The events that are considered violations should be highlighted for greater ease in reviewing the reports. Reports should be provided within 24 hours of performing service and calibration of the ignition interlock device and should include the date and time of the calibration.

- Any use or attempted use of the vehicle or the ignition interlock device
- Alcohol concentration of each breath sample provided
- Any BrAC reading greater than the preset fail level for each vehicle start, attempted start, and required retest
- Any failure to provide required or retest samples
- Any lockout or early recall (violation reset)
- Any attempt to tamper, alter, circumvent, override, or bypass the ignition interlock device
- Any malfunction of the ignition interlock device and any interruption in ignition interlock device's memory
- Any emergency bypass allowed
- Any change out of the device (handset or control box) and reason for the change out
- Date of next scheduled monitoring visit
- Number of engine starts during reporting period
- Number of violations
- Odometer reading at time of service

Removal (Uninstall) Report

Removal reports should be provided within 24 hours of removal of the ignition interlock device and should include:

- Date and time of removal
- Location of removal
- Technician's name (and certification number, if applicable)
- Odometer reading at time of removal

Vehicle Transfer Report

Ignition interlock reports vary widely in type and application. It is recommended that jurisdictions use a standardized form. Vehicle transfer reports should be provided within 24-hours of the transfer.

Transfer reports should include:

- Date and time of transfer
- Previous vehicle information (year, make, model, VIN, odometer reading at time of transfer)
- New vehicle information (year, make, model, VIN, odometer reading at time of transfer, License plate number, registration state)
- Reason for transfer
- Location of transfer
- Technician's name (and certification number, if applicable)

Manufacturer Reports

Manufacturer reports should be provided in intervals prescribed by the jurisdiction to the monitoring agency and should include:

- Total number of new referrals
- Total number of participating users
- All installations during the period covered
- Number of calibrations performed during the period
- All cases that qualified for affordability program
- Number of cases in which misuse, abuse, tampering, or attempts to tamper with the ignition interlock device occurred
- Any device failure caused by a material defect or improper installation, including device model, version, and serial numbers
- A summary of all complaints received and corrective action taken
- Electronic data transmission errors, including any data submitted that do not match the required field format or description resulting in an error and the specific reason for the error
- Number of emergency bypasses, if allowed
- Notification of device model if it has been decertified in another jurisdiction

Chapter Seven Reciprocity

The ultimate goal of reciprocity is to allow ignition interlock participants to successfully comply with any jurisdiction's program requirements regardless of residency to ensure highway safety. For the purposes of this best practices guide, the reciprocity discussion and examples provided are focused on the United States.

[callout box] The ultimate goal of reciprocity is to allow ignition interlock participants to successfully comply with any jurisdiction's program requirements regardless of residency

AAMVA has long supported the principle of one driver, one driver's license, and one driving record. There are two driver's license agreements among the states in support of the principle: the Driver License Compact (DLC) and the Nonresident Violator Compact (NRVC). The DLC was a major step necessary to maximize law enforcement efforts against impaired drivers and other serious traffic offenders. Serious offenses such as impaired driving, vehicle manslaughter, and reckless driving are no less serious when committed in some other jurisdiction than when committed in the driver's home jurisdiction.

The DLC was created to provide uniformity among the member jurisdictions when exchanging information with other members on convictions, records, licenses, withdrawals, and other data pertinent to the licensing process. Uniformity should ease administrative costs consistent with the concept that forms the basic tenet with the agreement that each driver, nationwide, has only one driver's license and one driver control record.

The purpose of the NRVC is to standardize methods used by the various jurisdictions to process non-

resident violators receiving citations and their failure to appear or otherwise failure to comply with outstanding moving violations. This compact allows participating jurisdictions to communicate when a resident of one jurisdiction does not comply with the citation's terms in another jurisdiction. When the resident's home jurisdiction receives notice of citation noncompliance, the procedure for license suspension is initiated.

The ultimate goal of reciprocity is to allow ignition interlock participants to successfully comply with any jurisdiction's program requirements regardless of residency.

The intention of these reciprocity agreements is to allow states to:

1. Receive information about a moving violation from another jurisdiction when it occurs by a nonresident driver.
2. Transfer the driving record to the new jurisdiction when a driver moves from one jurisdiction to another.
3. Ensure suspensions and revocations remain in effect when moving to a new jurisdiction.
4. Ensure the driver clears any fines or fees due to the former jurisdiction before the driver receives his or her new license when moving to another state.
5. Allow the driver's jurisdiction to enforce the applicable laws for a citation or conviction according to the laws of the driver's state of record.

The intent of the two agreements (referring to the DLC and the NRVC) is to uphold jurisdiction sanctions for unsafe driving. In most circumstances, the nonresident driver would receive a citation, and, if convicted, the moving violations would be reported to the driver's state of record. The state where the violation occurred relies on the driver's home state to take appropriate action according to its own laws (i.e., driver improvement classes, points, and license suspensions), which may not have been legally applicable in the jurisdiction where the violation occurred. The authority for a jurisdiction to revoke or suspend a driver license is often limited to impact only residents of that jurisdiction. There are occasions when a jurisdiction permits driving when suspended or otherwise withdrawn within its borders.

The jurisdiction can always fine and incarcerate the nonresident violator in accordance with its own laws, but in cases when the driver is a nonresident, administrative sanctions on a driver's license should be imposed by the driver's own state. Therefore, if a nonresident driver is convicted of an alcohol-impaired violation or sanctioned through administrative per se, that information should be provided to the driver's state of record, where it will apply its own legal requirements to that driver in addition to the legal requirements of the jurisdiction where the violation took place.

Regarding ignition interlock devices, if the state convicts a nonresident of an alcohol-related violation, that information should be forwarded to the driver's state of record where the laws concerning ignition interlock device requirements will be applied as appropriate.

Ignition interlock reciprocity, if it exists, would allow for the transfer or acceptance of an ignition interlock device requirement from another jurisdiction. Jurisdictions face challenges when determining

whether to enter into a reciprocal agreement and should establish open communication to develop effective reciprocity protocols.

In an attempt to enable reciprocal cooperation between jurisdictions, the following practices are recommended.

Moving to Another Jurisdiction

Upon application of a driver's license in a new jurisdiction, if a check of the Problem Driver Pointer System (PDPS) or the new jurisdiction is otherwise made aware of an ignition interlock restriction, the new jurisdiction may refuse to issue a driver's license until the conditions of their jurisdiction are met. The driver would now be subjected to the new state's ignition interlock requirements.

If there is an existing ignition interlock device installed in the vehicle, the new state must receive confirmation the equipment is provided by an acceptable manufacturer for monitoring.

It is recommended that all potential participants contact the new state to ensure they are aware of all the requirements in each specific state that are to be met before initiating the application process.

Nonresident Violations

When an alcohol violation or conviction is received, any points and sanctions required by the driver's jurisdiction laws are applicable and should be applied to the driver's license in accordance with the customary and normal process for nonresident moving violations. States may want to ensure that there are no provisions in their law or administrative code that prohibit ignition interlock program assignment for individuals with DUI convictions in other states.

Challenges to Reciprocity – Jurisdictional

Points of Contact

A challenge in implementing consistent reciprocity among jurisdictions is the lack of a comprehensive list of the points of contact for IID related questions and inquiries

AAMVA Best Practice Recommendation 7.1:

Each jurisdiction should appoint at least one primary and one backup points of contact to receive communications regarding reciprocity issues from other jurisdictions and establish a process to update the points of contact whenever personnel changes are made.

