In *Ignition Interlock Program Best Practices Guide*, the 2018 Ignition Interlock Working Group offers a useful model for administering an ignition interlock program. This document updates and enhances the 2015 document and includes new recommendations to solve jurisdictional reciprocity challenges. To that end, model legislation was updated and AAMVA system enhancements are recommended.
Introduction

Research clearly documents the public health benefit of ignition interlock devices in reducing offender recidivism while the devices are installed. All 50 U.S. states and the District of Columbia, most Canadian provinces and many other countries have interlock laws of some kind. However, there is no “model program” or national strategy that addresses the unique challenges of these programs, including the lack of compliance enforcement and the various types of programs charging different entities with the responsibility of enforcement (administrative, judicial or a hybrid of the two). This best practices guide is based on evidence-based research and current practices. It is meant to offer jurisdictions guidelines for their own programs and increase effectiveness and consistency among programs in general.

Data collected from 11 ignition interlock device providers showed that such devices prevented 350,000 alcohol-impaired driving attempts in 2016 alone, and 2.3 million since 2006.
Breath Alcohol Ignition Interlock Device: History and Background

Interest in interlock device technology dates back to the 1960s, and the first successful demonstration of the breath alcohol ignition interlock device (BAIID) took place in 1972. Public demand for solutions gained traction in the 1980s and the first U.S. program began in Colorado in 1985. Canada introduced BAIIDs in Alberta in 1990. The history of device development, research and program implementation is important to understand as new guidelines are developed and adopted.

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%.

This chapter offers details of this background and also information on the following related topics:

- The First Offender Myth
- First-Time Offenders Closely Resemble Multiple Offenders
- Commercial Licenses and Ignition Interlock
- What Is an Offense or Conviction versus an Event?
Ignition Interlock Program Types

There are generally three types of ignition interlock programs. This chapter offers some information and guidelines related to each type:

- **Administrative Ignition Interlock Programs** are implemented by the jurisdiction’s licensing authority or similar agency. It requires the installation of an ignition interlock device as a condition of licensing for a suspending driver, for license reinstatement, and so on.

- **Judicial Ignition Interlock Programs** use the powers and resources of the court to ensure program compliance. They can address the underlying addictions of ignition interlock program participants through screenings, assessment and appropriate treatment, in addition to reporting requirements to the DMV.

- **Hybrid Ignition Interlock Programs** rely upon the active participation and full support of a range of agencies within each jurisdiction and combine features of both administrative and judicial programs.

The number of hybrid ignition interlock programs is increasing, despite the additional cost and coordination required.
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, as well as a clearly designated administering authority. It is important that new rules and regulations related to ignition interlock programs be created by the jurisdiction.

The AAMVA best practices recommendations for manufacturer performance standards outlined in this chapter include:

- Manufacturers should be required to notify program administrators of device software changes.
- Before approval of any new device, administrators should identify requirements for service center locations throughout their jurisdiction.
- Jurisdictions should require the manufacturer to designate an accessible contact person.
■ Jurisdictions should define clear expectations to manufacturers related to service delivery and coverage.

■ Jurisdictions should require service center locations for installation, service, and calibrations no more than 100 miles (160 km) away from any program participant.

■ Mail-in calibration should not be allowed, with a few exceptions.

The complete Model Legislation recommendations found in Appendix B of Ignition Interlock Program Best Practices Guide complement the recommendations found in Chapter Three.
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. This chapter compiles best practice recommendations from the AAMVA, the Association of Interlock Ignition Administrators (AIIPA) and the National Highway Traffic Safety Administration (NHTSA). They address the following issues:

- Model Specifications and Guidelines
- Device Certification Standards
- Retests
- Alerts
- Lockout Override
- Calibration
- Set Point
- Breath Sample Volume
- Warm-Up Time
- Anti-circumvention
In 2013 the NHTSA published a Model Guideline to State Ignition Interlock Programs, and in 2014 the AIIPA adopted its Standardized Vocabulary & Standardized Best Practice Recommendations, after which the AAMVA’s Ignition Interlock Program Best Practices Working Group developed additional guidelines (2015).

