Effective Implementation of Ignition Interlock Programs

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2.3 Million Attempts (since 2006) To Drive Drunk Stopped By Ignition Interlocks

State-by-State Counts For 12 months & 10 Years
A Report by MADD / March 14, 2017
www.madd.org
• Growth in Mandatory Ignition Interlock Laws

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• AAMVA Strategic Priority 1.1  
  • Identify member needs/opportunities and develop solutions

AAMVA Ignition Interlock Working Group begins in May 2014  

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Ignition Interlock Program Best Practices Published August 2015
Ignition Interlock Program Best Practices: Video Executive Summary
Chapter 1: BAIID – History & Background

• History

• Background
  – First Offender Myth/First-time offenders closely resemble multiple offenders
Chapter 2: Ignition Interlock Program Types

- Administrative Programs
- Judicial Programs
- Hybrid Programs (combination)

Although all three program types are described, the document focuses on Administrative Programs.
Chapter 3: Regulatory Standards

- Manufacturer Performance Standards
- Service Delivery Standard

AAMVA Best Practice recommendations
3.1 & 3.2
Chapter 4: Program Architecture – Manufacturer Oversight

In this Chapter, NHTSA & AIIPA recommendations are outlined, and AAMVA Best Practice Recommendations are made.

AAMVA Best Practice recommendations
4.1 – 4.15
Chapter 5: Program Architecture – Participant Oversight

Sub-sections cover:
- Resource Requirements
- Application & Enrollment
- Affordability
- Participant Monitoring
- Treatment & Behavior Modification
- Uniform Driver’s License Restrictions
- Violations, Monitoring, and Compliance-Based Removal
- Program Exemptions

AAMVA Best Practice Recommendation 5.1
Chapter 6: Standardized Reporting Process

Sub-sections cover:
- Standardized Reporting
- Regular Service Reports
- Removal Reports
- Manufacturer Reports
Chapter 7: Reciprocity

What are the challenges? This Chapter focuses on:
• Moving to Another Jurisdiction
• Non Resident Violations

No Solution Identified/Recommended in this Chapter – But Stay Tuned!
Chapter 8: Outreach & Communication

With a focus on the following stakeholder groups:

- Legislators
- Judiciary
- Law Enforcement
- Public
- Offender
Appendix A: Model Legislation

Appendix B: AAMVA/AIIPA joint membership survey

Appendix C: AIIPA standardized vocabulary

Appendix D: NHTSA Model Specifications (abstract and link to full document)

Appendix E: NHTSA Model Guidelines (abstract and link to full document)

Appendix F: Research & References

Appendix G: Working Group Roster
Appendix A: Model Legislation

The model legislation 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.
Ignition Interlock: What Law Enforcement Needs to Know
What’s Next?

The Law Enforcement Standing Committee has recommended an FY18 allocation for a new/hybrid IIWG. **Why?**

- Fast changing environment requires BP document be updated;

- We believe we have now have the means to develop a best practice recommendation (solution) to the reciprocity challenge.
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