License Issuance Reciprocity

There is no current standard code on the driving record in use to identify the withdrawal of driving privileges for an Ignition Interlock device requirement. Additionally, the lack of a standard regarding license status contributes to the confusion among jurisdictions when determining if or when to issue credentials in their states. Although a restriction to an ignition interlock device equipped vehicle is considered a “withdrawal” of driving privileges, the driver may maintain some form of driving privileges if specific compliance requirements are met. The following details a proposed approach to support ignition interlock license issuance reciprocity among jurisdictions.

AAMVA Code Dictionary (ACD)

Currently, there are two codes, A40 and A41, universally used by U.S. jurisdictions on the driving record when a driver is convicted of violating proper use of the ignition interlock device. Neither code would indicate that the individual can only operate the vehicle with an IID present.

Code	Description
A40	Aiding in violation of ignition interlock or immobilization device.
A41	Driver violation of ignition interlock or immobilization device or lease agreement.

AAMVA Best Practice Recommendation 7.2:

AAMVA should work with its members to create a new ACD withdrawal code (A42) to identify the condition of ignition interlock withdrawal on the driving record. The data requirements for this type of code would be consistent with other types of withdrawals that are in use today. It is assumed that this withdrawal would be considered a PDPS reportable offense.

AAMVA System Reporting

Currently, in the PDPS and Commercial Driver License Information System (CDLIS), there are specific rules for each ACD code. Depending on the type of conviction and or withdrawal sent, the status in PDPS/CDLIS will reflect one of the following: eligible (ELG), licensed (LIC), not eligible (NOT), or deceased (RPD). Current practice among jurisdictions is to only issue credentials to participants who are eligible for such licenses. Such practices are reflected in Article V of the DLC.

AAMVA Best Practice Recommendation 7.3:

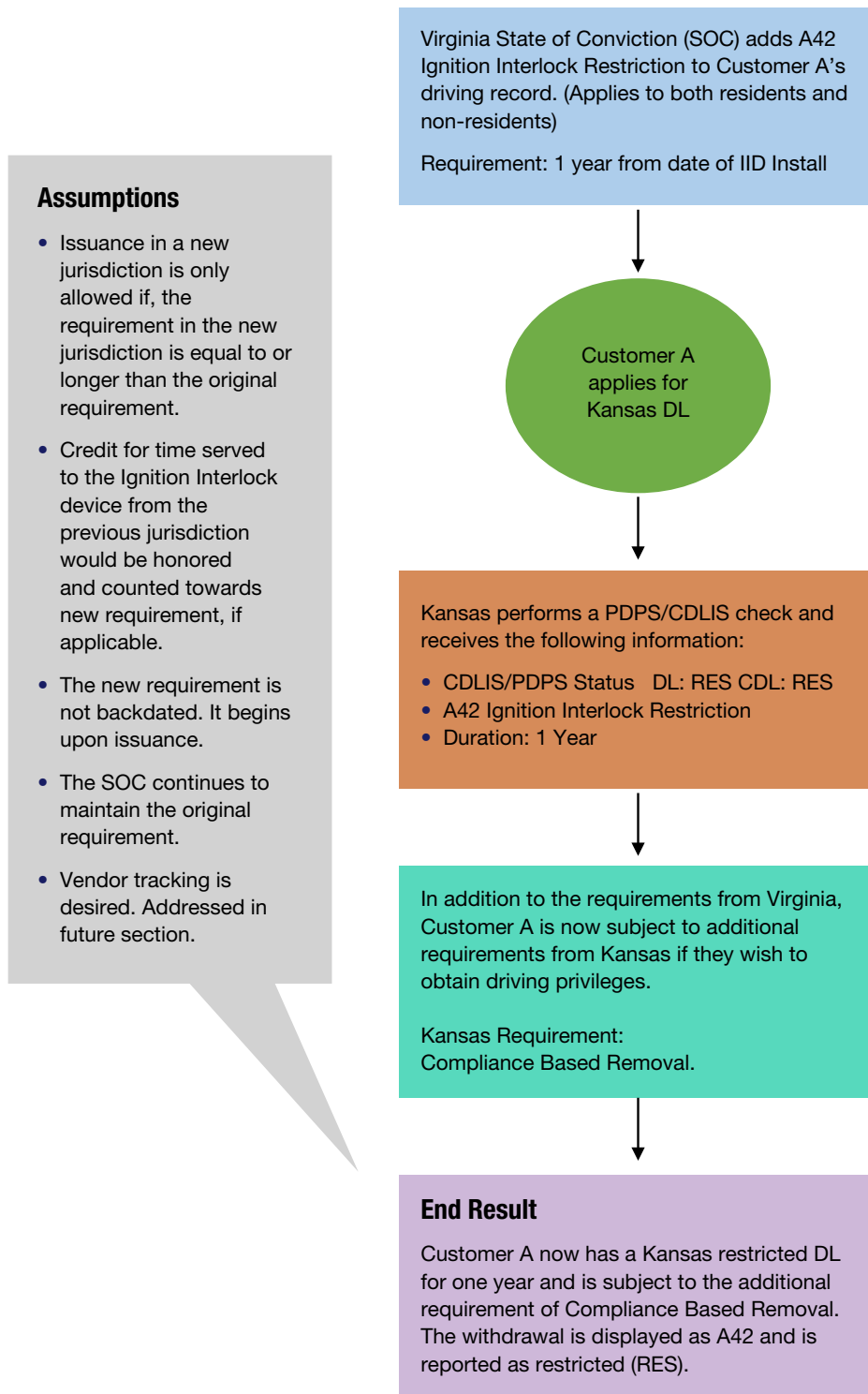
Contingent upon adoption of the recommended new ACD code (A42), a subsequent creation of a new status code (RES) in CDLIS, PDPS, and S2S, that would inform the jurisdiction that the driver may operate a vehicle only with a properly working IID.

Out-of-State Requirements

It is common for a jurisdiction to issue an ignition interlock device requirement to an out-of-state resident or to a resident who is now wanting to move to another jurisdiction. Accurate and consistent

processes are critical. It is possible to create a reciprocal agreement between jurisdictions when determining how to handle restriction transfers. The details of

any agreement should be placed in the NRVC and the DLC. Toward this end, the following flowchart depicts a process jurisdictions could use:



Inconsistent Program Requirements

Differences among jurisdictions regarding ignition interlock laws, procedures, and requirements is a challenge that will need to be addressed when developing a reciprocity agreement. A reciprocity agreement should factor in the following requirements:

INSTALLATION ELIGIBILITY REQUIREMENTS

Variance exists among jurisdictions regarding when a conviction or other qualifying event requires installation of an ignition interlock device. Participation in an ignition interlock program may be required by some jurisdictions for any alcohol-related conviction, a first conviction, a second or subsequent conviction, or an administrative action, or it may be dependent on a high BrAC level. Some jurisdictions may have an ignition interlock device as a requirement for probation. Jurisdictions may also allow an exemption for participants while operating an employer's vehicle.

DEVICE REQUIREMENTS

Routine maintenance of devices may be an obstacle to reciprocity between jurisdictions if an ignition interlock device vendor is not authorized to conduct business in both jurisdictions. Some significant differences may include:

- Calibration set-points
- Service intervals
- Minimum breath requirements
- Medical exemptions
- Cameras
- GPS
- Anticircumvention and tampering requirements

EXTENSION REQUIREMENT

The method and authority for extending ignition interlock device duration may differ among jurisdictions depending on if they have an administrative, judicial, or hybrid program. (See [Chapter 2](#) for description of program types.) Scenarios may occur when the convicting jurisdiction's extension requirements exceed the statutory authority of the state of residence.