- Tamper-Proof Seals
- Quality Assurance Plan
- Vehicle-Interlock Interface
- Cameras
- Real-Time Reporting
- Oversight and Monitoring
- Program Contacts
- Device Approval Requirements
- Service Center Inspection
- Technical Approval and Renewal
- Database Requirements and Retention
- Ignition Interlock Manufacturer or Vendor Compliance
- Device Specification Oversight
- Ignition Interlock Device Facilities
- Technicians
- Administrative Fees
- Installation Wait Times and Customer Service
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, including:

- Resource Requirements
- Application and Enrollment
- Device Installation Duration Requirement
- Affordability
- Treatment and Behavior Modification
- Ignition Interlock Program Treatment Best Practices
- Uniform Driver License Restrictions
- Ignition Interlock Devices in Lieu of Administrative License Suspension or Revocation

Details related to model ignition interlock programs implemented in Maryland, Virginia and Washington can be found in Ignition Interlock Program Best Practices Guide, pp. 24-31.
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. This chapter offers best practices for effectiveness and frequency of reporting, including:

- Standardized Reporting
- Electronic Versus Paper Reporting
- Standardization of Reporting Requirements
- Installation Report
- Calibration and Violation Reports
- Removal (Uninstall) Report
- Vehicle Transfer Report
- Manufacturer Reports

The AAMVA has created an easy-to-use installation, removal, and vehicle transfer form that can eliminate the need for multiple forms and increase uniformity in reporting. It is detailed in Appendix E of Ignition Interlock Program Best Practices Guide.
Reciprocity

The ultimate goal of reciprocity is to allow ignition interlock participants to successfully comply with any jurisdiction’s program requirements regardless of residency. The Driver License Compact (DLC) and Nonresident Violator Compact (NRVC) were developed to increase uniformity and standardization among jurisdictions in the United States. This chapter offers detailed information about these compacts and offers additional best practice guidelines to ensure reciprocity and related challenges, including:

- Moving to Another Jurisdiction
- Nonresident Violations
- Points of Contact
- License Issuance Reciprocity
- AAMVA Code Dictionary (ACD)
- AAMVA System Reporting
- Out of State Requirements
Inconsistent Program Requirements (installation eligibility, device and extension requirements, etc.)

Short-Term/Long-Term Solution to Inconsistent Ignition Interlock Program Requirements

Challenges – Manufacturers and Providers

A flowchart depicting a recommended process for jurisdictions to use when creating a reciprocal agreement between jurisdictions following a participant’s move to another state can be found in Ignition Interlock Program Best Practices Guide, p. 38.
Outreach and Education

This chapter addresses the importance of effective outreach and communication to key stakeholders and gaining the public acceptance needed for a successful ignition interlock program. It offers suggested talking points for some key stakeholder groups, as well as outlines some tools available and types of outreach, including:

- Legislative Outreach
- Judicial Outreach and Education
- Training
- Law Enforcement Outreach and Education
- AAMVA Training Video and Other Educational Media
- Public Outreach
- Participant Outreach

A brochure used by the Arizona Department of Transportation to communicate with ignition interlock program participants is offered as a best practice model in Ignition Interlock Program Best Practices Guide, p. 43.
Conclusion

Ignition interlock laws and programs are proven to reduce DUI-related deaths. Implementing consistent standards throughout North America will increase reciprocity and compliance and help jurisdictions manage program-related challenges.

About the AAMVA Ignition Interlock Program Best Practices Working Group

The 2018 Ignition Interlock Program Best Practices Working Group is composed of former and new Working Group members and includes U.S. and Canadian transportation administrators, law enforcement, judiciary, AIIPA, NHTSA, and ignition interlock industry representatives.