MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION
SFN 2053 (2/85) 5M

ROLL NUMBER

DESCRIPTION

1173

2001 HOUSE TRANSPORTATION

HB 1173

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1173

House Transportation Committee

☐ Conference Committee

Hearing Date January 18, 2001

Tape Number	Side A	Side B	Meter #
1	X		92
Committee Clerk Signature	Laurene L. Zink		

Minutes:Rep. Weisz - Chairman opened the hearing on HB Bill 1173; A BILL for an Act to amend and reenact section 39-08-1.3 of the North Dakota Century Code, relating to driving under the influence of intoxicating liquor repeat offenders.

Keith Magnusson, Director, Office of Driver and Vehicle Services, North Dakota Department of Transportation appeared to explain and to speak for HB 1173, a DOT sponsored bill. A copy of Mr. Magnuson's written testimony is attached.

Rep. Weisz - Chairman (1245) If the court orders impoundment are they still required to install this device after impoundment?

Keith Magnusson: Yes, the court may want to order all of these sanctions.

Rep. Kelsch: I don't understand the difference between these devices -- the National and the Guardian say to breathe into them -- and then they mention codes to be entered into it, what is there to stop them from telling someone else how to do it? Obviously, you've got family members who know how to use it.

Keith Magnusson: That is why we are trying to get them in is to explain and to demonstrate this equipment. We have their brochures and there are other companies besides these who manufacture this type of equipment.

Rep. Kelsch: (1450) My concern with this is the maybe it will give people a false sense of security because these devices are installed yet these drivers will work around these devices and still be driving on the our roads.

Keith Magnusson: You are correct that these devices may give a sense of a cure all. There is no magic bullet for some of these repeat offenders. However we may help those who are not so hardened as repeat offenders.

Rep. Pollert - Vice Chairman: (1605) What about the scenario of a business or a farmer who has an employee who has an interlock device on his personal vehicle and gets a ride to work. At work he then drives the business or the farmers other vehicles. Is there a liability question there for the business or the farmer?

Keith Magnusson: In those situations, I don't think it would be any different that now -- if an employee had his license suspended and he drove the company vehicle -- I am sure that the company insurer would want to know who is driving those vehicles. They would be concerned to know what kind of driving record those employees have. There wouldn't have to be an interlock on that company vehicle.

Rep. Carlson: (1709) You speak to the cost to being $2 - $3 per day , which would be in the range of $60 to $90 per month per vehicle. I think the experience has been that the type of people involved in repeat offense are those who don't have any extra money. So if he decides after several months he decides not pay and drives -- do we take it out of his car?

Keith Magnusson: I don't think the company is going to install these thing without one months deposit up front. Also if you notice they have to come back periodically to have these devices checked because these is a computer thing in these that can be read. It will tell whether the device has been tampered with or if there was some wrong. I wish that we had representatives of these companies here to describe this a lot better.

Rep. Carlson: Once again the Federal government holds us hostage over this issue and they will take away your money if you don't do it. Do you have any statistics, and I think you do, that no matter what we do to these repeat offenders, are going to end up in some type of vehicle and driving.

Keith Magnusson: I know we don't have anything for North Dakota. I don't know what there is nationally. I know that one of the things they are hoping is that this will help want to get their licenses back. It is on tool that may help some people go straight. Yes , it is a Federal mandate and that is why we are here. However, I would ask that you also look at the safety aspects of this.

Rep. Weisz - Chairman (1985) If someone just decides not to get the interlock device for six months or a year, does the requirement go beyond that then? Or if he does install at six months, what happens then?

Keith Magnusson: Obviously he won't get his license back and we will inform the court. He could be held in contempt of court. The court could extend that -- it would be up to the court. The courts have to work with us on this -- they have the authority to do this now. If they were doing this all across the country we wouldn't have this mandate.

Rep. Dosch: (2058) Do we know at what level of alcohol limit these are set at? Above or below breathalyzer limits?

Keith Magnusson: These can be set a different levels, so I don't see a problem for the courts or where they are set. I don't think any judge would set a level or that we should have a statewide standard because we would want it set at a much lower level than legal intoxication. Most of these offenders as ordered by the court not to drink at all.

Rep. Dosch: (2223) As for the seizure and subsequent sale of the vehicle, is there any other guidelines -- can a vehicle be sold after the second offense? How does that work, are there any guidelines?

Keith Magnusson: That is the law right now. The judge can have a vehicle seized, impounded, kept for awhile to maybe help this person keep from drinking and driving. They can order it sold. That law has been there a long time.

Rep. Mahoney: (2332) I, too was wondering about the tolerance levels, is there nothing in the federal law that requires a .02 or .04 tolerance level ?

Keith Magnusson: No and they didn't put any in the regs. They left that up to the States. We could that in the law, our regs or leave it up the courts.

Rep. Mahoney: It is not in this bill, are you assuming that you would do that administratively?

Keith Magnusson: I would think we would look to the judges and see what they say. If they would like to have the discretion. I would like to see it that way. They could worked it on an individual case by case basis. If they don't want it, then I think we would do it administratively.

Rep. Mahoney: When this applies to the vehicles with their names on --how about the snow mobile out there-- or other vehicles you might have in a corporate name -- they would not apply? So if a person had their vehicles in their business' name or your company' name, they could pretty much circumvent this law?

Keith Magnusson: That is correct. The Feds do address this in their comments on the final regs. The Congress, when they wrote the law did not leave very much room for the rules writers they were very specific. They were very clear that this law did not apply to commercial vehicles. So I believe that a sole proprietorship could qualify as a business entity and not come under this law. Regulators say that is the States want to change that they could be more stringent. In this bill draft we put in the minumum the federal required.

Rep. Carlson: (2565) You mentioned that these fund have transferred into the safety fund -- could you explain how that works? What the safety fund you are talking about is?

Keith Magnusson: I have Judy Froseth here who can give you more details about that than I can but the safety fund is basically traffic safety. Those are moneys we normally get from NTSA. Congress appropriates and each states gets so much according to what their laws are, what we have complied with, and goals we have met, etc. Generally those funds may come from different pots of Federal money -- some may be used on alcohol programs, some may be just on seat belts or some general. In this instance they have said it will come out of construction funds. In this case it can be used for drunk driving, DUI programs, etc. but it can also be used to mitigate highway hazards.

Rep. Mahoney: How much is that ?

Judy Froseth: (2770) I am the Safety Program Director for the DOT. The amount that was transferred was about $ 1.8 million and there are certain restrictions on that. How that works is the Governors safety representative in the state and the Director of Transportation, which in North Dakota is one and the same person then has the responsibility to determine what per cent goes into the alcohol program and what per cent goes into the hazard mitigation. This past year

about 85% went into the hazard elimination program and 15 per cent or about $273 went into the alcohol counter measures. We are contemplating an alcohol assesment where we a planning something for in car video cameras for law enforcement and then we have given the opportunity to the Highway Patrol to purchase some cameras for a pilot project this year.

Rep. Mahoney: An how is that account in total in a biennium? How many dollars do you have to work with?

Judy Froseth: We have just over $1 million of regulars 402 Traffic Safety projects; but there are other incentive programs that we can apply for -- for example we have just under $300 thousand in alcohol incentive programs; we have another section 157 funding which we receive about $500 thousand for safety belt enforcement and public information.

Rep. Mahoney: How much in safety funds did you have in the last biennium?

Judy Froseth: For the combined total, somewhere about $3 million. If you would like we could get you a more refined figure.

Rep. Weisz - Chairman (3070) To follow up a little bit on Rep. Mahoney's question as just what type of vehicles fall under this, if a vehicle is jointly registered in two names that vehicle would still need an interlock device?

Keith Magnusson: Yes it would as long as the offenders name is on it.

Rep. Weisz - Chairman and it is your feeling that farm vehicles would be exempt?

Keith Magnusson: We are hoping that farm vehicles would be exempted as commercial vehicles.

Rep. Ruby: (3220) It is shown in the law that the courts can already require this when they deem necessary. Why don't they run some kind of test to see if this works so that when it is mandated like we would know that it works?

Keith Magnusson: I don't know why they have because they have had these laws for years. WE have encouraged the judges to use them.

Rep. Carlson: (3358) Can we just verify that the 85% can go to hazards is that statutory? Is that written in the law by the Feds? Is that money we can pull back out -- is that a hard and fast number?

Keith Magnusson: No, the Feds encourage you to use as much as you can on the alcohol counter measures so we did some; but no you could transfer 100% but to hazard eliminations. If you can identify the projects that will qualify. I do want to be up front on that.

Rep. Schmidt: Is there is an alternative?

Keith Magnusson: We don't loose any funds but unless you can go Congress and change it there is no way around this.

Rep. Schmidt: Do all the States have to do this?

Keith Magnusson: Yes and as of October 1st about half of the States have done.

There were no others appearing in support of HB 1173:

APPEARING IN OPPOSITION TO HB 1173:

Steve Rahn: a private citizen from Mandan, ND. I am a recovering alcoholic. Apparently the court system already has action in place. Has the committee even thought of we are going to loose $3 million. U. S. constitution garantees us freedom from unreasonable search and seizure.

That is not only placed on you, Mr. Welsz -- (but) your wife, because you got a DUI. Where does this money go for the rentals? To the manufacturer of the device or does it go to the State? There are so many hidden things going on in this bill. These items should be addressed first before this is approved. That is all I have.

There being no further testimony for or against HB 1173, Chairman Welsz closed the hearing on testimony.

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1173 B

House Transportation Committee

☐ Conference Committee

Hearing Date February 15 , 2001

Tape Number	Side A	Side B	Meter #
1		x	1,013
			End 4198
Committee Clerk Signature	Lawrence L. Fink		

Minutes: Rep. Weisz - Chairman opened the discussion for action on HB 1073.

Rep. Weisz - Chairman : This is our "interlock" bill.

Rep. Thorpe: I move a 'Do not Pass'.

Motion died for lack of a second.

Rep. Thorpe: (1073) The reason I made that motion is that I don't think and people I have visited with don't think that this is really going to do anything in the way of DUI's. The people who are habitual will drive anyway -- they always do.

Rep. Weisz - Chairman (1142) I don't want to disagree with you but there are $3 million of highway construction funds from the Fed's at stake here.

Looking at my notes here it appears that we were supposed to be in compliance last October.

Rep. Kelsch: (1220) They are taken from the highway construction funds and put into safety programs.

While you are not thrilled with this bill neither am I but if people are not sold the idea that this is the 'end-all' solution to the drinking/driving problem it might be another safety tool.

I think there are too many ways people can get around this to be the final solution.

Marsha Lembke: (1482) I am Director of Traffic Safety Programs for the DOT. She answered questions and furnished rather extensive discussion of the funding and safety programs of the Federal government and the effects on the state DOT construction and safety programs. She did point out that working with the engineers some of the transferred construction funds some safety program fund were used to make some highway construction corrections which were deemed safety hazards such as guard rail and signing projects. She also explained some aspects of the interlock devise and the leasing arrangements with the companies who furnish them. She also attempted to answer some questions as to whether they had to be on all vehicles owned by the offenders, the companies they worked for or owned and whether they had to be on all family member cars. She also answered questions regarding insurance, DUI counseling, and whether the state would be held liable if they adopted the use of the interlock and some one some how caused an accident while the order for use was still in effect. Some of these things are not clear and the offenders were really under the jurisdiction of the court not the DOT.

Rep. Thoreson: (3430) I move that we amended the bill to require that any vehicle the offender would own or operate would have to be fitted with the interlock devise.

Rep. Jensen: I second the motion.

Rep. Jensen: (4002) I move a 'Do Pass as Amended for HB 1173.

Rep. Price: I second the motion.

On a roll call vote motion carried: 12 yeas 2 nays 0 absent.

Rep. Pollert - Vice Chairman was designated to carry HB 1173 on the floor.

ENDED (4198)

Adopted by the Transportation Committee
February 15, 2001

VR
2/15/01

HOUSE AMENDMENTS TO HB 1173 HOUSE Trn 2-16-01

Page 1, line 13, remove "all of", overstrike "the person's" and insert immediately thereafter "any", and remove the overstrike over "~~vehicle~~"

Page 1, line 14, replace "vehicles" with "owned or operated by the person"

Renumber accordingly

Date: 2/15
Roll Call Vote #: 1173

2001 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO.

House Transportation Committee

☐ Subcommittee on _____
or
☐ Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass as Amend

Motion Made By Je Seconded By Price

Representatives	Yes	No	Representatives	Yes	No
Robin Weisz - Chairman	✓		Howard Grumbo	✓	
Chet Pollert - Vice Chairman	✓		John Mahoney	✓	
Al Carlson	✓		Arlo E. Schmidt	✓	
Mark A. Dosch	✓		Elwood Thorpe		✓
Kathy Hawken	✓				
Roxanne Jensen	✓				
RaeAnn G. Kelsch	✓				
Clara Sue Price	✓				
Dan Ruby		✓			
Laurel Thoreson	✓				

Total (Yes) 12 No 2

Absent 0

Floor Assignment Pollert

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1173: Transportation Committee (Rep. Weisz, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (12 YEAS, 2 NAYS, 0 ABSENT AND NOT VOTING). HB 1173 was placed on the Sixth order on the calendar.

Page 1, line 13, remove "all of", overstrike "the person's" and insert immediately thereafter "any", and remove the overstrike over "~~vehicle~~"

Page 1, line 14, replace "vehicles" with "owned or operated by the person"

Renumber accordingly

2001 SENATE TRANSPORTATION

HB 1173

2001 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1173

Senate Transportation Committee

☐ Conference Committee

Hearing Date 3-15-01;3-22-01

Tape Number	Side A	Side B	Meter #
1	x		0.0-29.1
3-22 1	x		38.6-43.2
Committee Clerk Signature			

Minutes: **HB 1173 relates to driving under the influence of intoxicating liquor repeat offenders.**

Keith Magnusson: (Director of Driver and Vehicle Services; Supports) See attached testimony. There can be a financial hardship provision added.

Senator Stenehjem: What's the charge for the interlock device?

Keith Magnusson: It varies, approximately $20- $50 per month.

Senator Stenehjem: Where is the fiscal note- everyone is going to have to get another drivers license?

Keith Magnusson: No one asked for one. The impact for our department is very slight.

Senator Stenehjem: In my opinion, we could require the judge to take license plates away from people and comply with federal regulations.

Senator Mutch: If someone is working for you that has a citation on his car and he is going to drive my vehicle, would an interlock device be required on my vehicle?

Keith Magnusson: You are correct, under the House version. Under the original bill, it would not be this way.

Senator Trenbeath: This $20-$ 50 per month, does it include installation and de-installation?

Keith Magnusson: Yes, that is all figured in, including reporting process.

Senator Trenbeath: In my area of the country, the nearest certified dealer/installer will be 40-80 miles away. How are they going to get their vehicle there?

Keith Magnusson: The impact of this will not thoroughly hit until a year after this law goes into effect because they will be on suspension for a year.