REMOVAL REQUIREMENTS

Removal criteria may vary among jurisdictions. Many jurisdictions have compliance-based requirements in which the participant must remain violation free when using the ignition interlock device for an established number of months or days prior to removal. Other jurisdictions have time duration removal criteria based solely on the completion of the time required.

DATA REPORTING REQUIREMENTS

Differences in reporting requirements and reporting methodologies may exist (e.g., fax, secure web-based, real-time reporting). Although electronic reporting of installation, removal, tampering, and circumvention is recommended, some jurisdictions may rely on paper communication from ignition interlock device vendors. The data content and the interpretation of the reporting could also vary among jurisdictions.

Additionally, if a vendor is not authorized to conduct business in both jurisdictions, it would be unable to transmit data through the established reporting mechanisms.

In addition to the above requirements, each jurisdiction should be aware of three types of participant scenarios when establishing a reciprocity agreement:

1. The participant had a valid license with an ignition interlock restriction in her or his state of residence and then moved to another jurisdiction.
2. The participant was convicted out of jurisdiction of DUI with an ignition interlock restriction and will continue to reside in their home jurisdiction, which can lead to a participant having multiple IID requirements from multiple jurisdictions.
3. The participant was convicted of DUI in one jurisdiction with an ignition interlock restriction and then moved to another jurisdiction prior to participating in the program in the convicting jurisdiction.

All jurisdictions should adopt the uniform standards contained within this Best Practices Guide for ignition interlock-related laws, rules, and requirements.

Short-Term Solution to Inconsistent Ignition Interlock Program Requirements

1. Jurisdictions enter into reciprocity agreements only with jurisdictions that mirror their program requirements.
2. Jurisdictions agree to allow the laws and ignition interlock program requirements of a participant's state of residence to take precedence over the requirements of the convicting jurisdiction.

Long-Term Solution to Inconsistent Ignition Interlock Program Requirements

AAMVA Best Practice Recommendation 7.4: All jurisdictions should adopt the uniform standards

contained within this Best Practices Guide for ignition interlock-related laws, rules, and requirements. Uniformity would streamline reciprocity between jurisdictions.

Challenges – Manufacturers and Providers

Manufacturers have identified the following as their biggest challenges in working with program administrators:

- Determining monitoring authority for reporting requirements
- Determining jurisdiction for device specification (Is it the state that requires the ignition interlock device or the state where the device is installed?)
- Identifying ignition interlock program administrator and point of contact
- Understanding rule making and certification
- Resolving differences between contractual obligations and statutory regulations
- Understanding the differences in ignition interlock terminology

Chapter Eight Outreach and Education

This chapter addresses the importance of effective outreach and communication to key stakeholders to gain the public acceptance needed for a successful ignition interlock program. Following are talking points suggested for some of those key stakeholder groups.

Legislative Outreach

When engaging legislators and their staff, time is usually limited. AAMVA recommends providing a brief summary of the program or brochure be developed that enumerates the problem and how ignition interlock devices are part of the solution.

In addition, briefing material should explain how ignition interlock devices not only protect the public from alcohol-impaired drivers but also allow participants to continue to drive to and from work and elsewhere, provided that they drive sober.

Judicial Outreach and Education

The use of ignition interlock devices by courts provides substantial benefits to judges. The lack of adequate transportation is a significant barrier that participants must overcome when seeking to comply with a judge's orders of probation.

This barrier is overcome when offenders are able to have their driving privileges restored by installing ignition interlock devices on their vehicles. Resolving transportation problems can increase the likelihood that participants successfully complete their programs and continue to work while having assurance that they are not endangering the public by driving under the influence of alcohol.

Training

It is important to familiarize judges with ignition interlock devices, their reliability, and how they can help further promote highway safety. Judicial conferences, online training, and single-topic training sessions are effective venues for training in the advantages of using ignition interlock devices.

Another important point of emphasis is encouraging the judiciary to communicate and coordinate as appropriate with their DMV administration.

Finally, the training of probation officers in the use of ignition interlock devices should not be overlooked. Most jurisdictions require probation officers to log a certain number of hours of training to maintain their certifications. This training requirement provides an opportunity to educate criminal justice stakeholders on the advantages of ignition interlock devices.

Another important point of emphasis is encouraging the judiciary to communicate and coordinate as appropriate with their DMV administration.

Law Enforcement Outreach and Education

One of the primary challenges of an effective ignition interlock program is enforcing participant compliance. This is due in part to unfamiliarity by law enforcement officers with interlock program requirements.

In 2018, the NHTSA launched a first-of-its-kind online ignition interlock course for law enforcement. This two-hour course equips law enforcement officers with information and resources to assist

them when they encounter a driver who has, or should have, an ignition interlock device installed in their vehicle. The course is hosted on the International Association of Directors of Law Enforcement Standards and Training First Forward website free of charge and is nationally certified for continuing education credits.

AAMVA Training Video

Outreach to and education of law enforcement partners is critical to the success for any ignition interlock program. The 2014-15 AAMVA Ignition Interlock Best Practices Working Group produced a law enforcement roll-call style training video to assist law enforcement officers with roadside identification of ignition interlocks devices, when they have been circumvented, and the driver's license restrictions they may encounter.

The 2018 Ignition Interlock Working Group is developing an updated law enforcement training video to be released by the end of calendar year 2018.

Outreach to and education of law enforcement partners is critical to the success for any ignition interlock program.

Other Educational Media

Jurisdictions should consider developing educational brochures, webinars, and other training media for their law enforcement partners to assist in the effective enforcement of ignition interlock violations. Following is a brochure the Kansas DMV provides to its law enforcement partners in Kansas:

Kansas Department of Revenue

Step by Step Law Enforcement Traffic Stop for Ignition Interlock Drivers

- 1) Identify/verify a driver with an Ignition Interlock Restricted License.
- 2) Have the driver turn off the vehicle.
- 3) Observe inside the vehicle to determine if an ignition interlock is present.
- 4) After at least 3 minutes have passed, ask the driver to start the vehicle.
- 5) If the vehicle starts without the driver having to take a breath test:
 - ♦ The vehicle is not installed with an ignition interlock device:
 1. Charge the driver with 8-1017(4) - Illegally operate a vehicle not equipped with an ignition interlock device while such person's driving privileges have been restricted to driving a motor vehicle equipped with such device; or
 2. Charge the driver with 8-1567—if their BAC is above .08
 - ♦ The driver has circumvented the interlock device:
 1. Charge the driver with 8-1017(a)(1,2,3) - Conviction of tampering, circumventing or rendering an IID inaccurate or inoperative or Request or solicit another person to blow.
- 6) If the vehicle can't start without the driver having to take a breath test:
 - ♦ Have the driver take a breath test.
 - If device registers a "pass", the vehicle will start.
 - ♦ If the device registers a "fail", the driver's BrAC is above .08
 - Wait 5 minutes, have driver retest.
 - Subsequent "fails" will cause the device to go into early recall and will need to be reset.
 - Investigate for DUI.
- 7) If the vehicle with the Ignition Interlock Device was in a crash or can't be started or encounters other device problems, contact the appropriate service provider.

Should you have any questions or need any assistance please do not hesitate to contact
Driver Solutions at (785) 296-3671

License Type Examples

Normal

Ignition Interlock

The image shows two examples of Kansas driver licenses. The top license is a "Normal" license for Caron Sample, SR, with an expiration date of 01/11/2023. The bottom license is an "Ignition Interlock" license for Caron Sample, SR, with an expiration date of 01/01/2023. A red arrow points to the "IGNITION INTERLOCK" label on the bottom license.

Public Outreach

It is important for the public to understand that ignition interlock technology prevents alcohol-impaired driving by participants, resulting in increased public safety for all motorists, including the participant. Research shows that an ignition interlock restriction program is an effective measure in reducing impaired driving recidivism, and an ignition interlock restriction is an effective countermeasure.

When a participant has an ignition interlock device installed, the participant regains legal driving privilege, either through restricted or full licensure. The DMV may sanction the driver to the original administrative license revocation or suspension if the participant violates the conditions of the program. Restricted driving status enables participants to maintain


employment, complete substance abuse treatment, and take care of familial and court-ordered responsibilities that require driving. This is particularly important in rural areas where participants may not have access to public transportation alternatives.

Participant Outreach

Outreach to participants should include, at a minimum, an explanation of the jurisdiction's ignition interlock

program requirements, costs, a list of approved manufacturers, and an explanation of the benefits of participating in the ignition interlock program.

Jurisdictions should also have FAQs on their website or included in a brochure, which may be provided to those who are required to have ignition interlock devices installed. Following is a brochure the Arizona Department of Transportation provides to its program participants.



Am I eligible for the Six Month Deferment?

Some first time violations may be eligible to remove the Interlock device after 6 months. Contact an MVD or Authorized Third Party office if you feel you may be eligible.

You may be eligible if:

- The violation was on or after January 1, 2012.
- No DUI within the last 7 years (84 months).
- The violation was not an extreme DUI.
- There was no accident involved.
- You completed at least 16 hours of substance abuse education.
- There were no violations during the first 6 months.
- ADOT has received electronic reporting of at least 4 Compliance Checks, most current within the last 35 days.
- It has been at least 6 months since your reinstatement date.
- 2nd 6 months is a "probationary period".

Certified Ignition Interlock Device (CIID)

State law requires installation and maintenance of an interlock after being convicted of a certain alcohol- and/or drug- related violations (see Arizona Revised Statutes [28-1381](#), [28-1382](#), [28-1383](#), [28-1461](#) and [28-3319](#)).

What is an Ignition Interlock Device?

An Ignition interlock device is a device that is installed in a motor vehicle to prevent alcohol-impaired individuals from driving. Before starting the vehicle, the driver will be required to blow into the ignition interlock's mouthpiece to provide a breath sample for analysis. If the driver's blood alcohol concentration is above the pre-set limit (0.02), the vehicle will not start.

Once the vehicle is started, the driver may be required to submit additional breath samples at random times while the engine is running. For safety reasons, the device cannot turn off the car ignition once it has been started.

The ignition interlock retains and transmits data to the department including test results and violations.

How do I get the Ignition Interlock installed?

A list of ignition interlock service providers authorized for use in the State of Arizona is available at <https://azdot.gov/motor-vehicles/driver-services/ignition-interlock/interlock-installation-and-monitoring>.

What do I do after I get the Ignition Interlock Installed?

Your Arizona Driving Privileges must be reinstated in order to establish a starting point for your required ignition interlock time frame. To reinstate, please visit an [MVD or Authorized Third Party office](#). If you have already reinstated your driving privileges, the interlock requirement is effective immediately upon the department receiving notice of the conviction. Failure to have the device installed and to provide verification to MVD within 30 days of your conviction may result in immediate suspension of your Arizona driving privilege and possible extension of the original interlock requirement.

Once installed in your vehicle, the interlock device must be calibrated and inspected by a certified installer every 90 days. The manufacturer must electronically submit compliance checks every 30 days for the first three months, then at least every 90 days thereafter.

Frequently Asked Questions: For answers to more Frequently Asked Questions please visit <https://azdot.gov/motor-vehicles/driver-services/ignition-interlock/faq>

What violations are causes for extension or suspension of the CIID?

- **Failed Breath Tests (2 if over age 21/1 if under age 21- samples over the legal limit at any time during the entire interlock requirement)** - The interlock may enter a lockout period and 6 month extension of the CIID.
- **Failed/Missed 3 Consecutive Rolling Retest** – A 6 month extension of CIID. This includes but is not limited to, turning the vehicle off after a request to avoid providing a sample.
- **Missed Scheduled 90 day Calibration Appointment**- A suspension of the driver's license and the original interlock time frame to start over.
- **Tampering or Circumventing the device** – A 6 month extension of the CIID and/or prosecution. Tampering or Circumventing is a Class 1 Misdemeanor.
- **Disconnecting or removing a device early** - A suspension of the driver's license and the original interlock time frame to start over.
 - If you switch vehicles or manufacturer, you have 72 hours from removal to reinstall. During the 72 hours, driving without an interlock installed is not permitted.

What is an Ignition Interlock Device?

Am I eligible for the Six Month Deferment?

99-0177 Revised 02/18

Glossary of Terms

AIIPA Best Practices and Standardized Vocabulary

AIIPA = Association of Ignition Interlock Program Administrators (www.aiipa.org). The AIIPA first drafted a Best Practices and Standardized Vocabulary document in October 2013 and was updated in May 2016.

The following is a list of terms AIIPA recommends be adopted and used by all states.

Accepted breath sample.**	A breath sample fulfilling set requirements for volume, flow, exhalation time, and other human breath sample characteristics. <i>Note: The acceptance of a breath sample is independent from the alcohol concentration.</i>
Accuracy.	The confirmation of a device's calibration.
Alcohol.*	Ethanol or ethyl alcohol (C ₂ H ₅ OH).
Alcohol set point.*	Breath alcohol concentration (BrAC) at which a BAIID is set to prevent a vehicle from starting.
Blocking state.**	State in which the BAIID inhibits the starting or operation of the vehicle.
Breath alcohol concentration (BrAC).*	The amount of alcohol in a given amount of breath, expressed in weight per volume (w/v) based on grams of alcohol per 210 liters of breath.
Breath alcohol ignition interlock device (BAIID).*	A device that is designed to allow a driver to start a vehicle if the driver's BrAC is below the set point and to prevent the driver from starting the vehicle if the driver's BrAC is at or above the set point. <i>Note: This device is commonly referred to as an alcohol interlock or ignition interlock. In the cases of hybrid or electric vehicles, the device allows the driver to operator the vehicle.</i>
Breath sample.*	Normal expired human breath primarily containing air from the deep lung.
Breath test.**	Providing a breath sample to a BAIID.
Calibration.	The process of testing and adjusting a device to ensure accuracy by using a wet bath device or dry gas standard as defined by the current NHTSA Model Specifications for Calibration Units.
Calibration interval.**	The time period between calibrations during which the BAIID fulfills the stability requirements for the measurement of the breath alcohol concentration.

*Definitions standardized by the NHTSA.

**Definitions standardized by the European Committee for Electrotechnical Standardization (CENELEC).

Calibration stability.*	The ability of a BAIID to hold its accuracy and precision over a defined time period.
Circumvention.	To bypass the correct operation of a BAIID by starting the vehicle, by any means, without first providing a breath test. <i>Note: Commonly referred to as bypass, illegal start, or untested engine run.</i>
Configuration profile.	The manufacturer or manufacturer representative's declaration regarding the setting of programmable features of the BAIID.
Confirmatory test.	A breath test in response to circumvention.
Filtered air sample.*	Any human breath sample that has intentionally been altered so as to remove alcohol from it.
Initial test.**	A breath test provided before the vehicle is started.
Input voltage.	The voltage obtained from the electric power source of the vehicle for operation of the BAIID.
Instrument modification.	The act or instance of altering any aspect of a BAIID model.
Interlock data logger.*	A device within a BAIID that records all events, dates, and times during the period of installation and use of a BAIID. <i>Note: This includes all components of the BAIID: handset, relay, camera, and so on.</i>
Manufacturer.**	A person or organization responsible for the design, construction, or production of the BAIID.
Manufacturer representative.	An individual designated by the manufacturer as a contact for the program administrator in a state or jurisdiction.
Mouthpiece.**	A part through which the breath sample is delivered into the BAIID.
Not-blocking state.**	State in which the vehicle can be started.
Override lockout.	Method of overriding a lockout condition by providing a breath sample.
Override start.	Method of starting a vehicle without providing a breath sample.
Permanent lockout.	A condition where the device will not accept a breath test until serviced as defined by the state or jurisdiction.
Ready for test.**	Indication that the operating parameters of the BAIID are met.