Seantor Espegard: I do not think that this can be legislated. When you say "all" vehicles, he/she can still drive someone else's vehicle.

Keith Magnusson: The ones that want to beat the system will find a way. Hopefully this will help those that want to be helped.

Senator Mutch: Presently, are we sanctioned now- are feds taking money away now?

Keith Magnusson: Yes, since October 1, 2000. There was approximately $2 million that was transferred, not taken away.

Senator Bercier: How much money is in the fund?

Keith Magnusson: On October 1, 2000, there was about $2 million that was transferred. We have attempted to get as much as possible back on the roads to different things like Highway Patrol, alcohol assessment, and different hazard elimination. Next October, it will be about $2 million. After that it will double.

Senator Stenehjem: If you spend that on safety enhancements, do we need to come up with a federal match?

Keith Magnusson: No, this is 100% money.

Senator Stenehjem: How much money on the state level are we spending on safety enhanced programs that would qualify for the $2 million?

Keith Magnusson: I am not sure, most of that is built into highway projects. Because we have these funds, we are trying to think of innovative ways to use this.

John Olson: (State's Attorney; ND Peace Officer's Association; Neutral) See attached testimony/handout. (e-mail betwee.. Judge Glenn Dill and Andrew Moraghan)

Senator Espegard: Does everyone have to use the interlock device in order to use the car?

Keith Magnusson: Correct, the vehicle will not start unless someone blows into the device.

Senator Espegard: So really the whole family is penalized. It also says all "owned" vehicles. Does this mean there would have to be a device on every single vehicle registered to him?

Keith Magnusson: Yes all vehicles are required to have a device.

Senator Trenbeath : What is the charge for the sober person blowing into the device and lets the drunk person drive?

Keith Magnusson: I'm not sure. It's very difficult for someone who is not trained on the device to get the car started.

Senator Bercier: What's the dependability rate and are commercial vehicles exempt?

Keith Magnusson: I believe commercial vehicles are exempt. Ask at the demonstration, the new ones are better than the old ones.

Senator Stenehjem: What happens if the $2 million is not spent?

Keith Magnusson: We have until September 30th to spend the funds. They are all allocated and not going to waste.

John Olson: I want to raise a point. Where does "own" get you anyplace. Doesn't "operate" get you as far as you want to go?

Keith Magnusson: "Owned" is in there because that is what federal law and regulations specifies.

Hearing closed.

3-15-01 Interlock Device Demonstration held. All Senate Transportation committee members were present.

Mike Rust from South Dakota was the demonstrator. He showed a Power point demonstration, a videotape demonstration, and interlock device product demonstration.

He gives us statistics as follows:

1999 Drunk Driving Statistics. ND = 119 deaths, 56 caused by drunk drivers, which equals 47%.

USA = 16,000 deaths, 38% of those were caused by drunk drivers.

In 2000, there were 52% alcohol related deaths, so percentage is rising.

MADD supports this.

The charge for installation varies. It ranges from $25-$80. Then $2 per day. All costs are picked up by offender. They range in price from $600-$1000. They can be installed on any type of vehicle. The machine will tell on you if you decide to hot-wire the car, etc., because you have to bring the device in to recalibrate. These are very adjustable according to circumstances. Such as hum tone, we even put one on a motorcycle. South Dakota has a one year requirement for the device. The alternative is to pull plates.

Demonstration closed.

Committee reopened on 3-22-01.

Senator Trenbeath motions to Do Not Pass. Seconded by Senator Espegard. Roll call taken.

5-0-1. Floor carrier is Senator Espegard.

Committee closed.

Date: 3-22
Roll Call Vote #: 1

2001 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1173

Senate **Transportation** Committee

☐ Subcommittee on _____
or
☐ Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Not Pass

Motion Made By Trenbeath Seconded By Espegard

Senators	Yes	No	Senators	Yes	No
Senator Stenehjem, Chairman	X		**Senator O'Connell**	X	
Senator Trenbeath, Vice-Chair	X		**Senator Bercier**		
Senator Mutch	X				
Senator Espegard	X				

Total (Yes) 5 No 0

Absent 1

Floor Assignment Espegard

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
March 22, 2001 10:44 a.m.

Module No: SR-50-6375
Carrier: Espegard
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1173, as engrossed: Transportation Committee (Sen. Stenehjem, Chairman) recommends **DO NOT PASS** (5 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). Engrossed HB 1173 was placed on the Fourteenth order on the calendar.

2001 TESTIMONY

HB 1173

HOUSE TRANSPORTATION COMMITTEE
January 18, 2001

North Dakota Department of Transportation
Keith Magnusson, Director, Office of Driver and Vehicle Services

HB 1173

The North Dakota Department of Transportation profiled HB 1173 as an agency bill. This bill concerns repeat DUI offenders who operate a vehicle while under the influence of drugs or alcohol. It is intended to conform North Dakota law to the Transportation Equity Act for the 21st Century (TEA-21) Restoration Act. That new law and subsequent federal regulations mandate certain sanctions for repeat offenders. The mandate applies only to convictions and not to administrative proceedings.

As some of you may remember, last session you considered HB 1131 on this same topic. All of the federally mandated provisions were added to North Dakota law except for mandatory impoundment, immobilization, or interlocks. At that time, we disagreed with the National Highway Traffic Safety Administration's interpretation of those mandatory provisions. While we continue to disagree, we have not won and the final federal regulations, a copy of which I have furnished to the committee chair, make it clear that we are "wrong" on this issue. Sen. Byron Dorgan tried to help when we asked, but was unable to change the regulations. On October 1, 2000, the transfer penalty took place.

As long as North Dakota law does not conform to the federal law and regulations on repeat offenders, certain highway funds will be transferred to safety (drinking and driving) programs and may not be used for road construction or maintenance (except for hazard elimination). On October 1, 2000, there was a transfer of 1.5 percent of several categories of federal funds, amounting to about $2 million, and there will be a like transfer on October 1, 2001, of about
$2 million. On October 1, 2002, the transfer penalty will increase to three percent, and amount to about $4 million. This three-percent transfer penalty would apply to every year thereafter, until we conform our state law to federal mandates.

With this federal sanction in mind, we propose the following change to conform to the federal law and regulations. The amendment found in HB 1173 would require that the judge order the installation of an ignition interlock system on all of the person's vehicles for a period of time that the court deems appropriate after the conclusion of a suspension or revocation. The court has always had the discretion to do this; now it would be mandatory. This would comply with the federal law. In the past, we have considered immobilization or impoundment, but this is a burden on law enforcement as well as other family members who need to drive. Law enforcement would not have to be involved in the interlock situation and other family members could drive as long as they had not been drinking. This seems to be the least onerous of the mandatory alternatives. There would be a cost to the driver for the systems or devices. The department would work with the companies providing these interlocks to receive assurances that they had been installed so we could get the license back to the driver.

Unlike with some other sanctions, the state of North Dakota does not lose federal money by not complying with the repeat offender sanctions. However, federal highway funds are transferred to the safety account and it is cumbersome, at best, to find ways to get as much as possible back into the highways and still comply with the transfer law.

What is an Ignition Interlock?

An Ignition Interlock is a breath analyzer installed into a vehicle to prevent a person from starting the engine after consuming alcohol. The driver must blow into the device before the vehicle will start. The Interlock will allow normal vehicle operation unless it registers a breath alcohol reading above the allowed limit. The device has internal memory. It records numerous activities including alcohol levels of the individual when the vehicle is started and at random intervals while it is running. Ignition Interlocks are a form of electronic probation.

How is it installed?

The Ignition Interlock is wired into the electrical system of the vehicle. The vehicle's electrical system must be in good working order before having the Interlock installed. At the time of installation, the program participant is given extensive training to use the Interlock and the "do's and don'ts" of the Ignition Interlock Program. ***National Interlock*** strives to assist participants in the successful completion of their Interlock Program. Installation and training is accomplished in about 2 hours.

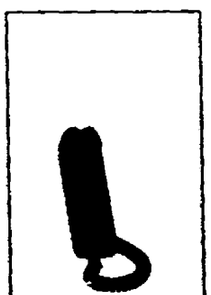
How is the Program enforced?

After installation, Program participants must have the device serviced every 30 to 60 days. These monitoring appointments last about 20 minutes. The device records every use of the vehicle and the results of all breath tests. ***National Interlock*** reports the logged information to the authorities for review.

Why choose National Interlock?

National Interlock has been approved by a number of states to offer Ignition Interlock services. We are a dedicated provider of Ign Interlock services. This is our only busin which assures the highest level of service to the client and jurisdiction. The company is staffed by experienced employees trained in the installation and servicing of Ignition Interlock devices.

The principals of ***National Interlock*** have been involved in the Ignition Interlock industry since its inception in the mid-1980's. They are dedicated to the advancement of Interlock Programs and technology as a means to advance public safety, allow revoked drivers to maintain gainful employment, and assist those individuals who desire to address a drinking problem.



LifeSafer
SC100 Interlock

National Interlock uses the ***LifeSafer*** Interlock. This is the first Ignition Interlock to pass the rigorous standards set by the National Highway Traffic Safety Administration. Thousands of the ***LifeSafer*** Interlock are in use throu out the United States. M ***LifeSafer*** Interlocks are being installed every day than all other Interlocks combined!

The ***LifeSafer*** Interlock is comfortable, lightweight, and easy and safe to use. There are no buttons to press. The unit turns itself on and is ready for a test within a matter of seconds.

Ignition Interlock

The Logical Alternative

National Interlock Systems, Inc.
3538 Peoria Street, Suite 506
Aurora, Colorado 80010
Telephone: 303 366 5977
Facsimile: 303 366 5996
Toll Free: 800 475 5490

Why choose Ignition Interlock to control drunk driving offenders?

Traditional methods of controlling alcohol impaired driving offenders - license suspens and revocation - are not working. Here is wh the experts say:

- "Between 60% and 80% of drivers with suspended licenses continue to drive." - *National Highway Traffic Safety Administration*
- "The social implications from this study are that this high-risk population cannot be relied upon to make appropriate judgments to abstain from driving when legally intoxicated." - *AAA Foundation for Traffic Safety*
- "14% of all intoxicated drivers in fatal crashes have a current suspended or revoked license." - *National Highway Traffic Safety Administration*
- "Half of all convicted drunken drivers who lose licenses don't reapply when they become eligible." - *National Public Service Research Institute*
- "Although they often claimed that the revocation interfered with work, many of the DUI offenders admitted that they continue drive. Many (two-thirds of repeat offende in California) said that it was very likely that they would drive without a license." - *National Highway Traffic Safety Administration*

The fact is: vehicles are an integral part of the economic and social needs of families. Mass transit or other transportation alternatives are often unavailable or not viable options. Individuals often decide to drive illegally, without a license and without insurance. Many of these individuals are alcohol dependent - driving outside societies system of controls - driving drunk.

What groups support Ignition Interlock?

A number of organizations that study and follow hol-impaired driving issues have officially ...orsed ignition interlocks as an effective too in the fight against drinking and driving. Here are just a few quotations:

- "These results seem to indicate that if you provide these more serious DUI offenders with a legal way to drive (e.g. sober and only in a vehicle with an operational Interlock), most will obey the law, thus protecting the public safety and themselves. In contrast, under license suspension, many or most of the same types of serious DUI offenders (with no legal way to drive) will continue to drive and frequently will do so intoxicated." - *AAA Foundation for Traffic Safety*
- "MADD supports laws that would require that offenders install these devices (Ignition Interlocks) on their vehicles during probationary periods and as a prerequisite to being issued a limited driving permit, a work permit or a probationary or restricted license, where such permits are permitted by law." - *Mothers Against Drunk Driving*

  "Each and every first offender should be assessed for alcohol problems and dependency, and sentencing alternatives such as legitimate treatment programs and Ignition Interlock technology should be available to the courts." - *National Commission Against Drunk Driving*

Organizations fighting the battle against drunk driving have recognized Ignition Interlocks as a vital tool in developing realistic measures to protect public safety, punish alcohol driving offenders, and provide remedial support to prevent repeat drunk driving offenses.

Are Ignition Interlocks effective tools in controlling drinking and driving?

A common, albeit too simple, question. First, remember that without Ignition Interlocks m alcohol impaired driving offenders will dr anyway - without any control mechanism in their vehicle. Second, we need to define the goal of an Interlock Program.

The primary goal is to protect public safety. This is accomplished by having the driver pass a breath alcohol test before starting their vehicle. Today's technology makes it virtually impossible to trick or fool the Interlock. The device will prevent the vehicle from starting unless an acceptable breath sample is provided. Studies indicate that less than 2% of offenders are rearrested for alcohol-impaired driving while on the Interlock Program. In nearly every case the offender was driving a vehicle without an Interlock.

A second goal is to prevent recidivism, the rearrest of an offender who has completed the Interlock Program and regained an unrestricted driving privilege. Recent studies indicate that 90% of Interlock graduates successfully drive without a further drinking-driving offense. This compares very favorably with 65% to 80% - offenders who have not participated in Interlock Program.

What do they cost?

All costs associated with the Ignition Interlock Program are paid by the offender. Typically, costs average $2 to $3 per day, less than a cocktail or a beer or two at the tavern.

What is the next step?

Call National Interlock, today!

Guardian Interlock™ Systems
Ignition Interlock Systems

Question & Answer

What is the Guardian Interlock system?

The Guardian Interlock system is an alcohol detection device that is connected to your vehicle's ignition system. Each time you start your car you must first blow into the handset so that it can test for alcohol on your breath. If you pass the test, you can start the car. If you do not pass the test your car will not start.

Back to Top

What is the Guardian Interlock Responsible Driver Program?

The Guardian Interlock Responsible Driver Program can help you become a more responsible driver and keeps the court informed of your progress. Usually, participating in the program is a condition of your probation or a requirement to get your license back. To enroll in the program you must usually follow these steps:

- You are notified by either the court or the state that you are required to have an interlock installed on your vehicle.
- Next, you call the Guardian Interlock Service Center nearest you to make an appointment. Installation can be done at a time convenient to you during our business hours.

- At the time of installation, a Guardian Interlock service technician teaches you how to use the system properly.
- Finally, you are required to report to the Guardian Interlock Service Center at specific times so that the unit can be inspected and your progress reported to the court or the state.

Back to Top

Is the Guardian Interlock difficult to use?

Learning to use the Guardian Interlock is not difficult. At your installation appointment you will be fully trained by the service technician and will have the opportunity to practice on a demonstrator unit and your own unit. After a few days, using the system will become second nature, no more inconvenient than buckling your seat belt.

Back to Top

What if someone else wants to drive my car?

Any family member who uses your car should come with you when the system is first installed. They will be instructed on the use of the interlock. If it is more convenient, family members can make an appointment for training at a later date.

Back to Top

Will the Guardian Interlock system work in my car?

The system is designed to work in all cars and trucks. As an additional service, your vehicle's electrical system is tested to ensure that it works properly. In the event that the electrical system needs repair, work must be completed before the system can be installed.

Back to Top

Can it affect my car?

No. The Guardian Interlock system is designed to interfere with your vehicle's operation as little as possible. Your vehicle will be returned to "normal" at the time the system is removed.

Back to Top

Can I cheat the system?

Not without being caught. Your system keeps a record of every transaction you have with your interlock along with the date, time and alcohol level. It can also be set to require a random retest after you start you car. If this retest is failed or refused or If the unit detects that the car is running and no breath test has been given it resets is internal calendar, requiring you to return to the service center early. This activity is then reported to the authorities and a reset fee is charged by the service center.

Back to Top

What is the rolling retest and will it shut off my car?

The rolling retest is a device used to ensure that the driver of the car is not drinking and driving. It requires a random test as you drive down the road (after the initial test is passed and the car is started). **The interlock cannot shut off your car.** If this test is failed or refused it will cause your lights to flash and your horn to honk until you pull over and turn the car off. The interlock then resets its internal calendar requiring you to report back the service center early.

Back to Top

Is the Interlock alcohol specific?

In order to offer you the lowest cost unit in the country we have chosen not to make the Guardian Interlock alcohol specific. Your service technician will cover the do's and don'ts of the system that will make it hassle free.

Back to Top

How long does the program last and how much does it cost?

The court or state determines how long you must be in the program, however the minimum lease period is 6 months. The program cost less that $2.00 per day. This charge covers the lease and all scheduled appointments.

Back to Top

Do you offer financing?

Most Guardian Interlock Service Centers accept Master card and Visa. Prepaying your lease on your bank card could lower your payments to as little as $10-$20 per month.

Back to Top

Will my car start if I have been drinking?

When your system is installed, the service technician will explain to you the alcohol settings for your assigned system and the different conditions that can cause you to fail the breath test.

Back to Top

What if I cannot get my car started?

First review your operating guide that you will receive at the time of installation. If that does not clear up the problem, call you local service center.

Back to Top

What are the benefits of participating in the Guardian Interlock Responsible Driver Program?

Most participants in the program are on probation for one or more drinking and driving offenses. Offenders who want to help monitor themselves and who agree to participate in the Guardian Interlock Responsible Driver Program are permitted privileges that the court may not otherwise be inclined to grant. Officials are responding very positively to offenders who choose to participate in this program. They recognize that the Guardian Interlock Responsible Driver Program can help you to drive responsibly. It may even keep you from repeating your offense.

Back to Top

The Guardian Interlock Responsible Driver Program is an economical solution for retaining your driving privileges.

Remember,

when you choose to participate in the Guardian Interlock Responsible Driver Program, you are given the opportunity to retain a privilege and to make wiser decisions about driving.

rsheram.

Revised: May 16, 2000.

SENATE TRANSPORTATION COMMITTEE
March 15, 2001

North Dakota Department of Transportation
Keith Magnusson, Director, Office of Driver and Vehicle Services

HB 1173

The North Dakota Department of Transportation profiled HB 1173 as an agency bill. This bill concerns repeat DUI offenders who operate a vehicle while under the influence of drugs or alcohol. It is intended to conform North Dakota law to the Transportation Equity Act for the 21st Century (TEA-21) Restoration Act. That new law and subsequent federal regulations mandate certain sanctions for repeat offenders. The mandate applies only to convictions and not to administrative proceedings.

As some of you may remember, last session you considered HB 1131 on this same topic. All of the federally mandated provisions were added to North Dakota law except for mandatory impoundment, immobilization, or interlocks. At that time, we disagreed with the National Highway Traffic Safety Administration's interpretation of those mandatory provisions. While we continue to disagree, we have not won and the final federal regulations, a copy of which I have furnished to the committee chair, make it clear that we are "wrong" on this issue. Sen. Byron Dorgan tried to help when we asked, but was unable to change the regulations. On October 1, 2000, the transfer penalty took place.

As long as North Dakota law does not conform to the federal law and regulations on repeat offenders, certain highway funds will be transferred to safety (drinking and driving) programs and may not be used for road construction or maintenance (except for hazard elimination). On October 1, 2000, there was a transfer of 1.5 percent of several categories of federal funds, amounting to about $2 million, and there will be a like transfer on October 1, 2001, of about $2 million. On October 1, 2002, the transfer penalty will increase to three percent, and amount to about $4 million. This three-percent transfer penalty would apply to every year thereafter, until we conform our state law to federal mandates.

With this federal sanction in mind, we propose the following change to conform to the federal law and regulations. The amendment found in HB 1173 would require that the judge order the installation of an ignition interlock system on any vehicle owned or operated by the person for a period of time that the court deems appropriate after the conclusion of a suspension or revocation. The court has always had the discretion to do this; now it would be mandatory. This would comply with the federal law. In the past, we have considered immobilization or impoundment, but this is a burden on law enforcement as well as other family members who need to drive. Law enforcement would not have to be involved in the interlock situation and other family members could drive as long as they had not been drinking. This seems to be the least onerous of the mandatory alternatives. There would be a cost to the driver for the systems or devices. The department would work with the companies providing these interlocks to receive assurances that they had been installed so we could get the license back to the driver.

Unlike with some other sanctions, the state of North Dakota does not lose federal money by not complying with the repeat offender sanctions. However, federal highway funds are transferred to the safety account and it is cumbersome, at best, to find ways to get as much as possible back into the highways and still comply with the transfer law.

order to show why they should not be required to implement imbalance [illegible]ding.

[illegible] the Commission.

David P. Boergers,

Secretary.

[FR Doc. 00-25437 Filed 10-3-00; 8:45 am]

BILLING CODE 6717-01-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Federal Highway Administration

23 CFR Part 1275

[Docket No. NHTSA-98-4637]

RIN 2127-AH47

Repeat Intoxicated Driver Laws

AGENCIES: National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Final rule.

SUMMARY: This document adopts as a final rule, with some changes, the regulations that were published in an [illegible]rim final rule to implement a new [illegible]gram established by the Transportation Equity Act for the 21st Century (TEA 21) Restoration Act. The final rule provides for a transfer of Federal-aid highway construction funds authorized under 23 U.S.C. 104 to the State and Community Highway Safety Program under 23 U.S.C. 402 for any State that fails to enact and enforce a conforming "repeat intoxicated driver" law.

DATES: This final rule becomes effective on October 4, 2000.

FOR FURTHER INFORMATION CONTACT: In NHTSA: Mr. Glenn Karr, Office of State and Community Services, NSC-01, telephone (202) 366-2121; or Ms. Heidi L. Coleman, Office of Chief Counsel, NCC-30, telephone (202) 366-1834, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590. In FHWA: Mr. Byron E. Dover, Safety, HSA-1, telephone (202) 366-2161; or Mr. Raymond W. Cuprill, Office of the Chief Counsel, HCC-20, telephone (202) 366-0834, Federal Highway Administration, 400 Seventh Street SW., Washington, DC 20590-0001.

[illegible]LEMENTARY INFORMATION:

Table of Contents

I. Background

The Transportation Equity Act for the 21st Century (TEA 21), H.R. 2400, Pub. Law 105-178, was signed into law on June 9, 1998. On July 22, 1998, the TEA 21 Restoration Act (the Act), Pub. Law 105-206, was enacted to restore provisions that had been agreed to by the conferees on TEA 21, but were not included in the TEA 21 conference report. Section 1406 of the Act amended chapter 1 of title 23, United States Code (U.S.C.), by adding section 164, which established a program to transfer a percentage of a State's Federal-aid highway construction funds to the State's apportionment under section 402 of Title 23 of the United States Code, if the State fails to enact and enforce a conforming "repeat intoxicated driver" law that provides for certain specified minimum penalties for persons who have been convicted of driving while intoxicated or under the influence upon their second and subsequent convictions.

In accordance with section 164, these funds are to be used for alcohol-impaired driving countermeasures or the enforcement of driving while intoxicated (DWI) laws, or States may elect instead to use all or a portion of the funds for hazard elimination activities, under 23 U.S.C. section 152.

A. The Problem of Impaired Driving

Injuries caused by motor vehicle traffic crashes are the leading cause of death in America for people aged 5 to 20. Each year, traffic crashes in the United States claim approximately 41,000 lives and cost Americans an estimated $150 billion, including $19 billion in medical and emergency expenses, $42 billion in lost productivity, $52 billion in property damage, and $37 billion in other crash-related costs. In 1999, alcohol was involved in approximately 38 percent of fatal traffic crashes. Every 33 minutes, someone in this country dies in an alcohol-related crash. Impaired driving is the most frequently committed violent crime in America.

B. Repeat Intoxicated Driver Laws

State laws that are directed to individuals who have been convicted more than once of driving while intoxicated or driving under the influence are critical tools in the fight against impaired driving. To encourage States to enact and enforce effective impaired driving laws, Congress has created a number of different programs. Under the section 410 program (23 U.S.C. 410), and its predecessor the section 408 program (23 U.S.C. 408), for example, States could qualify for incentive grant funds if they adopted and implemented certain specified laws and programs designed to deter impaired driving. Some of these laws and programs were directed specifically toward repeat impaired driving offenders.

For example, prior to the enactment of TEA 21, to qualify for an incentive grant under the section 410 program, a State was required to meet five out of seven basic grant criteria that were specified in the Act and the implementing regulation. The criteria included, among others, an expedited driver license suspension system, which required a mandatory minimum one-year license suspension for repeat offenders, and a mandatory minimum sentence of imprisonment or community service for individuals convicted of driving while intoxicated more than once in any five-year period.

States that were eligible for a basic section 410 grant could qualify also for additional grant funds by meeting supplemental grant criteria, such as the suspension of registration and return of license plate program. States could demonstrate compliance with this program by showing that they provided for the impoundment, immobilization or confiscation of an offender's motor vehicles.

TEA 21 changed the section 410 program and, specifically, the section [illegible] criteria that were directed toward [illegible]nal offenders. The conferees to that legislation had intended to create a new repeat intoxicated driver transfer program to encourage States to enact repeat intoxicated driver laws, but this new program was inadvertently omitted from the TEA 21 conference report. The program was included instead in the TEA 21 Restoration Act, which was signed into law on July 22, 1998.

C. Section 164 Repeat Intoxicated Driver Law Program

Section 164 provides that, on October 1 of each year, the Secretary must transfer a portion of a State's Federal-aid highway construction funds apportioned under sections 104(b)(1), (3), and (4) of title 23 of the United States Code, for the National Highway System, Surface Transportation Program and Interstate System, to the State's apportionment under section 402 of that title, if the State fails to enact and enforce a conforming "repeat intoxicated driver" law. If a State does not meet the statutory requirements on October 1, 2000 or October 1, 2001, an amount equal to one and one-half percent of the funds apportioned to the [illegible]e will be transferred. If a State does [illegible] meet the statutory requirements on [illegible]ctober 1, 2002, or on October 1 of any subsequent year, an amount equal to three percent of the funds apportioned to the State will be transferred.

To avoid the transfer of funds, a State must enact and enforce a law that establishes, at a minimum, certain specified penalties for second and subsequent convictions for driving while intoxicated or under the influence. These penalties include: a one-year driver's license suspension; the impoundment or immobilization of, or the installation of an ignition interlock system on, the repeat intoxicated driver's motor vehicles; assessment of the repeat intoxicated driver's degree of alcohol abuse, and treatment as appropriate; and the sentencing of the repeat intoxicated driver to a minimum number of days of imprisonment or community service.

II. Interim Final Rule

On October 19, 1998, NHTSA and the FHWA published an interim final rule in the **Federal Register** to implement the section 164 program (63 FR 55798). The interim final rule provided that, to [illegible]d the transfer of funds, a State must [illegible] a law that has been enacted and made effective, and the State must be actively enforcing the law. In addition, the law must meet certain requirements.

A. Compliance Criteria

The interim final rule provided that, to avoid a transfer of funds, a State must meet the following requirements:

1. *A minimum one-year license suspension.* The State's law must impose a mandatory minimum one-year driver's license suspension or revocation on all repeat intoxicated drivers. Accordingly, during the one-year term, the offender cannot be eligible for any driving privileges, such as a restricted or hardship license.

2. *Impoundment or immobilization of, or the installation of an ignition interlock system on, motor vehicles.* The State's law must require the impoundment or immobilization of, or the installation of an ignition interlock on, all motor vehicles owned by the repeat intoxicated offender. To comply with this criterion, the State law must require that the impoundment or immobilization be imposed during the one-year suspension term, or that the ignition interlock system be installed at the conclusion of the suspension period.

3. *An assessment of their degree of alcohol abuse, and treatment as appropriate.* To avoid the transfer of funds, the State's law must require that all repeat intoxicated drivers undergo an assessment of their degree of alcohol abuse and the law must authorize the imposition of treatment as appropriate.

4. *Mandatory minimum sentence.* The State's law must impose a mandatory minimum sentence on all repeat intoxicated drivers. For a second offense, the law must provide for a mandatory minimum sentence of not less than five days of imprisonment or 30 days of community service. For a third or subsequent offense, the law must provide for a mandatory minimum sentence of not less than ten days of imprisonment or 60 days of community service.

A more detailed discussion of the four elements described above is contained in the interim final rule (63 FR 55798–800).

B. Demonstrating Compliance

Section 164 provides that nonconforming States will be subject to the transfer of funds beginning in fiscal year 2001. The interim final rule provides that, to avoid the transfer, each State must submit a certification by an appropriate State official that the State has enacted and is enforcing a repeat intoxicated driver law that conforms to 23 U.S.C. 164 and section 1275 of this part. A more detailed discussion regarding the certifications is contained in the interim final rule (63 FR 55800).

C. Enforcement

Section 164 provides that a State must not only enact a conforming law, but must also enforce the law. In the interim final rule, the agencies encouraged the States to enforce their repeat intoxicated driver laws rigorously. In particular, the agencies recommended that States incorporate into their enforcement efforts activities designed to inform law enforcement officers, prosecutors, members of the judiciary and the public about all aspects of their repeat intoxicated driver laws. States should also take steps to integrate their repeat intoxicated driver enforcement efforts into their enforcement of other impaired driving laws.

To demonstrate that they are enforcing their laws under the regulations, the interim rule indicated that States are required to submit a certification that they are enforcing their laws.

D. Notification of Compliance

The interim final rule provided that, for each fiscal year, beginning with FY 2001, NHTSA and the FHWA will notify States of their compliance or noncompliance with section 164, based on a review of certifications received. If, by June 30 of any year, beginning with the year 2000, a State has not yet been determined by the agencies, based on the State's laws and a conforming certification, to comply with section 164 and the implementing regulations, the agencies will make an initial determination that the State does not comply with section 164, and the transfer of funds will be noted in the FHWA's advance notice of apportionment for the following fiscal year, which generally is issued in July.

Each State determined to be in noncompliance will have until September 30 to rebut the initial determination or to come into compliance. The State will be notified of the agencies' final determination of compliance or noncompliance and the amount of funds to be transferred as part of the certification of apportionments, which normally occurs on October 1 of each fiscal year.