*Definitions standardized by the NHTSA.

**Definitions standardized by the European Committee for Electrotechnical Standardization (CENELEC).

Recall.	Response of the BAIID due to a service requirement of the device or an action of the driver which requires service of the BAIID or downloading of the data memory.
Residual mouth alcohol.	Alcohol found in the oral cavity that dissipates over a short period of time. <i>Note: Commonly referred to as a false positive.</i>
Restart period.**	The time interval after the car is switched off during which the vehicle may be started again without the delivery of another breath test. <i>Note: Commonly known as stall protection.</i>
Retest.*	A breath test that is required after the initial engine start-up breath test and while the engine is running. <i>Note: Commonly referred to as a rolling, random, or running retest.</i>
Service interval.*	The time period established by the state or jurisdiction that a BAIID may be used without maintenance or data download. If the device is not serviced within this period, warnings are provided and the device will prevent further operation.
Service center provider.	The entity designated by the manufacturer to provide services to include, but not be limited to, installation, monitoring, maintenance, and removal of the BAIID.
Service reminder.**	Notice by the BAIID to remind the driver of a service requirement.
Simulator.*	A device that produces an alcohol-in-air test sample of known concentration (e.g., a Breath Alcohol Sampling Simulator [BASS]) or a device that meets the NHTSA Model Specifications for Calibration Units (72 FR 34742).
Start period.**	Time interval after an accepted breath sample with an alcohol concentration below the breath alcohol concentration limit has been delivered, during which the vehicle may be started.
Tampering.*	An attempt to physically disable, disconnect, adjust, or otherwise alter the proper operation of a BAIID.
Technician.	An individual authorized and trained to perform services related to the BAIID.
Temporary Lockout.	A condition where the device will not accept a breath test for a set amount of time as defined by the state or jurisdiction.
Vendor.	An entity designated by the manufacturer to conduct business on behalf of the manufacturer in a state or jurisdiction.
Violation.	Noncompliance with a law, regulation, or rule as defined by a state or jurisdiction.
Violation reset.	A feature of the device in which a service reminder is activated in response to a violation.

*Definitions standardized by the NHTSA.

**Definitions standardized by the European Committee for Electrotechnical Standardization (CENELEC).

Research and Relevant Reference Citations

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- 2016 Traffic Injury Research Foundation Annual Ignition Interlock Survey: United States. <http://tirf.ca/>
- Kaufman, E. J., & Wiebe, D. J. (2016). Impact of State ignition interlock laws on alcohol-involved crash deaths in the United States. *American Journal of Public Health* 106(5), pp. 865–871.
- Incidence data: Centers for Disease Control and Prevention. Alcohol-Impaired Driving Among Adults—United States, 2012.
- Ahlin, E., Zador, P., Rauch, W., Howard, J., & Duncan, G. (2011). First time DWI offenders are at risk of recidivating regardless of sanctions imposed. *Journal of Criminal Justice*, 39(2), 137–142.
- Kramer, A. L. (1986). Sentencing the drunk driver: A call for change. *Alcoholism Treatment Quarterly*, 3(2), 25–35.
- Rauch, W., Zador, P., Ahlin, E., Howard, J., Frissell, K., & Duncan, G. (2010). Risk of alcohol impaired driving recidivism among first offenders and multiple offenders. *Journal of Public Health*, 100(5), 919–924.
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- United States Government Accountability Office. (2014). Report 14-559.
- Traffic Injury Research Foundation. Ottawa, Ontario, Canada (2011). *Alcohol Interlock Programs: Vendor Oversight*.
- NHTSA Federal Register. (2014). *Model Specifications for Breath Alcohol Ignition Interlock Devices (BAIID)*. Effective date May 8, 2014. Washington, DC
- The Canadian Standards Association (CSA) developed and published the Z627-16 *Breath alcohol ignition interlock devices* standard in November 2016 to describe the technical specifications, features, functionality, and qualification testing requirements for BAIIDs that can be accepted and adopted by all provinces and territories. The standard was developed, in part, to provide Canadian jurisdictions with a relevant and technologically current standard that referred to Canada as a whole, as opposed to jurisdictions referencing a variety of publications from around the world. The CSA standard is available for purchase at <http://shop.csa.ca/en/canada/injury-prevention/canca-z627-16/invt/27040462016>.
- Association of Ignition Interlock Program Administrators. (2016, May), *Best Practices Guide*.
- AIIPA provides a variety of sustained education and training programs to assist our many stakeholders to include, but not limited to, law enforcement, judicial personnel, and state interlock program managers. AIIPA members have access to all of their documentation, training materials, conferences, webinars, etc. To learn more about AIIPA, visit <http://aiipaonline.org>.
- Traffic Injury Research Foundation. (2011). *Effective strategies to reduce drunk driving*.
- Traffic Injury Research Foundation. Association of Ignition Interlock Program Administrators (2017, September). *Alcohol ignition interlocks & affordability: What do we know?*
- Robertson, R., Holmes, E., & Vanlaar, W. (2013). *Alcohol interlock programs: Data management system. Implementation*. Ottawa: Traffic Injury Research Foundation.
- Zador, P., Ahlin, E., Rauch, W., Howard, J., & Duncan, G. (2011). The effects of closer monitoring on driver compliance with interlock Restrictions. *Accident Analysis & Prevention*, 43(6), 1960–1967.

Other Relevant Research and References

Agency or Entity Name	Relevant Research
Insurance Institute for Highway Safety (IIHS) and Preusser Research Group	<p><i>Washington State's Alcohol Ignition Interlock Law: Effects on Recidivism Among First-Time DUI Offenders</i></p> <p>Published by IIHS (2012). McCartt, Leaf, Farmer, & Eichelberger</p>
<p>Abstract</p> <p>Mandating interlock orders for all first DUI convictions was associated with reductions in recidivism, even with low interlock use rates, and reductions in crashes.</p>	
National Transportation Research Board (NTSB)	<p><i>Reaching Zero: Actions to Eliminate Alcohol-Impaired Driving</i></p> <p>NTSB Safety Report #NTSB/SR-13/01</p> <p>Published by NTSB (2013)</p>
<p>Abstract</p> <p>This safety report represents the culmination of a year-long NTSB effort focused on the problem of substance-impaired driving. Specifically, in the report, the NTSB makes the recommendation for expanded use of in-vehicle (Ignition interlock) devices to prevent operation by an impaired driver.</p>	
Pacific Institute for Research and Evaluation (PIRE) and Transportation Research Board (TRB)	<p><i>References to selected interlock publications</i></p> <p>Published by PIRE (2014)</p>
<p>Abstract</p> <p>There have been more than 50 publications since 1990 on ignition interlock research. The 12 papers outlined here provide the most comprehensive assessments of the effectiveness of interlocks based on meta-analyses of the existing evaluation studies.</p>	
Insurance Institute for Highway Safety (IIHS)	<p>Teoh, E. R., Fell, J. C., Scherer, M., & Wolfe, D. E. (2018). State alcohol ignition interlock laws and fatal crashes.</p>
<p>Abstract</p> <p>Laws mandating alcohol ignition interlocks, especially those covering all offenders, are an effective impaired driving countermeasure that reduces the number of impaired drivers in fatal crashes.</p>	
<i>Traffic Injury Prevention Journal</i> , Volume 14, 2013 – Issue 3	<p>McCartt, A. T., Leaf, W. A., Farmer, C. M., & Eichelberger, A. H. (2013). Washington State's alcohol ignition interlock law: Effects on recidivism among first-time DUI offenders.</p>
<p>Abstract</p> <p>Mandating interlock orders for all first DUI convictions was associated with reductions in recidivism, even with low interlock use rates, and reductions in crashes. Jurisdictions should seek to increase use rates and reconsider permitting reductions in DUI charges to other traffic offenses without interlock order requirements.</p>	