III. Written Comments

The agencies requested written comments from interested persons on the interim final rule. The agencies stated in the interim rule that all comments submitted would be considered and that, following the close of the comment period, the agencies would publish a document in the **Federal Register** responding to the comments and, if appropriate, make revisions to the provisions of part 1275.

A. Comments Received

The agencies received submissions from thirteen commenters in response to the interim final rule. Comments were received from five States, three organizations representing State interests and five other individuals or organizations with an interest in the issues being considered as part of these proceedings. The State comments were submitted by Tricia Roberts, Director of the Delaware Office of Highway Safety, Brian J. Bushweller, Secretary of the Delaware Department of Public Safety and Anne P. Canby, Secretary of the Delaware Department of Transportation (Delaware); James R. DeSana, Director of the Michigan Department of Transportation and Betty J. Mercer, Division Director of the Office of Highway Safety Planning, Michigan Department of State Police (Michigan); Thomas E. Stephens, P.E., Director of the Nevada Department of Transportation (Nevada); Keith C. Magnusson, Director of Driver and Vehicle Services, North Dakota Department of Transportation (North Dakota); and Charles H. Thompson, Secretary of the Wisconsin Department of Transportation (Wisconsin).

The comments received from organizations representing State interests were submitted by Kenneth M. Wilham, President and CEO of the American Association of Motor Vehicle Administrators (AAMVA); Carl D. Tubbesing, Deputy Executive Director of the National Conference of State Legislatures (NCSL); and K. Craig Allred, Director of the Utah Highway Safety Office, who commented in his capacity as the Chair of the National Association of Governors' Highway Safety Representatives (NAGHSR).

The comments from individuals or organizations with an interest in the issues being considered in these proceedings were submitted by Mothers Against Drunk Driving (MADD); Richard Freund, President of LifeSafer Interlock, Inc. (LifeSafer); Henry Jasny, General Counsel for Advocates for Highway and Auto Safety (Advocates); Robert B. Voas, Ph.D., of the Pacific Institute (Dr. Voas); and James Hedlund of Highway Safety North (Dr. Hedlund).

Additionally, while not written in response to this rulemaking action, the National Transportation Safety Board (NTSB) issued a Safety Recommendation (H–00–27) to the Secretary of Transportation on August 7, 2000, related to the section 164 program.

The comments, and the agencies' responses to them, are discussed in detail below. Also discussed below are certain changes that the agencies have decided to make in this final rule based on their experience reviewing State laws and proposed legislation since the issuance of the interim final rule.

B. General Comments

Some of the comments submitted in response to the interim final rule commended the agencies on the manner in which the interim rule implemented the statutory requirements. North Dakota, for example, stated that it did "not have any problems with the text of the regulation" and that the regulations "appear to track with the law" and "seem to be straight forward and appropriate." Advocates also supported the interim regulations. Its comments provided that "In nearly all respects, the agencies have made reasoned and well thought out decisions in areas left to agency discretion by the statute."

Many of the comments, however, were critical of the section 164 program in general. While most commenters recognized that the criteria that States must meet and the consequences that will result to any State that fails to comply with them were defined by statute, many of the commenters were critical of these features of the program.

For example, regarding the use of consequences for State non-compliance, Delaware asserted that, while it "has long supported efforts to reduce impaired driving on our roadways, we strongly oppose the sanctions related to this Repeat Intoxicated Driver Law. We believe that transfer penalties interfere with the [States'] progress towards comprehensive efforts." Michigan recommended that Congress should establish instead a "performance-based alternative" under which States "can demonstrate measurable, significant success in reducing recidivism, either within the state or as compared to the national average." NCSL and the State of Wisconsin also objected to the use of transfer sanctions.

Regarding the statutory criteria that States must meet to avoid the sanction, NCSL expressed its belief that "a one-size-fits-all approach is not the best way to tackle the nation's drunk driving problem." In addition, NAGHSR and some of the State commenters predicted that the criteria are so stringent, it is unlikely that any State will fully comply.

NHTSA and the FHWA acknowledge that some of the compliance criteria are strictly defined in section 164 and that some may consider the consequences established in section 164 for States that fail to comply with these criteria to be rather severe. However, the agencies are bound to implement the section 164 program, in accordance with the requirements that were established by the statute. Regarding Michigan's suggestion that a performance-based alternative be established, we note that Congress has established performance-based programs under section 157 (for seat belt use) and section 410 (for impaired driving), but Congress has thus far chosen to use a different approach in the area of repeat intoxicated drivers.

Moreover, we note that this program has had a significant impact on State repeat intoxicated driver laws. Since the enactment of the TEA 21 Restoration Act, State repeat intoxicated driver laws have been strengthened, through the passage of new legislation, in 19 States and the District of Columbia. NHTSA has determined that the laws of nearly half the States (23 of them to date) and the District of Columbia fully comply with the section 164 requirements.

Finally, we note that, in the Safety Recommendation that it issued to the Secretary on August 7, 2000, NTSB submitted detailed comments regarding the statutory requirements contained in section 164. NTSB stated that the section 164 program represents "a substantial effort by Congress to address the hard core drinking driver problem * * * However, the Safety Board believes that this legislation could be even more effective." The Board recommended that the agency:

> Evaluate modifications to the provisions of [the TEA 21 Restoration Act] so that it can be more effective in assisting the States to reduce the hard core drinking driver problem [and] recommend changes to Congress as appropriate. Considerations should include (a) a revised definition of "repeat offender" to include administrative actions on DWI offenses; (b) mandatory treatment for hard core offenders; (c) a minimum period of 10 years for records retention and DWI offense enhancement; (d) administratively imposed vehicle sanctions for hard core drinking drivers; (e) elimination of community service as an alternative to incarceration; and (f) inclusion of home detention with electronic monitoring as an alternative to incarceration.

Since NTSB's comments recommend that the agency seek legislative changes to the section 164 program, these comments will not be addressed specifically in this final rule. These recommendations are being considered separately by the agency, outside the scope of this rulemaking action.

C. Definitions Adopted in the Interim Final Rule

Section 164 provides that, to avoid the transfer of funds under this program, a State must enact and enforce:

> a "repeat intoxicated driver law" * * * that provides * * * that an individual

convicted of a second or subsequent offense for driving while intoxicated or driving under the influence [must be subject to certain specified minimum penalties].

The statute defines the term "repeat intoxicated driver law" to mean "a State law that provides [certain specified minimum penalties for] an individual convicted of a second or subsequent offense for driving while intoxicated or driving under the influence * * *" The agencies incorporated this definition into the interim final rule. The interim rule also defined the term "repeat intoxicated driver." Consistent with other programs conducted by the agencies and with State laws and practices, the interim regulations provided that an individual is a "repeat intoxicated driver" if the driver was convicted of driving while intoxicated or driving under the influence of alcohol more than once in any five-year period.

The terms "driving while intoxicated" and "driving under the influence" were defined in the statute to mean "driving or being in actual physical control of a motor vehicle while having an alcohol concentration above the permitted limit as established by each State." The statute also defined the term "alcohol concentration." The interim regulations adopted these definitions without change.

The agencies received a number of comments regarding these definitions. Most of the comments sought to expand the definition of the terms "driving while intoxicated" and "driving under the influence," so that a broader set of offenses would result in mandatory sanctions.

For example, MADD, Dr. Hedlund and Dr. Voas questioned the use of language in this definition, which provides that offenders must have had "an alcohol concentration above the permitted limit as established by [the] State." As Dr. Hedlund explained in his comments, the inclusion of this language "raises the issue of whether an alcohol concentration test is required to establish the offense of driving while intoxicated (or driving under the influence). In practice, for a variety of reasons, it is not possible to obtain an alcohol concentration test for every individual arrested for driving while intoxicated. In particular, some individuals refuse to provide a breath test. But many individuals are convicted of driving while intoxicated without an alcohol concentration test, based on other evidence obtained by the arresting officer." Accordingly, these three commenters urged the agencies to modify the interim regulations to clarify that the mandatory sanctions must apply to offenders who are convicted of "driving while intoxicated" or "driving under the influence," even if their alcohol concentrations are not known.

The agencies agree with these comments. Offenders who were convicted of driving while intoxicated or driving under the influence should not avoid the mandatory sanctions, simply because their alcohol concentrations are not known. Congress would not have intended such an outcome. To provide clarification in the implementing regulations, the agencies have modified the definition of the terms "driving while intoxicated" and "driving under the influence" to mean "driving or being in actual physical control of a motor vehicle while having an alcohol concentration above the permitted limit as established by each State, or an equivalent non-BAC intoxicated driving offense."

These definitions should clarify that, to comply with the Section 164 program, a State's law must apply the mandatory sanctions to any offender who is convicted of driving while intoxicated or driving under the influence of alcohol, whether or not the conviction is based on the offender's alcohol concentration level. The definitions should clarify also that the driving while intoxicated or driving under the influence offense must be the "standard" offense in the State. In other words, the sanctions need not apply to lesser included offenses (such as .05 BAC driving while impaired offenses), but it is not sufficient if the sanctions apply only to "high BAC" (such as .17 or .20 BAC) offenses.

MADD and the State of Wisconsin recommended two additional changes. They urged the agencies to expand these definitions to require the imposition of mandatory sanctions on offenders who refuse to submit to an alcohol test, even if they are not convicted of driving while intoxicated or driving under the influence, and on offenders who are convicted of driving while under the influence "of drugs" other than alcohol.

The agencies are unable to adopt these recommendations because they are outside the scope of the section 164 program, as authorized by Congress. section 164 specifically provides that a conforming "repeat intoxicated driver law" is a law that applies the specified mandatory sanctions to individuals "convicted" of a second or subsequent offense. Accordingly, the agencies do not have the authority to require that States apply these sanctions to offenders who are not convicted of the driving while intoxicated or driving while under the influence offense. As discussed above, the agencies have modified the regulations to clarify that the mandatory sanctions specified in section 164 must apply to offenders who refuse to submit to an alcohol test and are convicted of driving while intoxicated or driving under the influence. However, the sanctions need not apply to offenders who refuse to submit to an alcohol test and are not convicted of such an offense. Of course, if States choose to apply additional sanctions to these offenders, the section 164 program will not prevent them from doing so.

Similarly, there is nothing in the language or the legislative history of section 164 that indicates that Congress expected that the mandatory sanctions must apply to offenders convicted of driving under the influence "of drugs" other than alcohol. In fact, several portions of the statute make it clear that the program was designed specifically to address repeat offenders convicted only of driving while intoxicated or under the influence "of alcohol." For example, the offenses are defined to require that the driver had "an alcohol concentration above the permitted limit." In addition, two of the sanctions that must be imposed include requiring "an assessment of the individual's degree of abuse of alcohol [not drugs]" and vehicle sanctions, such as "the installation of an ignition interlock system" on the offenders' vehicles, which would prevent the offender from starting or operating a vehicle with any alcohol (not drugs) in his or her system.

Since these recommended changes would exceed the scope of section 164, they have not been adopted in this final rule.

As stated above, the interim regulations defined the term "repeat intoxicated driver" to mean "a person who has been convicted previously of driving while intoxicated or driving under the influence within the past five years." The agencies received two comments, from the State of Delaware and from Advocates, regarding the meaning of this definition.

Specifically, Delaware noted that "this provision does not take into account an offender who has been arrested of more than one DUI offense within a 5 year period but has not been convicted of both at the time of the second or subsequent arrest." Advocates requested clarification about the effect of this definition on States that do not maintain or, "look back" at, records for the full five-year period. According to Advocates, "the agencies do not unequivocally state that laws with only a 3 year "look back" provision do not comply with the implementing regulations in the interim final rule."

The agencies wish to verify that Delaware's interpretation of the regulations is correct. To determine whether an individual is a repeat intoxicated offender for the purpose of this program, the State is required to consider whether an individual was convicted (not arrested) more than once within a five-year period. In response to the comments received from Advocates, we wish to clarify that, to comply with the section 164 requirements, States must not only provide that mandatory sanctions apply to offenders convicted more than once within a five-year period, the States must also ensure that such sanctions are imposed. This requires necessarily that the State has the ability to, and in fact does, "look back" five (or more) years to determine whether the sanctions should be applied.

To further clarify this definition, the agencies have modified the language slightly, so that it now provides that the term "repeat intoxicated driver" means "a person who has been convicted of driving while intoxicated or driving under the influence of alcohol more than once in any five-year period."

D. Specific Comments Regarding the Repeat Intoxicated Driver Criteria

Most comments received by the agencies in response to the interim final rule related to the specific criteria that repeat intoxicated driver laws must meet for a State to avoid a transfer of funds. Comments were received regarding each of the four penalties, described in the criteria, that State laws must impose on repeat intoxicated drivers. These comments and the agencies' responses to them are discussed in greater detail below.

1. A Minimum One-Year License Suspension

Section 164 provides that, to avoid a transfer of funds, the State must have a law that imposes a mandatory minimum one-year driver's license suspension on all repeat intoxicated drivers. The statute defines the term "license suspension" to mean "the suspension of all driving privileges." Accordingly, the interim final rule provided that the offender must be subject to a hard suspension (or revocation), for a minimum period of one year, during which the offender cannot be eligible for any driving privileges, such as a restricted or hardship license.

The agencies received comments from NAGHSR, LifeSafer, and the States of Wisconsin, Michigan and Delaware objecting to the one-year hard license suspension requirement. These commenters cited a number of reasons for their objections. Wisconsin, NAGHSR and Michigan, for example, thought a one year hard license suspension could result in financial hardships to some offenders, particularly those who live in rural communities. According to comments from both NAGHSR and Michigan, "Rural offenders would be especially adversely impacted since they may not be able to arrange for alternative means of transportation during such an extended period." In addition, Delaware, Wisconsin and Michigan suggested that, ultimately, this strict requirement might have the unintended effect of, as Delaware put it, offering some offenders with "no alternatives" and encouraging them to drive without a valid license. These commenters all seem to agree that repeat intoxicated drivers should be subject to a one-year driver's license suspension that includes some period of hard suspension, but they suggested hard suspension periods of less than one year, such as 30 or 60 days.

Further, NAGHSR asserted that it had "found nothing in the legislative history of [section 164] which would support the need for a one-year hard license suspension." In addition, Michigan stated that it thought it "unlikely that any State will be in compliance with the provision" and NAGHSR predicted that "few State legislatures will be willing to enact [conforming] legislation."

The agencies do not share the concerns that were expressed in these comments. Regarding the agencies' authority to include in the regulations a one-year hard driver's license suspension requirement, the agencies have determined that inclusion of this requirement is not only supported by section 164's legislative history, but is required by the plain language of the statute itself. The statute provides specifically that State laws must provide, "as a minimum penalty, that [repeat intoxicated drivers] * * * shall receive a driver's license suspension for not less than 1 year" and the statute defines the term "license suspension" to mean "the suspension of *all* driving privileges." [Emphasis added.]