Appendix A Summary of AAMVA Member Ignition Interlock Program Survey (2017)

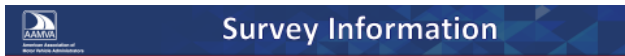


Ignition Interlock Program Survey Review



October 2017

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Survey Information

Since the 2015 publication of AAMVA's Ignition Interlock Program Best Practices Guide the landscape has changed significantly with multiple jurisdictions passing varying forms of legislation governing these programs. AAMVA is looking to gather more information regarding jurisdiction specific programs to assist in updating our 2015 document.

- Survey issued August 18th, 2017 via AAMVA web survey
- 33 jurisdictions responded to the survey

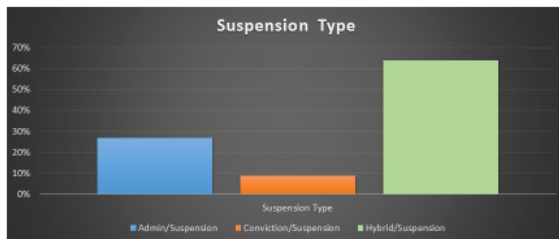
(AB,AZ,CA,DE,FL,GA,IA,IL,IN,LA,KS,MB,MD,ME,MN,MO,MS,MT,NC,ND,NE,NJ,NM,NY,OH,OR,PA,SC,SK,VA,WA,WI,WY)
 * Not all jurisdictions responded to every question. Some responded more than once.

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DUI Suspension Type

Question: Choose one of the following: A.) Administratively suspends upon arrest. B.) Suspends upon DUI conviction. C.) Hybrid suspension (Admin/Con)



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Restriction Information

Question: Does your jurisdiction allow for an IID restricted license in lieu of suspension OR provides this option following a suspension period.

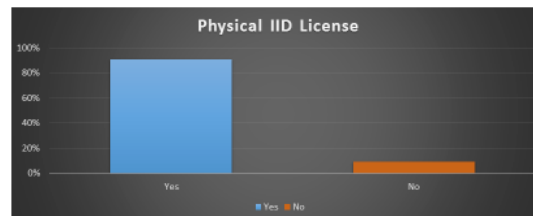


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Ignition Interlock License

Question: Does your jurisdiction require a physical credential indicating an ignition interlock requirement? If so, how is this process accomplished with an out-of-state participant? (Additional information on next slide)

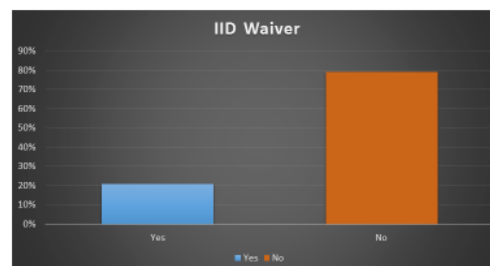


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Ignition Interlock Waiver

Question: Do you offer an Ignition Interlock requirement waiver if the participant certifies s/he does not own a vehicle?

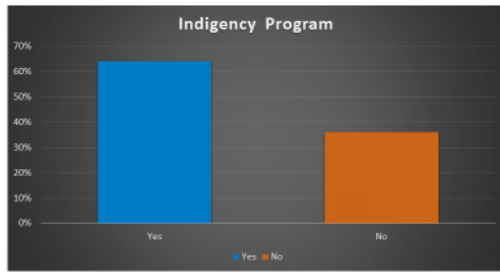


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Indigency Program

Question: Does your jurisdiction offer an indigency program? If yes, is it administered by your agency or by the Ignition Interlock provider/manufacturer? (Additional information on following page)

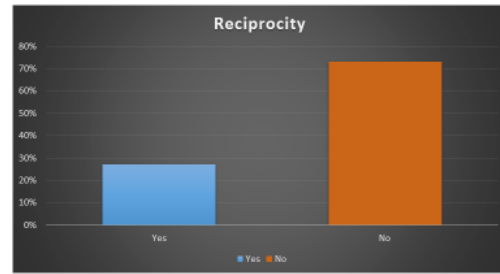


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Reciprocity

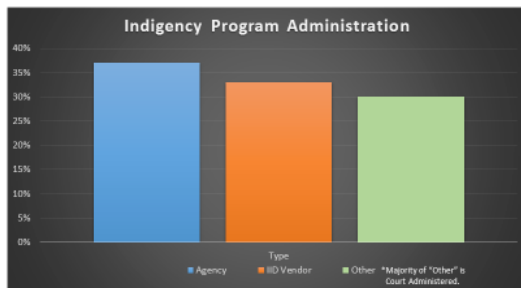
Question: Do you have a documented process for addressing reciprocity with other jurisdictions? If so, how do you record your restriction when sending to other jurisdictions, as a withdrawal or a restriction indicator?



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Indigency Program: Administration



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Appendix B Model Ignition Interlock Program Legislation

Introduction

The following model legislation, originally drafted by the 2014-15 Ignition Interlock Working Group, was updated by the 2018 Working Group and vetted by members of the AAMVA legal services discipline. It can be used in jurisdictions seeking model enabling legislation for an ignition interlock requirement. It can also be used by jurisdictions looking to amend current law to improve their ignition interlock programs.

Particular attention should be paid to Section 3, where the terms “shall” and “may” are inserted. The term “shall” is used if it is the intention of the jurisdiction to require ignition interlocks for “all offenders.” If the jurisdiction intends to have a different trigger (e.g., a second offense, high BrAC), then the more specific intended language should be inserted.

Another area of particular interest is Section 7, “Interstate Continuity” (Reciprocity). This is an area of particular challenge for jurisdictions and provides a statutory solution to this challenge.

Jurisdictions may also want to include a provision allowing the authority to exclude or exempt certain applicants from the ignition interlock requirement. Examples include, but are not limited, to employer vehicles, medical condition, and so on.

Legislation Summary

This bill provides for an ignition interlock requirement for a person who is [arrested, charged, convicted, or pleads guilty or *nolo contendere*] to any offense involving the operation of a motor vehicle while impaired by alcohol, drugs, or both. Jurisdictions that also have mandatory or optional ignition interlock

requirements for implied consent suspensions or other statutory reasons will need to adjust the legislation appropriately. Jurisdictions, at the discretion of policy makers, may choose to adopt portions and not all of the model legislation provided or may adopt in its entirety.

Jurisdictions, at the discretion of policy makers, may choose to adopt portions and not all of the model legislation provided or may adopt in its entirety.

{Title, enacting clause, etc.}

Section 1. {Short Title} This act may be cited as the Ignition Interlock Device Act

Section 2. {Definitions}

1. “Ignition Interlock Device” means a device that:
 - a. Connects a motor vehicle ignition system to a breath analyzer that measures a driver’s breath alcohol level;
 - b. Prevents a motor vehicle from starting if a driver’s breath alcohol level exceeds the calibrated setting on the device; and
 - c. Requires periodic testing during operation.
2. “Certified Ignition Interlock Device” and “Certified Provider” mean such devices and providers or manufacturers as are certified by the [Administration / Department of Motor Vehicles] pursuant to [specific jurisdiction statute or regulation].

Section 3. {Main Provisions}

1. Upon arrest, charging, conviction, guilty plea, or plea of *nolo contendere* to any offense involving the operation of a motor vehicle while impaired, or other administrative action, the [Administration / Department of Motor Vehicles] shall [or may] require a person to equip any motor vehicle that the person operates with an ignition interlock device, only operate a vehicle equipped with an ignition interlock device, and fully comply with the [Administration's / Department of Motor Vehicle's] ignition interlock program for:
 - a. Not less than six continuous months for a first [offense];
 - b. Not less than twelve continuous months for a second [offense];
 - c. Not less than twenty-four continuous months for a third or subsequent [offense].
2. The Authority may authorize removal of the ignition interlock device after the minimum time provided that the person whose vehicle was equipped with the device fully complies with all laws, regulations, and program requirements enacted under this Act (compliance-based removal). A person who fails to comply with any law, regulation, or program requirement shall not be credited with any time toward the requirement under subsection (1) prior to the failure to comply and must fully comply for the period of time required in subsection (1) before removal is authorized, unless the Authority determines that the person should be [terminated/ suspended/violated/time requirement extended] from the program, and any original sanction(s) shall be applied.
3. The Authority shall:
 - a. Determine the minimum time that the person must use an Approved Ignition Interlock Device as indicated under paragraph (1) of this Section;
 - b. Direct that the records of the [Administration / Department of Motor Vehicles] reflect that the person may only operate a motor vehicle that is equipped with an Approved Ignition Interlock Device.
 - c. Direct the [Administration / Department of Motor Vehicles] to note in an appropriate manner a restriction on the person's license imposed under this Section;
 - d. Require proof of the installation of an approved Ignition Interlock Device and regular reporting by the person as required under the contracted services for verification of the proper operation of the device;
 - e. Require the certified provider to notify the Department if a person fails to comply with any requirement for maintenance or calibration of the ignition interlock device.
 - f. Require the certified provider to provide each year an annual report to the department with information as required by the department.
 - g. Require the person to have the approved Ignition Interlock Device monitored for proper use and accuracy by an entity approved by the [Administration / Department of Motor Vehicles] within 30 days of installation and every 60 days thereafter, or more frequently as the circumstances may require; and

- h. Require the person to pay the cost of leasing or buying, monitoring, and maintaining an Ignition Interlock Device.

Section 4. {Violation Clause}

1. It is a violation of this act for any person, unless authorized by the court or the [Administration/Department of Motor Vehicles], to:
 - a. Remove, disable, deactivate, bypass, circumvent or tamper with the ignition interlock device and its accessories;
 - b. Attempt to remove, disable, deactivate, bypass, circumvent or tamper with the ignition interlock device and its accessories.
2. It is a violation of this act for any person ordered into the ignition interlock program to:
 - a. Fail to report for periodic calibration and servicing of the ignition interlock device;
 - b. Provide fraudulent breath samples or breath samples belonging to any other individual;
 - c. Operate any vehicle not equipped with an ignition interlock device.
3. In addition to any other civil or criminal penalty, any person who violates subsection (1) or (2) shall be subject to, as deemed appropriate by the Authority:
 - a. An administrative fee not to exceed \$1,000; or
 - b. Suspension, revocation, restriction or time requirement extension of the person's license.

Section 5. {Severability Clause}

If a provision of this Act is or becomes illegal, invalid or unenforceable in any jurisdiction, that shall not affect:

1. The validity or enforceability in that jurisdiction of any other provision of this Act; or
2. The validity or enforceability in other jurisdictions of that or any other provision of this Act.

Section 6. {Establishment/Implementation Clause}

The [Administration / Department of Motor Vehicles] shall establish an Ignition Interlock Program and promulgate regulations to implement the provisions of this Act, including alcohol education and treatment components.

Section 7. {Interstate Continuity}

1. A resident of another jurisdiction who is required by any jurisdiction to hold an ignition interlock device restricted license to operate a motor vehicle shall be prohibited from operating a motor vehicle in this jurisdiction unless that vehicle is equipped with a functioning, certified ignition interlock device.
2. If a resident of this Jurisdiction is convicted of violating a law of another jurisdiction that prohibits a person from driving a motor vehicle while under the influence of alcohol or other drugs, and, as a result of the conviction, the person is subject to an ignition interlock device requirement in the other jurisdiction, the person is subject to the requirements of this Act for the length of time that would have been required for an offense committed in this Jurisdiction, or for the length of time that is required by the other jurisdiction, whichever is longer.

3. If a person from another jurisdiction becomes a resident of this Jurisdiction while subject to an ignition interlock device requirement in another jurisdiction, the person may only obtain a driver's license in this Jurisdiction if the person enrolls in this Jurisdiction's Ignition Interlock Device Program pursuant to this Act. The person is subject to the requirements of this section for the length of time that would have been required for an offense committed in this Jurisdiction, or for the length of time that is required by the other jurisdiction, whichever is longer.
4. If a resident of this Jurisdiction is subject to an ignition interlock requirement pursuant to this Act and becomes a resident of another jurisdiction, the person must enroll in that jurisdiction's Ignition Interlock Program for

at least the time remaining under this Act. Failure to do so will result in suspension of the person's driving privileges in this Jurisdiction until completion of the time required by this Act.

Section 8. {Repealer Clause}

The Act repeals previously enacted statutes and regulations to the extent that they are in conflict with any section of this Act and any regulations promulgated hereunder. The previously enacted inconsistent statutes and regulations shall be repealed only to the extent of the conflict with this Act and the regulations promulgated hereunder.

Section 9. {Effective Date}

The sections of this Act shall be in full force and effect on and after [DATE].

Appendix C Florida and North Carolina Medical Exemption Forms

FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES MEDICAL REVIEW SECTION Ignition Interlock Medical Evaluation Form

Name: _____ DOB: _____ Date: _____
Driver License#: _____ Telephone #: _____

Special Note: This form must be completed by a board eligible/board certified pulmonologist. If you do not have a pulmonary condition, it must be completed by a physician whose specialty relates to your condition.

Dear Doctor:

This patient has indicated that he/she has a medical condition that interferes with the ability to use an ignition interlock device (IID) as required by law. The IID is a breath alcohol analyzer and is connected to a motor vehicle's ignition. To start the engine, a driver must blow 1.5 liters of air into the device for 5 seconds in a single breath. The engine will not start if an unacceptable level of alcohol is detected. The driver must complete the same procedure at periodic intervals while driving. The standard air volume setting of the IID is 1.5 liters per breath. However, based on the patient's medical condition the setting may be reduced to 1 liter per breath. If the patient is unable to blow into the device at the reduced level, he or she may be eligible for a waiver of this requirement.

1. Current Diagnosis:

Brief history of illness:

Current medications:

Is the patient receiving the best possible treatment for the condition?

2. Please provide a copy of a recent pulmonary function test.
3. Based on your medical examination, is the patient capable of breathing into an IID for 5 seconds at the standard air volume setting of **1.5 liters per breath**? Yes No (**if no, #4 must be completed**)

4. Should the patient be capable of breathing into the IID for a period of 5 seconds if the setting is reduced to 1 liter per breath? Yes No

Part A or B **must** be completed:

A. Please explain your recommendation with reference to the pulmonary function test:

B. If you based your recommendation on other (non-pulmonary) medical condition(s)? Please explain in detail:

5. Does the patient have any other medical condition(s) that could affect his or her ability to drive safely?
 Yes No If yes, please explain:

Signature of Physician: _____

Print Physician Name: _____

Address: _____

Telephone Number: _____

HSMV 77066 (rev. 09/10)

Example – North Carolina Ignition Interlock Medical Accommodation Form

This form must be completed by a physician licensed to practice medicine in North Carolina or another state in the United States. In order to process this form, it must be signed by you and your physician. The information on this form and any other documents submitted herewith will be reviewed to determine if you are presently suffering from a medical condition that renders you incapable of personally activating an ignition interlock system.