Regarding the predictions that few, if any, States would enact conforming legislation, we note that, to date, 23 States and the District of Columbia have laws that NHTSA has determined meet all the section 164 requirements and at least 11 additional States meet the one-year hard driver's license suspension criterion, although they do not meet all the requirements of the section 164 program. We note also that, although they objected initially to this criterion in their comments to the interim final rule, Michigan and Utah are two of the States whose laws have been determined to comply fully with section 164, including the one-year hard license suspension requirement.

Regarding the comments that suggest that a one-year hard license suspension could result in financial hardships to some offenders, particularly those who live in rural communities, the agencies note that the research that has been performed in this area does not support that conclusion. Although the research to date has not studied the impact of hard suspensions of a full one-year period, there has been research that found that hard suspensions of a shorter length of time did not have an impact at all on an offender's employment. In a 1996 study of three States with administrative license revocation programs, for example, researchers found that 94% of the offenders who were employed at the time of arrest were still working after a one-month revocation period. The researchers found also that the percentage of offenders still employed one month after arrest was the same in comparison States that did not apply a license revocation sanction. Moreover, the agencies note that many of the States with conforming laws contain regions that are rural in nature. Some of the States with conforming laws include Alabama, Arizona, Iowa, New Hampshire, Oregon and Utah.

The agencies recognize, as the commenters do, that many offenders who are subject to license suspensions or revocations operate motor vehicles anyway, without a valid license. As we noted in the interim final rule, some studies have found that as many as 70 percent of all repeat offenders continue to drive even after their driver's licenses have been suspended or revoked.

However, the agencies do not believe that the elimination or even the reduction of driver licensing sanctions is the best remedy for this problem. We believe that Congress hoped that States would address that concern instead by enacting strong vehicle sanctions, including those outlined in the second criterion of the section 164 program (and discussed in greater detail below), such as by impounding or immobilizing the motor vehicles owned by the offender during the suspension or revocation period. In addition, States are encouraged, under NHTSA's Section 410 program, to establish separate vehicle sanctions for offenders who operate a motor vehicle while their license is under suspension or revocation.

For the reasons discussed above, this portion of the interim regulations has been adopted without change.

Impoundment or Immobilization of, or the Installation of an Ignition Interlock System, on Motor Vehicles

Section 164 provides that, to avoid the transfer of funds, the State must have a law that requires the impoundment or immobilization of, or the installation of an ignition interlock on, each motor vehicle owned by the repeat intoxicated offender.

The term "impoundment or immobilization" was defined in the interim regulations to mean "the removal of a motor vehicle from a repeat intoxicated driver's possession or the rendering of a repeat intoxicated driver's motor vehicle inoperable," and the agencies indicated that the definition would also include "the forfeiture or confiscation of a repeat intoxicated driver's motor vehicle or the revocation or suspension of a repeat intoxicated driver's motor vehicle license plate or registration." The agencies defined the term "ignition interlock system" in the interim regulations to mean "a State-certified system designed to prevent drivers from starting their [motor vehicles] when their breath alcohol concentration is at or above a preset level."

The interim final rule explained that the State law does not need to provide for all three types of penalties to comply with this criterion, but it must require that at least one of the three penalties will be imposed on all repeat intoxicated drivers for the State to avoid the transfer of funds.

The interim final rule also specified that, to comply with the interim regulations, the State law must require that the impoundment or immobilization must be imposed during the one-year suspension period, or that the ignition interlock be installed at the conclusion of the suspension period. The interim regulations did not specify the length of time during which these penalties must remain in effect.

The impoundment, immobilization or ignition interlock criterion is the most complex of the section 164 requirements. Accordingly, it is not surprising that it generated the most comments. Every respondent that submitted comments in response to the interim final rule addressed at least some aspect of this requirement. The comments received regarding this criterion and the agencies' responses to them are discussed in detail below.

a. *Mandatory Penalty.* The agencies explained, in the preamble to the interim final rule, that the State law does not need to provide for all three types of penalties to comply with this criterion, but it must require that at least one of the three penalties will be imposed on all repeat intoxicated drivers, for the State to avoid the transfer of funds. Later in the interim rule, when describing the time frame for these three penalties, the agencies stated that the State law must require that the impoundment or immobilization be imposed during the one-year suspension term, and that the ignition interlock system be installed at the conclusion of the one-year term. These statements generated four comments regarding the mandatory nature of this criterion.

AAMVA and the State of North Dakota objected to the statement that the State law must "require that at least one of the three penalties will be imposed." They asserted that the impoundment, immobilization or ignition interlock sanctions need only "be available" or that they "may" be imposed. These commenters did not believe that these sanctions "must" be imposed. The agencies disagree. Section 164 provides for four minimum penalties, and we find that there is nothing in either the statutory language or the legislative history to suggest that three of the penalties are mandatory and the fourth (the impoundment, immobilization or ignition interlock requirement) is optional.

The commenters seem to base their assertion on the fact that the statute provides that State laws must require that repeat intoxicated drivers must "receive" license suspensions, minimum sentences and assessment and treatment, while the statute provides that they must "be subject to" the impoundment, immobilization or ignition interlock requirement. The agencies conclude that the difference in language in this provision does not signify any difference in the mandatory nature of the requirement, but is simply a grammatical device used, since an offender may "receive" a suspension, a sentence, an assessment and treatment, but an offender would not "receive" an impoundment, immobilization or ignition interlock installation. Rather the offender is "subject to" these sanctions when the sanctions are applied to the offender's vehicles. The agencies continue to conclude that, to avoid a sanction, the State law must require that at least one of these three penalties must be imposed on all repeat intoxicated drivers.

The State of Nevada objected to the statement in the interim final rule that "the State law must require that the impoundment or immobilization be imposed during the one-year suspension term, *and* that the ignition interlock system be installed at the conclusion of the one-year term." [Emphasis added.] Nevada thought this statement was meant to signify that States must impose the impoundment or immobilization penalty (during the license suspension period) *and also* the ignition interlock penalty (at the end of the suspension period).

However, this was not the meaning that the agencies had intended to convey. Rather, the statement was included simply to clarify the time frames for each of these sanctions. Regarding the mandatory nature of these sanctions, the agencies believe the plain language in the interim regulations is clear. It provides, "to avoid the transfer of funds * * *, a State must enact and enforce a law that establishes that all repeat intoxicated drivers shall * * * be subject to either * * * the impoundment * * *, immobilization * * * or ignition interlock [sanction]." In addition, as the agencies explain in the preamble to the interim final rule, "the State law does not need to provide for all three types of penalties to comply with this criterion, but it must require that at least one of the three penalties will be imposed." Since the statement which Nevada found ambiguous was in the preamble to the rule, and not the interim regulations themselves, no regulatory changes are needed in this final rule to clarify this statement.

Moreover, we note that no other commenters interpreted the interim final rule in this way. Advocates, for example, stated in its comments, "The agencies appropriately analyzed the distinct purposes of these sanctions, and correctly noted that section 164 requires the imposition only of one sanction since they are set forth disjunctively in the statute."

Accordingly, no changes to the interim regulations have been adopted in response to these comments.

b. *Timing of the Sanctions.* In the interim final rule, the agencies explained that Section 164 does not specify when a State must impose the impoundment or immobilization of, or the installation of an ignition interlock system on, motor vehicles. Therefore, to determine when these penalties must be imposed, the agencies considered the purpose of the three penalties.

The agencies recognized in the interim rule that the purpose of an impoundment or immobilization sanction is very different from that of the installation of an ignition interlock system. We explained that, when an individual convicted of driving while intoxicated is subject to a driver license suspension, it is expected that the

individual will not drive for the length of the suspension term. However, some studies have found that as many as 70 percent of all repeat offenders continue to drive even after their driver's licenses have been suspended or revoked.

Accordingly, the agencies concluded that the laws that provide for the impoundment or immobilization of motor vehicles are designed to ensure that driver's license suspension sanctions are not ignored. They seek to prevent offenders from driving vehicles while their driver's licenses are under suspension.

The agencies explained in the interim final rule that laws that provide for the installation of an ignition interlock system on a motor vehicle, on the other hand, are not designed to prevent the individual from driving. Such laws generally provide that these systems will be installed on a motor vehicle once the individual's driver's license has been restored. The agencies stated that these laws recognize that many individuals convicted of driving while intoxicated have difficulty controlling their drinking. Accordingly, they are designed to prevent individuals, once they are permitted to drive again, from drinking and driving.

Based on the nature of these penalties, the agencies decided in the interim final rule not to adopt a uniform time frame for these three penalties. Instead, the interim regulations provided that the State law must require either the impoundment or immobilization of the offender's vehicles during the one-year suspension term or the installation of an ignition interlock system at the conclusion of the suspension. The interim regulations did not specify the length of time during which these penalties must remain in effect.

The agencies received a number of comments regarding these features of the interim regulations.

Some of the comments expressed support for these aspects of the interim regulations. For example, Advocates stated, "the agencies accurately recognize that impoundment or immobilization are sanctions that should be imposed concurrently with a one-year suspension, whereas the ignition interlock would logically apply after the suspension is completed." However, most of the comments received by the agencies were critical of these aspects of the interim rule.

Regarding the application of impoundment or immobilization sanctions, many of the commenters were troubled that the interim regulations did not establish a minimum length of time for these penalties. NCSL, NAGHSR and the State of Michigan, for example, were concerned that a State could comply with this requirement by impounding or immobilizing a vehicle for a single day, and MADD and LifeSafer ventured that a State may even be able to comply by impounding or immobilizing a vehicle for only an hour. Some of the commenters specified a minimum period of time that would be appropriate, such as 30 days, which was suggested by MADD and Dr. Voas, or 15–30 days, which was suggested by LifeSafer.

Some of the commenters also suggested that the impoundment or immobilization sanction should be imposed quickly, to maximize the impact of these sanctions and to prevent offenders from transferring their vehicles. MADD, LifeSafer and Dr. Voas, for example, urged the agencies to require that such sanctions occur immediately, at the time of the offender's arrest.

Regarding the installation of ignition interlock devices, many of the commenters objected to the requirement that ignition interlock devices must be installed at the conclusion of the one-year driver's license suspension. LifeSafer asserted that these devices have been shown to be effective and predicted that a one-year delay would greatly curtail their use. NCSL and the State of Michigan thought it was unlikely that any State would adopt the ignition interlock sanction under these conditions. MADD asserted that, "the longer the ignition interlock device remains on the offender's vehicle, the more effective it is in changing his or her behavior and increasing the likelihood of reducing recidivism." Accordingly, MADD suggested that ignition interlock devices should be installed at the time of arrest and should remain on the offender's vehicle for a minimum period of one year following license reinstatement.

The agencies have decided not to change the regulations in response to these comments. As the agencies explained in the interim final rule, while section 164 required that State laws must provide for the impoundment or immobilization of, or the installation of an ignition interlock device on, motor vehicles, the statute was silent regarding the timing of these sanctions. Section 164 did not specify the length of time that these sanctions must remain in effect, or require that these sanctions must take place immediately at the time of arrest.

Moreover, the use of these sanctions is still a relatively new development in the field of impaired driving countermeasures. The agencies do not believe there are currently sufficient research findings to dictate a minimum period of time for these sanctions, in the absence of statutory direction. In addition, while States may choose to require the imposition of these sanctions at the time of the offender's arrest as part of their programs, the agencies do not believe we have sufficient information, in the absence of statutory direction, to make this a condition of compliance. Plus, we do not want to stifle innovation. The rule has been drafted, within the framework of the statute, to provide States with as much flexibility as possible, to enable them to establish the terms for conducting their programs in ways that are most appropriate under their own statutory schemes.

While a number of the commenters were concerned that States would be able to qualify under this criterion by impounding or immobilizing vehicles for only a day or even an hour, the agencies note that, to date, 11 States and the District of Columbia have demonstrated compliance with this section 164 criterion based on an impoundment or immobilization law, and no State law provides that vehicles (or the license plate or registration) will be impounded or immobilized for such an insignificant period of time. Although two States provide for a five-day minimum and one State requires a 30 day minimum impoundment or immobilization, all other States and the District of Columbia require that the impoundment or immobilization remain in effect for the duration of the license suspension or for a minimum of at least one year.

Regarding the installation of ignition interlock devices, the agencies recognize that a significant number of offenders continue to drive even after they lose their driving privileges, and that many of them choose not to reapply for a license even once they become eligible to do so. We recognize also that ignition interlock devices have been shown to be effective at reducing the incidence of impaired driving during their use. Accordingly, the agencies appreciate the sentiments expressed by a number of the commenters, who suggested that strategies be used to create an incentive for repeat offenders to drive only with a valid license and not to drink and drive. These commenters recommended that we permit States to restore restricted driving privileges to repeat intoxicated drivers and install ignition interlock devices on their vehicles prior to the completion of a one-year hard license suspension.

However, the agencies continue to conclude that such a strategy is not permitted under section 164, since the

statute specifically provides under the first criterion (discussed in detail above) that State laws must require that repeat intoxicated drivers receive a one-year suspension of *all* their driving privileges. In addition, we find that, while the installation of ignition interlocks has been shown to reduce the incidence of drinking and driving, other strategies (such as impoundment, immobilization or strict driving while suspended laws) may be more appropriate when seeking to prevent offenders whose licenses have been suspended from getting behind the wheel of a vehicle during their periods of suspension.

Moreover, we note that, if States choose to install ignition interlock devices on offenders' vehicles prior to the end of the one-year license suspension, as an extra measure of protection against impaired driving, even though the offender should not be driving at all, the regulations will not prevent the States from doing so. However, to satisfy the one-year license suspension criterion of section 164, such States may not restore to these offenders any driving privileges during the one-year period. In addition, to satisfy the impoundment, immobilization or ignition interlock criterion of section 164, the ignition interlock devices must remain on the offenders' vehicles for some period of time after the license suspension has ended.

While some commenters were concerned that States would not be willing to adopt a law that provides for the installation of ignition interlock devices under the conditions established in the interim regulations, the agencies note that, to date, 12 States have demonstrated compliance with this section 164 criterion based on an ignition interlock law.

For all of the reasons discussed above, the agencies have adopted this portion of the interim regulations without change.

c. *All Vehicles Owned by the Offender.* The agencies indicated in the interim final rule that, in order to qualify under this criterion, each motor vehicle owned by the repeat intoxicated driver must be subject to one of the three penalties.

A number of comments were submitted to the agencies objecting to this feature of the rule. The comments raised two types of concerns. Some considered this requirement to be overly broad; others considered its scope not to be broad enough.

The commenters who considered the requirement to be overly broad called it "unreasonably severe," "unjustified" and "counter productive." Dr. Hedlund of Highway Safety North, for example, explained that "State impoundment and immobilization laws typically apply to a single vehicle (the vehicle driven by the offender when the offense was committed), not to all vehicles owned by the offender" and that "State interlock programs typically require the offender to install an interlock on his (or her) primary vehicles and require the offender to drive only that vehicle."

Dr. Hedlund, LifeSafer, NAGHSR and others expressed concern that such a strict application of this requirement could prove to be a disincentive to its adoption and use. In addition, the State of Wisconsin questioned whether the impoundment or seizure of all vehicles owned by an offender would raise constitutional issues. As an alternative, LifeSafer recommended that the ignition interlock sanction should be "tied" to the offender's license, rather than to the vehicles owned by the offender (*i.e.*, as a license restriction that provides that the offender may drive only vehicles on which ignition interlocks are installed). Finally, NAGHSR asserted that "nothing in the legislative history of this provision indicates that Congress intended the sanctions to apply to every vehicle owned by the offender."

Regarding the agencies' authority to require that these sanctions apply to every vehicle owned by the offender, the agencies have determined that inclusion of this requirement is not only supported by section 164's legislative history, but is required by the plain language of the statute itself. Section 164 provides specifically that repeat intoxicated offenders must "be subject to the impoundment or immobilization of *each of the individual's motor vehicles* or the installation of an ignition interlock system on *each of the motor vehicles* [emphasis added]."

The agencies believe Congress established these requirements because, for repeat offenders, taking his or her vehicle at the time of arrest and placing an ignition interlock restriction on the offender's license may not be enough. Congress wanted to do more than get the attention of these offenders. Congress wanted States to take steps to prevent repeat intoxicated drivers from driving at all during their license suspension or from drinking and driving once their licenses were returned. If one of the offender's vehicles has been impounded or immobilized, but another vehicle is available at home, or if one of the offender's vehicles is fitted with an ignition interlock device and another is not, these objectives may not be achieved.

Moreover, the agencies note that, to date, 25 States and the District of Columbia have been determined to comply with this criterion, by applying either an impoundment, immobilization or the installation of ignition interlock devices on all motor vehicles owned by repeat intoxicated drivers.

The commenters who considered the requirement not to be broad enough were concerned that offenders could avoid these sanctions by using a variety of "loopholes." Dr. Hedlund of Highway Safety North, MADD and the State of Michigan, for example, were concerned that offenders could transfer title to their vehicles after arrest and prior to conviction; the State of Wisconsin suggested that offenders could register vehicles using the names of friends or family members, or other aliases; and MADD was concerned that offenders could operate vehicles that are "owned" by other people.

Section 164 did not require that State laws address these particular issues, and the agencies have not expanded this criterion by adding any such requirements. The agencies note, however, that some States have enacted laws that surpass the minimum requirements established in section 164, and include provisions that have the potential to "close" some of these "loopholes." Some States, for example, apply their vehicle sanctions not only to vehicles "owned" by the repeat offender, but also to vehicles "operated" by such offender. Other State laws contain provisions that specifically prohibit offenders from transferring title to their vehicles. States that choose to include in their laws similar provisions, which exceed the section 164 requirements, are able (and encouraged) to do so, but such provisions are not necessary for the State to demonstrate compliance with the impoundment, immobilization or ignition interlock criterion.

For the reasons discussed above, this portion of the interim regulations has been adopted without change.

d. *Exceptions Permitted.* In the interim final rule, the agencies explained that, consistent with past practices under the section 410 program, the agencies will permit States to provide limited exceptions to the impoundment or immobilization requirements on an individual basis, to avoid undue hardship to an individual, including a family member of the repeat intoxicated driver, or a co-owner of the motor vehicle, but not including the repeat intoxicated driver. However, the agencies decided not to permit an exception to the installation of the ignition interlock system requirement.

The interim final rule explained that the agencies believe that an exception to the requirement that an ignition interlock system be installed is not necessary, since the requirement does not prevent a motor vehicle from being available for others dependent on that vehicle. It only prevents an individual from operating the vehicle under the influence of alcohol.

Comments regarding this portion of the interim regulations suggested that additional exceptions should be permitted. NAGHSR, NCSL and the States of Delaware, Michigan and Wisconsin emphasized that the imposition of an impoundment or immobilization or the installation of ignition interlock devices can be very costly to offenders and their families. Not only do these sanctions cause vehicles to be unavailable, but there are also administrative costs associated with the sanctions. The commenters asserted that these costs can result in an undue financial hardship for many families.

In addition, NAGHSR and LifeSafer both asserted that there is a need for an employer exception. LifeSafer explained that, in States where the ignition interlock device is tied to a restriction on the license, States "have recognized the need for an employer exemption that allows the offender to operate an employer vehicle in the course and scope of employment without the [ignition interlock device]" so long as certain conditions are met. LifeSafer states that the exemption is necessary "to avoid undue hardship on an employer."

NAGHSR and LifeSafer indicated that the employer exception they seek is needed if the ignition interlock device is tied to a restriction on the offender's license. Since section 164 requires that the installation of ignition interlocks must be tied to all vehicles owned by the offender, and not to the offender's driver's license, the agencies believe the employer exception sought by NAGHSR and LifeSafer is not needed. Accordingly, the agencies have not added an employer exception to the regulations.

Based on the concerns raised in the comments regarding the financial hardship that families may suffer due to the administrative expenses that may be imposed in connection with the installation of ignition interlock devices on each vehicle owned by the offender, however, the agencies have reconsidered their decision to not permit a hardship exception to the ignition interlock sanction.

Accordingly, the interim regulations have been modified in this final rule to add an exception to the ignition interlock requirement. A State may provide an exception to the ignition interlock requirement for financial hardship, provided the State law requires that the offender may not drive a vehicle without an ignition interlock system, such as by requiring that a restriction be placed on the offender's license.

To ensure that the availability of these exceptions do not undermine the impoundment, immobilization or ignition interlock requirements, exceptions must be made in accordance with Statewide published guidelines developed by the State, and in exceptional circumstances specific to the offender's motor vehicle.

e. *Other Comments Related to the Sanctions.* The interim regulations provided that "impoundment or immobilization" included "the removal of a motor vehicle from a repeat intoxicated driver's possession or the rendering of a repeat intoxicated driver's motor vehicle inoperable." The interim regulations provided that these terms include also "the forfeiture or confiscation of a repeat intoxicated driver's motor vehicle or the revocation or suspension of a repeat intoxicated driver's motor vehicle license plate or registration."

LifeSafer objected to this aspect of the interim regulations. According to LifeSafer, "physically revoking the license plate or canceling the registration is not anywhere near as strong a message of physically taking or rendering incapable the operation [of] a motor vehicle. Secondly, the sanction is rendered ineffective because another license plate can be quickly obtained or transferred from another vehicle or the vehicle re-registered under another name."

The agencies find, based on studies conducted in Minnesota and Ohio, that the research demonstrates that the revocation or suspension of vehicle registrations and license plates is an effective sanction. In fact, NHTSA has encouraged States to impose such a sanction on repeat offenders and individuals who drive with a suspended driver's license, under its section 410 program since 1992. Moreover, the agencies are not aware of any research findings that demonstrate a significant difference in effectiveness between the impoundment or immobilization of a motor vehicle as compared with the revocation or suspension of a vehicle registration or license plate. In the absence of any such findings, the agencies prefer to provide the States with some flexibility in this regard.

Finally, NAGHSR recommended in its comments that ignition interlocks should be used as part of a comprehensive, interrelated system, such as one under which the driver's license of the offender is suspended and the offender's vehicle is impounded or immobilized for a short period (e.g., 15–30 days), at the time of arrest. Once that period of time passes, limited driving privileges are restored, the vehicle may be reclaimed and an ignition interlock is installed. Then, when the offender participates and completes treatment, the ignition interlock is removed.

The agencies appreciate the objectives that NAGHSR seeks to meet by suggesting such an approach, and we note that States may take this type of approach, if they wish to do so, when fashioning sanctions for first offenders. However, as stated previously in this final rule, such an approach would not be permitted under section 164 for repeat offenders. Under such an approach, a repeat intoxicated driver would be permitted to receive driving privileges during the initial one-year driver's license suspension period, and the statutory language contained in section 164 specifically requires that *all* driving privileges must be suspended for a period of one year. Accordingly, the agencies are unable to address this comment without an amendment to the underlying statute.

Accordingly, no changes will be made to the interim regulations in response to these particular comments.

3. An Assessment of Their Degree of Alcohol Abuse, and Treatment as Appropriate

Section 164 provides that, to avoid the transfer of funds, the State must have a law that requires that all repeat intoxicated drivers must receive "an assessment of the individual's degree of abuse of alcohol and treatment as appropriate." In the interim final rule, the agencies specified further that the State's law must require that all repeat intoxicated drivers must undergo an alcohol assessment and the law must authorize the imposition of treatment as appropriate.

The agencies received comments regarding this criterion from LifeSafer, NAGHSR, MADD, the State of Delaware and Dr. Voas. Both NAGHSR and LifeSafer indicated that they are aware that there are some States that provide for mandatory treatment of repeat intoxicated offenders, but may not require that these offenders be assessed. In their view, since the treatment is provided automatically, these States should be considered to be fully in

compliance with the assessment and treatment requirement.

It is the view of the agencies that, if a State provides for mandatory treatment of repeat intoxicated offenders and the State's mandatory treatment program includes a mandatory assessment component, such a program will enable the State to demonstrate compliance with the section 164 assessment and treatment criterion. If assessments are not conducted of all repeat offenders as part of such a program, however, the agencies will find that the State's program does not fully comply. This decision is based on the agencies' conclusion that the purpose of the assessment is to determine not only whether an offender should undergo treatment, but also what type and level of treatment is appropriate for that offender. Programs that assign treatment to offenders without first assessing the needs of those offenders may be ineffective in resolving any alcohol abuse problems that the offenders may have. The agencies note that, in addition to the District of Columbia and the 23 States that meet all of the section 164 requirements, at least 10 additional States meet the assessment and treatment criterion.

The agencies received comments also from MADD, the State of Delaware and Dr. Voas regarding this criterion. According to their statements, these commenters do not believe the agencies went far enough in the interim regulations when we provided that the State's law "must authorize the imposition of treatment as appropriate." These commenters urged the agencies instead to require that States make treatment mandatory. MADD, for example, stated that, "while the rule requires mandatory alcohol assessment, there is no requirement that treatment is mandatory even when the results of the assessment calls for treatment." Dr. Voas explained why he thought such a requirement should be adopted. He asserted that "the value of assessment is entirely dependent on the offender receiving the treatment."

As the agencies indicated in the interim final rule, there is a wide array of programs and activities that can be used to treat offenders who have alcohol abuse problems. Because of the many options available, the agencies believe it would be difficult to establish a specific requirement in the regulations that would have meaning, and also provide States and their judicial systems the flexibility they need to have the greatest impact.

In his comments, Dr. Voas took particular issue with a statement that was included in the preamble to the interim final rule, in which the agencies said that, "to qualify under this criterion, the State law must make it mandatory for the repeat intoxicated driver to undergo an assessment, but the law need not impose any particular treatment (or any treatment at all)." The agencies wish to clarify that, the agencies did not mean to imply by this statement that States should not refer individuals to treatment if treatment is warranted. Since the Section 164 requirements provide that all repeat intoxicated drivers must be assessed, we trust that the court systems will refer those offenders to treatment when warranted, and that offenders will be referred to the treatment that is most appropriate. Since the statement to which Dr. Voas objected was in the preamble to the rule, and not the interim regulations themselves, no regulatory changes are needed in this final rule to clarify this statement.

For the reasons discussed above, this portion of the interim regulations has been adopted without change.

4. Mandatory Minimum Sentence

Section 164 provides that, to avoid a transfer of funds, the State must have a law that imposes a mandatory minimum sentence on all repeat intoxicated drivers. For a second offense, the law must provide for a mandatory minimum sentence of not less than five days of imprisonment or 30 days of community service. For a third or subsequent offense, the law must provide for a mandatory minimum sentence of not less than ten days of imprisonment or 60 days of community service.

The agencies explained in the interim final rule that, consistent with NHTSA's administration of the section 410 program, the term "imprisonment" has been defined to include "confinement in a jail, minimum security facility, community corrections facility, * * * inpatient rehabilitation or treatment center, or other facility, provided the individual under confinement is in fact being detained." In addition, we indicated in the interim final rule that house arrests would be included within the definition of "imprisonment" under the section 164 program, provided that electronic monitoring is used.

We received five comments in response to the interim final rule regarding this criterion. Most of the comments received related to the agencies' decision to include house arrests within the definition of imprisonment.

MADD and Dr. Voas objected to its inclusion. They argued that a house arrest for a period of only five or ten days is not a sufficiently strong penalty. MADD, for example, asserted "House arrest does not carry with it the specific deterrence or social stigma that incarceration in a jail facility does." According to MADD, such a penalty "will have little or no impact on reducing recidivism which is the very purpose of this legislation."

Conversely, LifeSafer, NAGHSR and Advocates supported the inclusion of house arrest, coupled with electronic monitoring, within the definition of the term imprisonment. LifeSafer "applauded" this decision based on its belief that "jail is the least effective sanction to reduce recidivism, States have severe jail overcrowding problems * * * [and] studies which indicate electronic monitoring has an impact greater than jail on reducing recidivism." NAGHSR called this aspect of the interim rule the "most positive attribute of the interim final regulations." According to Advocates, "although the historic use of the word imprisonment entails confinement in a traditional prison facility, we agree with the agencies that non-traditional approaches and the use of technological advancements should be utilized in attempt to make inroads against repeat intoxicated offenders. In this regard it is clear that courts are using home confinement and monitoring as an alternative means of detaining criminal offenders."

As noted in the interim final rule, recent NHTSA research seems to indicate that house arrests are effective if they are coupled with electronic monitoring. While the agencies recognize that the periods of house arrest studied tended to be longer than five or ten days, we consider this alternative means of detaining offenders to be a promising strategy that should not be stifled under the provisions of these regulations. Accordingly, the agencies have decided to continue to permit States to use house arrest, coupled with electronic monitoring, in lieu of other confinement methods.

Dr. Voas suggested in his comments that, if the use of house arrest is permitted under the regulations, the State should extend the period of detention from five or ten days to a period of 90 days. The agencies do not find authority for establishing such an alternative length of time in the section 164 statute. Accordingly, we have not adopted this change in the regulations.

Finally, NCSL pointed out that many States have, over the years, enacted mandatory minimum sentences for repeat intoxicated drivers, in response to the Federal requirements that were established in the section 410 program.

However, since section 164 requires States to establish a longer mandatory sentence (five and ten days, rather than 48 hours), even these States will need to enact new legislation. The agencies agree with NCSL's observation. However, these longer sentencing requirements are dictated by the statute.

This portion of the interim regulations has been adopted without change.