Please note: *All medical information provided as part of the Ignition Interlock Medical Accommodation Process will also be considered by the Division's Medical Review Program to determine your overall medical fitness to operate a motor vehicle. As such, this may result in you being subject to restrictions above and beyond those required by your conviction for driving while impaired. You may also be subject to periodic reviews by the Medical Review Program if the medical information provided reveals that you have a medical condition that warrants monitoring to protect the interests of the motoring public.*

G.S. 20-17.8, G.S. 20-17.1, G.S. 20-9 (d) (e)

Driver's Information & Consent/Authorization

Driver's Name (Last, First, Middle) Date of Birth Age Sex Driver License No.

Address City, State, Zip Code Social Security No. Date of Exam

Telephone No. Home () Business ()

I hereby authorize Dr. _____ to provide any information he/she deems necessary for the purpose of determining my physical fitness to activate the Ignition Interlock System. I understand this authorization includes permission for this information to be reviewed by the Ignition Interlock Unit and/or unidentified physicians for the purpose of giving the Division a medical opinion on my case. By consenting to the provision of said medical information, I hereby consent to the Division's use of the information for the purposes set forth above.

Signature of Applicant: _____

To Physician:

- 1. What is the patient's diagnosis?
- 2. What is the degree of severity? Mild Moderate Severe Debilitating
- 3. When does patient use oxygen? Home Driving All the time N/A
- 4. In your medical opinion, is this person presently capable of personally activating an Ignition Interlock System?
 Yes No Why?
- 5. Is the patient's condition likely to improve with time so that he/she will be capable of personally activating an IIS within the next six months? Yes No Twelve months? Yes No Eighteen months? Yes No
- 6. **A copy of the Spirometry Test with readings must be attached.**
- 7. Are there additional medical concerns or conditions which may affect this individual's ability to safely operate a motor vehicle. Yes No

Physician's Signature: _____ Date of Exam: _____

Physician's Specialty: _____

Physician's Name: (Print) _____ Phone No. () _____

Address: _____ City: _____ ZIP: _____

Appendix D Washington State Patrol Compliance Check Door Hanger

TO: _____
Washington State Patrol

FROM: _____
Ignition Interlock Program

DATE: _____
Ignition Interlock Restriction

RE: _____
Compliance

The Washington State Patrol (WSP) monitors the use of ignition interlock devices throughout Washington State.

Information downloaded from your device or provided by your interlock provider shows the following:


- Test failure(s)
(Registering an alcohol level of .040 or more on startup and/or .025 or more on a random retest)
- Random retest refusal(s)
- Missing a scheduled appointment
- Tampering or circumvention

If there is a four month compliance based removal on your ignition interlock restriction, these failures could result in the extension of your restriction. Before having your device removed, work with your interlock service provider and the Department of Licensing to ensure your restriction has been satisfied.

The following has also been reported to the WSP:

- Your driving privilege is currently suspended or revoked.
- You are required to have an interlock device in any vehicle you drive, but there is no installation record on file with the Department of Licensing.

Please contact the investigating officer below to discuss these matters:



3000-136-028 (R 2/16)

Appendix E Sample Ignition Interlock Service Report

IGNITION INTERLOCK SERVICE REPORT **Installs/Removals/Vehicle Transfer**

Ignition Interlock reports required by jurisdictions vary widely in type and application. Standardization among jurisdictions is a best practice. Installation, removal and vehicle transfer reports should be provided within 24 hours of service(s). This form should be used for Ignition Interlock installs, removals and vehicle transfers only.

PARTICIPANT INFORMATION			
Last Name: []	First Name: []	Middle Initial: []	
Driver's License State: []	Driver's License Number: []		
Street Address: []			City: []
State: []	Postal Code: []	Phone: []	Email: []
SERVICE(S) PERFORMED (Please select all that apply)			
<input type="checkbox"/> Installation		<input type="checkbox"/> Transfer	<input type="checkbox"/> Removal
Date of Service: []	Time of Service: []		
VEHICLE INFORMATION			
Year: []	Make: []	Model: []	VIN: []
License Plate: []	Registration State: []	Odometer at time of Service: []	
VEHICLE TRANSFER (Previous vehicle information)			
Year: []	Make: []	Model: []	VIN: []
Odometer at time of Service: []	Reason for Transfer: []		
IGNITION INTERLOCK REQUIREMENT			
Jurisdiction requiring device: []		Duration of Restriction: []	
Additional requirements (if applicable): []			
IGNITION INTERLOCK INFORMATION			
Ignition Interlock Manufacturer Name: []		Device Model: []	
Device Serial Number: []	Device Manufacturer (if different from above): []		
Additional Device(s) and Serial Number(s): []			
Service Provider Name: []		Street Address : []	
Technician Name: []	Certification Number (if applicable): []		
Notes:			

August 2018

Appendix F AAMVA 2018 Ignition Interlock Working Group Roster

CHAIR

Ms. Angela Coleman*

Executive Director

Commission on Virginia Alcohol Safety Action Program

MEMBERS

Ms. Kecia Bivins

Director of Field Operations

Georgia Department of Driver Services

Ms. Linda Grant

Director, Driver License Services

Maine Bureau of Motor Vehicles
29 State House Station

Ms. Rena Henry

IT Project Manager

North Carolina Division of Motor Vehicles
New Hope Center

Ms. Christy Hood

Arizona Motor Vehicle Division

Supervisor of Ignition Interlock & Driver Improvement

Mrs. Laurie Martinez

Driver Services IID Resource Specialist

Kansas Department of Revenue

Mr. Reginald Paradowski

Driver Information Section Chief

Wisconsin Department of Transportation
DMV – Bureau of Driver Services

Lieutenant Robert Sharpe

Impaired Driving Section
Washington State Patrol

Ms. JoAnne Sutkin

New Jersey Motor Vehicle Commission
Regulatory and Legislative Affairs

Ms. Jamie Swalwell

Missouri Division of Motor Vehicles & DL

Mr. Steven Watkins*

Director of License and Theft Bureau

North Carolina Division of Motor Vehicles

CCMTA REPRESENTATIVE

Mr. Gary Matson

Manager, Driver Fitness

Manitoba Public Insurance

TECHNICAL ADVISORS

Mr. J.T. Griffin*

Vice President for Public Policy

Mothers Against Drunk Driving

Mr. Tom Kimball

Program Director, National Traffic Law Center

National District Attorney Association

Mr. Abe Verghis

Regulatory Affairs Manager

Alcohol Countermeasure Systems Corp

*Denotes also served on the 2014-15 Ignition Interlock Working Group.

AIIPA REPRESENTATIVE

Mr. Kevin Behrens

Oklahoma Board of Test for Alcohol and Drug
Influence

CIIM REPRESENTATIVE

Ms. Debra Coffey

Vice President, Government Affairs
Smart Start, Inc.

AAMVA STAFF/PROJECT MANAGER

Brian A Ursino*

Director, Law Enforcement
AAMVA

AAMVA STAFF

Jessica Ross

Driver License Compact and Reciprocity Program Director
AAMVA

**safe drivers
safe vehicles
secure identities
saving lives!**



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