E. Certifications

The interim final rule provided that, to avoid a transfer of funds, each State must submit a certification demonstrating compliance with the four section 164 criteria, which includes citations to all applicable provisions of their laws, as well as regulations or case law, as needed. The certifications must also assert that the State is enforcing its law. According to the interim final rule, once a State has been determined to be in compliance with the section 164 requirements, the State would not be required to resubmit certifications in subsequent fiscal years, unless the State's law had changed or the State had ceased to enforce its repeat intoxicated driver law. The interim final rule provided that it is the responsibility of each State to inform the agencies of any such change in a subsequent fiscal year, by submitting an amendment or supplement to its certification. The interim final rule provided further that, to avoid a transfer in FY 2001, the agencies must receive a State's certification no later than September 30, 2000, and the certification must indicate that the State "has enacted and is enforcing a repeat intoxicated driver law that conforms to 23 U.S.C. 164 and [the agencies' implementing regulations]." States found in noncompliance with the requirements in any fiscal year, once they have enacted complying legislation and are enforcing the law, must submit a certification to that effect before the following fiscal year to avoid a transfer of funds in that following fiscal year. The interim rule indicated that such certifications must be submitted by October 1 of the following fiscal year.

In its comments in response to the interim final rule, Advocates recommended that States should be required to submit more than a certification to demonstrate that they are enforcing their repeat intoxicated driver laws. Advocates stated, "while the agencies need not require burdensome evidence of such enforcement, some indicia that a good faith effort is being made to enforce the repeat offender law should be sought. Since convictions and penalties imposed under such a law are relatively simple to establish through computerized records, the agencies can require some indicia as to the level of state enforcement without imposing significant burdens on the states."

The agencies have not adopted this change. While there may be information in computerized records that States would be able to compile and submit to the agencies, we are uncertain how such a sufficient "level of enforcement" would be defined. Moreover, we find that the benefit of such a reporting requirement would not justify the effort that would be required.

Although the agencies did not receive any comments regarding the dates by which certifications must be submitted, we have concluded that this feature of the regulations requires clarification. The interim final rule provided that conforming certifications were due by September 30 to avoid a transfer of funds in FY 2001, and that certifications from States that did not previously comply with section 164 were due by October 1 to avoid a transfer of funds in subsequent fiscal years. To avoid confusion, the agencies have concluded that the same date should apply in any fiscal year. Accordingly, the regulations have been changed to provide that, to avoid a transfer of funds in FY 2001 or in any subsequent fiscal year, States will be required to submit certifications by September 30.

In addition, some States enacted conforming laws prior to September 30, 2000, but their new laws will not be effective until the next day, on October 1, 2000. The interim rule, which requires States to assert that they are already enforcing their laws on September 30, did not anticipate this occurrence. The agencies have determined that a conforming law that becomes effective on October 1 will enable a State to avoid a transfer of funds on that date. Accordingly, the agencies have amended the regulations to enable these States to certify that they have enacted a repeat intoxicated driver law that conforms to 23 U.S.C. 164 and the agencies' implementing regulations, and that the law will become effective and be enforced by October 1 of the following fiscal year.

F. Transfer of Funds

As explained in the interim final rule, section 164 provides that the Secretary must transfer a portion of a State's Federal-aid highway funds apportioned under sections 104(b)(1), (3), and (4) of Title 23 of the United States Code, for the National Highway System, Surface Transportation Program and Interstate System, to the State's apportionment under section 402 of that title, if the State does not meet certain statutory requirements.

The interim rule indicated that, in accordance with the statute, the amount to be transferred from a non-conforming State will be calculated based on a percentage of the funds apportioned to the State under each of sections 104(b)(1), (3) and (4). However, the actual transfers need not be drawn evenly from these three sources. The transferred funds may come from any one or a combination of the apportionments under sections 104(b)(1), (3) and (4), as long as the total amount meets the statutory requirement.

One commenter noted that the interim rule did not specify which State agency has authority to decide from which category funds should be transferred. The agencies believe that, because the decision concerning which of the three highway apportionments should lose funds solely affects State Department of Transportation (DOT) programs, the State DOT should have authority to inform the FHWA of any changes in distribution. The agencies have added language to the final rule, in the section on Transfer of Funds, indicating that on October 1, the FHWA will make the transfers based on a proportionate amount, then the State's Department of Transportation will be given until October 30 to notify the FHWA if they would like to change the distribution among sections 104(b)(1), (3) and (4).

The interim rule indicated that the funds transferred to section 402 could be used for alcohol-impaired driving countermeasures or directed to State and local law enforcement agencies for the enforcement of laws prohibiting driving while intoxicated, driving under the influence or other related laws or regulations. In addition, the interim final rule indicated that States may elect to use all or a portion of the transferred funds for hazard elimination activities under 23 U.S.C. 152.

NAGHSR, Michigan, Delaware and NCSL noted that the interim final rule did not specify which State agency has the authority to determine how transferred funds should be used. NAGSHR stated that "it is unclear whether these decisions are state department of transportation decisions, state highway safety office decisions, or both." Michigan suggested that "it should be made clear that all affected state agencies are to participate, and that states' decisions may be guided by the traffic safety benefit returned by the investment."

The agencies have determined that all of the affected State agencies should participate in deciding how transferred funds should be directed. Accordingly, the agencies have added language to the section on Use of Transferred Funds

specifying that both the State DOT, which will "lose" the funds, and the State Highway Safety Office (SHSO), which will "gain" the funds must decide jointly.

The State DOT and SHSO officials will provide written notification of their funding decisions to the agencies, within 60 days of the transfer, identifying the amounts of apportioned funds to be obligated to alcohol-impaired driving programs, hazard elimination programs, and related planning and administration costs allowable under section 402. This process will permit account entries to be made. Joint decision making by the DOT and SHSO is the same process required by NHTSA and the FHWA for other TEA 21 programs in which Congress authorized flexible highway safety/highway construction funding choices—the section 157 Seat Belt Use Incentive Grant Program, the section 163.08 BAC *Per Se* Incentive Program and the section 154 Open Container Transfer Program.

IV. Regulatory Analyses and Notices

A. Executive Order 12778 (Civil Justice Reform)

This final rule will not have any preemptive or retroactive effect. The enabling legislation does not establish a procedure for judicial review of final rules promulgated under its provisions. There is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceedings before they may file suit in court.

B. Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures

The agencies have determined that this action is not a significant action within the meaning of Executive Order 12866 or significant within the meaning of Department of Transportation Regulatory Policies and Procedures. States can choose to enact and enforce a repeat intoxicated driver law, in conformance with Pub. Law 105–206, and thereby avoid the transfer of Federal-aid highway construction funds. Alternatively, if States choose not to enact and enforce a conforming law, their funds will be transferred, but not withheld. Accordingly, the amount of funds provided to each State will not change.

In addition, the costs associated with this rule are minimal and are expected to offset by resulting highway safety benefits. The enactment and enforcement of repeat intoxicated driver laws should help to reduce impaired driving, which is a serious and costly problem in the United States. Accordingly, further economic assessment is not necessary.

C. Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act (Pub. Law 96–354, 5 U.S.C. 601–612), the agencies have evaluated the effects of this action on small entities. This rulemaking implements a new program enacted by Congress in the TEA 21 Restoration Act. As the result of this new Federal program and the implementing regulations, States will be subject to a transfer of funds if they do not enact and enforce repeat intoxicated driver laws that provide for certain specified mandatory penalties. This final rule will affect only State governments, which are not considered to be small entities as that term is defined by the Regulatory Flexibility Act. Thus, we certify that this action will not have a significant impact on a substantial number of small entities and find that the preparation of a Regulatory Flexibility Analysis is unnecessary.

D. Paperwork Reduction Act

This action does not contain a collection of information requirement for purposes of the Paperwork Reduction Act of 1980, 44 U.S.C. Chapter 35, as implemented by the Office of Management and Budget (OMB) in 5 CFR part 1320.

E. National Environmental Policy Act

The agencies have analyzed this action for the purpose of the National Environmental Policy Act, and have determined that it will not have a significant effect on the human environment.

F. The Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (Pub. Law 104–4) requires agencies to prepare a written assessment of the costs, benefits and other effects of final rules that include a Federal mandate likely to result in the expenditure by the State, local or tribal governments, in the aggregate, or by the private sector, of more than $100 million annually. In the interim final rule, the agencies indicated that the section 164 program did not meet the definition of a Federal mandate, because the resulting annual expenditures were not expected to exceed $100 million and because the States were not required to enact and enforce a conforming repeat intoxicated driver law.

NCSL asserted that the rule will result in an unfunded mandate. It stated that "the total cost to the states to enforce these repeat offender laws will exceed one hundred million dollars in cost." NCSL noted that the UMRA requires agencies to prepare a written assessment of the anticipated costs and benefits of any unfunded Federal mandate and that NHTSA failed to do so. NCSL asserted also that NHTSA failed to consult with State officials to determine the financial and political ramifications of this regulatory proposal.

The agencies have determined that the rule will not result in an unfunded mandate because the section 164 program is optional to the States. States may choose to enact and enforce a conforming repeat intoxicated driver law and avoid the transfer of funds altogether. Alternatively, if States choose not to enact and enforce a conforming law, funds will be transferred, but no funds will be withheld from any State. Moreover, the agencies do not believe that the resulting cost to States from implementing conforming laws will be over $100 million. Prior to the passage of TEA 21, States already had enacted and were enforcing repeat intoxicated driver laws. Some of these States have amended their laws to conform to the new section 164 requirements, but such changes will not result in expenditures of over $100 million. For States that have amended their repeat intoxicated driver laws, the cost to enact such amendments will be minimal. There may be some costs to provide training to law enforcement or other officials or to educate the public about these changes, but these costs are not likely to be significant.

In the interim final rule, the agencies recommended that States incorporate into their enforcement efforts activities designed to inform law enforcement officers, prosecutors, members of the judiciary and the public about their repeat intoxicated driver laws. In addition, the agencies advised States to take steps to integrate their repeat intoxicated driver enforcement efforts into their enforcement of other impaired driving laws. If States take those steps, the cost to enforce such laws would likely be absorbed into the State's overall law enforcement budget because the States would not be required to conduct separate enforcement efforts to enforce their repeat intoxicated driver laws.

Accordingly, the agencies have determined that it is not necessary to prepare a written assessment of the costs and benefits, or other effects of the rule.

G. Executive Order 13132 (Federalism)

This action has been analyzed in accordance with the principles and

criteria contained in Executive Order 13132, and it has been determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. Accordingly, a Federalism Assessment has not been prepared.

List of Subjects in 23 CFR Part 1275

Alcohol and alcoholic beverages, Grant programs—transportation, Highway safety.

In consideration of the foregoing, the interim final rule published in the **Federal Register** of October 19, 1998, 63 FR 55796, is adopted as final, with the following changes:

PART 1275—REPEAT INTOXICATED DRIVER LAWS

1. The authority citation for part 1275 continues to read as follows:

Authority: 23 U.S.C. 164; delegation of authority at 49 CFR 1.48 and 1.50.

2. Section 1275.3 is amended by revising paragraphs (c) and (k) to read as follows:

§ 1275.3 Definitions.

* * * * *

(c) *Driving while intoxicated* means driving or being in actual physical control of a motor vehicle while having a blood alcohol concentration above the permitted limit as established by each State, or an equivalent non-BAC intoxicated driving offense.

* * * * *

(k) *Repeat intoxicated driver* means a person who has been convicted of driving while intoxicated or driving under the influence of alcohol more than once in any five-year period.

* * * * *

3. In § 1275.4, paragraph (b)(2) is redesignated as paragraph (b)(3) and a new paragraph (b)(2) is added to read as follows:

§ 1275.4 Compliance criteria.

* * * * *

(b) * * *

(2) A State may provide limited exceptions to the requirement to install an ignition interlock system on each of the offender's motor vehicles, contained in paragraph (a)(2)(iii) of this section, on an individual basis, to avoid undue financial hardship, provided the State law requires that the offender may not operate a motor vehicle without an ignition interlock system.

* * * * *

4. Section 1275.5 is amended by revising paragraph (b) to read as follows:

§ 1275.5 Certification requirements.

* * * * *

(b) The certification shall be made by an appropriate State official, and it shall provide that the State has enacted and is enforcing a repeat intoxicated driver law that conforms to 23 U.S.C. 164 and § 1275.4 of this part.

(1) If the State's repeat intoxicated driver law is currently in effect and is being enforced, the certification shall be worded as follows:

(Name of certifying official), (position title), of the (State or Commonwealth) of _____, do hereby certify that the (State or Commonwealth) of _____, has enacted and is enforcing a repeat intoxicated driver law that conforms to the requirements of 23 U.S.C. 164 and 23 CFR 1275.4, (citations to pertinent State statutes, regulations, case law or other binding legal requirements, including definitions, as needed).

(2) If the State's repeat intoxicated driver law is not currently in effect, but will become effective and be enforced by October 1 of the following fiscal year, the certification shall be worded as follows:

(Name of certifying official), (position title), of the (State or Commonwealth) of _____, do hereby certify that the (State or Commonwealth) of _____, has enacted a repeat intoxicated driver law that conforms to the requirements of 23 U.S.C. 164 and 23 CFR 1275.4, (citations to pertinent State statutes, regulations, case law or other binding legal requirements, including definitions, as needed), and will become effective and be enforced as of (effective date of the law).

* * * * *

5. Section 1275.6 is amended by adding paragraph (c) to read as follows:

§ 1275.6 Transfer of funds.

* * * * *

(c) On October 1, the transfers to section 402 apportionments will be made based on proportionate amounts from each of the apportionments under 23 U.S.C. 104(b)(1),(b)(3) and (b)(4). Then the States will be given until October 30 to notify FHWA, through the appropriate Division Administrator, if they would like to change the distribution among 23 U.S.C. 104(b)(1),(b)(3) and (b)(4).

6. Section 1275.7 is amended by redesignating paragraphs (c) through (f) as paragraphs (d) through (g), and by adding a new paragraph (c) to read as follows:

§ 1275.7 Use of transferred funds.

* * * * *

(c) The Governor's Representative for Highway Safety and the Secretary of the State's Department of Transportation for each State shall jointly identify, in writing to the appropriate NHTSA Administrator and FHWA Division Administrator, how the funds will be programmed among alcohol-impaired driving programs, hazard elimination programs, and planning and administration costs, no later than 60 days after the funds are transferred.

* * * * *

Issued on: September 28, 2000.

Kenneth R. Wykle,

Administrator, Federal Highway Administration.

Dr. Sue Bailey,

Administrator, National Highway Traffic Safety Administration.

[FR Doc. 00-25384 Filed 9-29-00; 3:34 pm]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 66

[USCG 2000-7466]

RIN 2115-AF98

Allowing Alternatives to Incandescent Light in Private Aids to Navigation

AGENCY: Coast Guard, DOT.

ACTION: Direct final rule.

SUMMARY: The Coast Guard is removing the requirement to use only tungsten-incandescent lighting for private aids to navigation. It will enable private industry and owners of private aids to navigation to take advantage of recent changes in lighting technology-specifically to use lanterns based on light-emitting diodes (LEDs). The greater flexibility will reduce the consumption of power and simplify the maintenance of private aids to navigation.

DATES: This direct final rule is effective January 3, 2001, unless a written adverse comment, or written notice of intent to submit one, reaches the Docket Management Facility on or before December 4, 2000. If an adverse comment, or notice of intent to submit one, does reach the Facility on or before then, the Coast Guard will withdraw this rule and publish a timely notice of withdrawal in the **Federal Register**.

ADDRESSES: You may mail your comments or notices of intent to submit them to the Docket Management Facility [USCG 2000-7466], U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington DC 20590-0001, or deliver them to room PL-401 on the Plaza level of the Nassif Building at the same address between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

Memorandum

U.S. Department of Transportation
National Highway Traffic Safety Administration

Subject: North Dakota Proposed Repeat Intoxicated Drivers Legislation under Section 164

Date: FEB 12 2001

Reply to Attn. of:

From: Heidi L. Coleman
Assistant Chief Counsel
for General Law

To: Adele Derby
Associate Administrator for
State and Community Services

This is in response to your request that the Office of Chief Counsel (OCC) review a number of pieces of proposed legislation that are currently under consideration in the State of North Dakota and which would amend portions of North Dakota's repeat intoxicated driver laws. Specifically, you request OCC's opinion concerning whether enactment of these proposed bills would enable North Dakota to meet the requirements of the Section 164 program, 23 U.S.C. §164, which was established in the Transportation Equity Act for the 21st Century (TEA-21) Restoration Act, , Public Law 105-178, and its implementing regulations, 23 CFR Part 1275.

On January 27, 1999, this office completed a review of earlier proposed legislation from North Dakota and determined that the proposed legislation would enable the State to demonstrate compliance with the mandatory minimum one-year hard driver's license suspension requirement. We determined, however, that it would not enable the State to demonstrate compliance with the impoundment, immobilization or ignition interlock requirement; the assessment and treatment requirement; or the mandatory sentencing requirement of Section 164.

On January 16, 2001, we received a request to review North Dakota's House Bill (HB)1173 and HB 1218. On January 30, 2001, we received a request to review Senate Bill (SB) 2406. HB 1173 proposes to amend the ignition interlock provisions (North Dakota Century Code (NDCC) 39-08-01.3) of North Dakota law. HB 1218 and SB 2406 propose to amend North Dakota's repeat offender sentencing provisions (NDCC 39-08-01).

In addition, we note that on April 22, 1999, North Dakota enacted HB 1131, which was a revised version of the proposed legislation that we had reviewed on January 27, 1999. This revised bill had not been submitted to the agency for review. However, we have considered this new legislation also as part of this review.

For the reasons described below, it is this office's opinion that, as a result of the enactment of HB 1131, North Dakota law currently meets the mandatory minimum one-year hard driver's license suspension requirement and the mandatory sentencing requirement of Section 164.

It is our opinion further that, if SB 2406 is enacted without change, North Dakota would continue to comply with the mandatory minimum one-year hard driver's license suspension requirement and the mandatory sentencing requirement of Section 164; if HB1173 is enacted without change, North Dakota would meet these two requirements and also the impoundment, immobilization or ignition interlock requirement. However, if HB 1218 is enacted without change, North Dakota would no longer meet the mandatory sentencing requirement of Section 164. Rather, it would comply only with the mandatory minimum one-year hard driver's license suspension requirement.

Requirement 1 - Mandatory minimum one-year hard driver's license suspension.

In our determination dated January 27, 1999, we indicated that North Dakota's current law provides for a mandatory minimum 365-day license suspension for second offenders and a mandatory minimum 2-year license suspension for third or subsequent offenders within a five-year period. NDCC 39-06.1-10(7). None of the proposed bills would amend these provisions of North Dakota's law.

Accordingly, if any of the proposed legislation is enacted without change, North Dakota would continue to meet the mandatory license suspension requirement.

Requirement 2 - Mandatory impoundment or immobilization of, or the installation of an ignition interlock system on, all motor vehicles registered to the repeat intoxicated driver.

In our determination dated January 27, 1999, we indicated that the previously proposed legislation would authorize the impoundment and immobilization of vehicles and the installation of ignition interlock devices; however, it would not require these sanctions, and the agency was unable to determine whether the sanctions would apply to all vehicles owned by the offender. NDCC 39-08-01.3

In addition, we indicated that the previously proposed legislation also would authorize the impoundment of an offender's license plates; however, it would not require this sanction and we found that the provision clearly would apply only to the vehicle used in the commission of the offense, not to all vehicles owned by the offender. NDCC 39-08-01(3).

HB 1173 would provide that the court "must require that an ignition interlock device be installed in all of the person's vehicles for a period of time that the court deems appropriate after the conclusion of the suspension or revocation." NDCC 39-08-01.3, as amended by HB 1173.

Therefore, if HB 1173 is enacted without change, North Dakota would meet the mandatory impoundment, immobilization or ignition interlock installation requirement.

Requirement 3 - An assessment of the degree of alcohol abuse and treatment as appropriate.

In our determination dated January 27, 1999, we indicated that the previously proposed legislation would provide for an assessment of alcohol use and/or abuse for second or third offenders and would authorize the court to order treatment if indicated. NDCC 39-08-01(4)(b),(c) and (g). However, we indicated that the proposed legislation did not require an assessment for alcohol use and/or abuse for fourth or subsequent offenders.

North Dakota law currently requires the court to order an addiction evaluation for second or third offenders and would authorize the court to order treatment if indicated. NDCC 39-08-01(4)(b),(c) and (g). HB 1218 would provide that third or subsequent offenders may have their sentence suspended if they undergo and complete an evaluation for alcohol and substance abuse treatment and rehabilitation. NDCC 39-08-01(4)(e), as amended by HB 1218. The proposed legislation provides also that the court "shall require the [third or subsequent repeat offender] to complete alcohol and substance abuse treatment and rehabilitation . . . as a condition of probation." NDCC 39-08-01(4)(e), as amended by HB 1218. While HB 1218, if enacted without change, would authorize evaluations for fourth and subsequent offenders, it still would not require them.

For this reason, North Dakota would continue not to comply fully with the assessment and treatment requirement.

Requirement 4 - A mandatory minimum sentence of not less than 5 days imprisonment or 30 days community service for a second offense; and not less than 10 days imprisonment or 60 days community service for a third or subsequent offense.

In our determination dated January 27, 1999, we indicated that the previously proposed legislation would provide for a mandatory minimum term of 5 days of imprisonment or 30 days of community service for a second offense within 5 years, 60 days of imprisonment for a third offense within 5 years and 180 days of imprisonment for a fourth or subsequent offense within 7 years. NDCC 39-08-01(4)(b)-(d). However, we indicated in that determination that the previously proposed legislation also would provide that the mandatory minimum penalties may be suspended if the offender is convicted of being in actual physical control of (as opposed to driving) a motor vehicle while under the influence of alcohol. Section 39-08-01(4)(e)(1). In addition, the previously proposed legislation would provide that the mandatory minimum sentence may be suspended if the repeat offender is under eighteen years of age except that such offender must be sentenced to a term of 48 hours of imprisonment or 10 days of community service. Section 39-08-01(4)(e)(2). We indicated in our determination dated January 27, 1999, that these exceptions are not permitted under the agency's implementing regulations. These exceptions were not included in HB 1131 which was enacted on April 22, 1999. Therefore, North Dakota law currently meets the mandatory minimum sentence requirement.

SB 2406 would amend North Dakota's current lay by defining the term "imprisonment" to include house arrest which "must include a program of electronic home detention in which the defendant is tested at least twice daily for the consumption of alcohol." NDCC 39-08-01, as amended by SB 2406. The implementing regulations of Section 164 permit house arrest with electronic monitoring as a form of imprisonment. 23 CFR 1275.3(h). Therefore, if SB 2406 is enacted without change, North Dakota would continue to meet the mandatory minimum sentence requirement.

However, HB 1218 would provide that the mandatory minimum penalties may be suspended if the offender undergoes an evaluation for alcohol and substance abuse treatment and rehabilitation and completes treatment as indicated by the evaluation. NDCC 39-08-01(4)(e), as amended by HB 1218. This exception is not permitted under the agency's implementing regulation. Therefore, if HB 1218 is enacted without change, North Dakota would no longer comply fully with the mandatory sentencing requirement.

Transfer of Funds

Any State that has not been determined to be in compliance with the Section 164 requirements by October 1, 2001, will be subject to a transfer of funds. In order to avoid this transfer of funds, North Dakota must either enact conforming amendments to its statutes or submit additional information, such as additional sections of its statutes, regulations, court cases or binding policy directives (such as an Attorney General's opinion), that demonstrates by October 1, 2001, that North Dakota's laws comply with each element of the Repeat Intoxicated Driver requirements contained in 23 U.S.C. 164 and the agency's implementing regulations, 23 CFR Part 1275.

If you have any questions or need additional assistance regarding this matter, please contact me or Chris Cook at 6-1834.

#

John Olson

[redacted]m: Doug L. Mattson [dmattson@state.nd.us]
[redacted]t: Monday, March 12, 2001 3:38 PM
[redacted]: John Olson; Wade Enget
Cc: Dill, Glenn
Subject: Fw: HB 1173

Wade & John:

Atatched to this email are a number of emails concerning HB 1173 between Judge Dill and AAG Andrew Moraghan. Judge Dill rises some good points on applicaton of the proposed legislation. -Doug
----- Original Message -----
From: Dill, Glenn <GDill@ndcourts.com>
To: 'MATTSON, DOUG' <DMATTSON@PIONEER.STATE.ND.US>
Sent: Monday, March 12, 2001 2:52 PM
Subject: FW: HB 1173

>
>
> > ----------
> > From: Dill, Glenn
> > Sent: Monday, March 12, 2001 2:51 PM
> > To: 'Moraghan, Andrew R.'
> > Subject: RE: HB 1173
>
[redacted]THANKS
> > HAS PROBATION AND PAROLE BEEN ADVISED OF THIS?
> >
> > ----------
> > From: Moraghan, Andrew R.[SMTP:amoragha@state.nd.us]
> > Sent: Monday, March 12, 2001 1:14 PM
> > To: Dill, Glenn V.
> > Subject: RE: HB 1173
> >
> > Your Honor:
> >
> > 1) My understanding is that it costs $20-$50 per month to rent the
> > device.
> >
> > 2) I don't think so. The spouse can drive the vehicle whether it has
an
> > interlock device on it or not. The defendant himself or herself would
> > face
> > a probation violation until the device is installed.
> >
> > 3) I do not think the court would need to ask that question (if the bill
> > becomes law in its current form). I think the court simply could ask
the
> > defendant to identify the vehicle(s) in which the defendant has an
> > ownership
> > interest and then order the defendant to have an interlock device
[redacted] installed
[redacted] in each vehicle. Beyond that, I think a court simply could order that
[redacted]
> > defendant not drive any other vehicle in which an interlock device has
not
> > been installed.
> >

> > 4) I do not think a court would have to wait until driving privileges are
> > reinstated to identify the period of time that an interlock device would
> > have to be used. Rather, at sentencing, a court could order something like
> > this: "For a period of X months following the reinstatement of your
> > driving
> > privileges, you are ordered to have an interlock device installed in any
> > vehicle in which you have an ownership interest and also not to operate
> > any
> > other vehicle that does not have an interlock device installed in it."
> >
> > As for how the court would know whether the defendant is complying with
> > the
> > order, the court could either: 1) have some sort of limited supervised
> > probation to the extent that the defendant would have to show a probation
> > agent that the device has been installed by a date certain; or 2) wait for
> > notification that the defendant was driving without an interlock device on
> > a
> > vehicle and then decide whether to conduct a probation violation hearing
> > based on the report.
> >
> > 5) No. A violation could be handled as an alleged violation of the terms
> > of
> > probation.
> >
> > 6) As I mentioned in my initial response to your telephone call, I
> > [redacted]t
> > remains to be seen what this bill will look like when it comes out of the
> > Senate. My understanding is that the hearing on this bill in the Senate
> > Transportation Committee is scheduled for Thursday and that the device
> > will
> > be demonstrated for the committee.
> >
> > Thank you for your inquiry.
> >
> > Andrew Moraghan
> > 701-328-3640
> > -----Original Message-----
> > From: Dill, Glenn [mailto:GDill@ndcourts.com]
> > Sent: Monday, March 12, 2001 8:43 AM
> > To: 'Moraghan, Andrew R.'
> > Subject: RE: HB 1173
> >
> >
> > THE QUESTIONS WHICH REMAIN IN MY MIND ARE:
> > 1. THE COST OF THE UNIT (INCLUDING INSTALLATION)
> > 2. IF THE DEFENDANT CANNOT AFFORD TO HAVE IT INSTALLED, DOES IT
> > DEPRIVE HIS WIFE OF TRANSPORTATION?
> > 3. DO I ASK THE SECOND OFFENDER - DO YOU INTEND TO DRIVE ANY
> > VEHICLES AFTER YOU MANAGE TO GET YOUR DRIVING PRIVILEGEG BACK? AND IF SO,
> > WHICH ONE OR ONES?
> > [redacted]4. HOW WOULD I KNOW THAT HE HAD G[illegible]TEN HIS PRIVILEGE BACK AND THEN
> > CHECK TO BE SURE THAT HE WAS COMPL[illegible] OR IS IT INTENDED THAT THE JUDGE
> > ISSUE SOME SORT OF BLANKET ORDER THAT [illegible]YONE CONVICTED OF A SECOND
> > OFFFENSE
> > DUI MUST INSTALL AN INTERLOCK ON ANY VEHICLE WHICH HE O PERATES.

> > 5. WILL THERE BE A SEPARATE OFFENSE OF "OPERATING AN UNINTERLOCKING
> > DEVICED VEHICLE BY A SECOND OFFENDER"
> > 6. DO YOU AGREE THAT THIS LEGISLATION GIVES LEGISLATORS WARM AND
> > FUZZY FEELINGS?

[redacted]> ----------
> > > From: Moraghan, Andrew R.[SMTP:amoragha@state.nd.us]
> > > Sent: Friday, March 09, 2001 3:05 PM
> > > To: Dill, Glenn V.
> > > Subject: HB 1173
> > >
> > > Your Honor:
> > >
> > > I am writing as a follow-up to the call you placed to our office at
noon
> > > today regarding HB 1173. I have reviewed the bill and spoken with
Keith
> > > Magnusson, director of driver and vehicle services for the North
Dakota
> > > Department of Transportation.
> > >
> > > The bill was introduced at the request of the DOT. However, it was
> > > amended
> > > by the House Transportation Committee. Specifically, it was the House
> > > Transportation Committee that added the "or operated" language on line
> > 14
> > > of
> > > the bill. The last sentence of the bill introduced by the Department
> > was
> > > limited to any vehicle "owned" by the person.
> > >
[redacted]> > Keith indicated that the Senate Transportation Committee is scheduled
> > > take up the bill next week. There apparently is some opposition in
the
> > > Senate to the interlock device option. Some senators prefer the use
of
> > > special license plates as an alternative. As a result, the future of
> > the
> > > bill is uncertain.
> > >
> > > I also considered your comments about possible unintended
ramifications
> > of
> > > the bill. By moving the location of one clause in the final sentence
of
> > > the
> > > bill, I think the intent of the drafter(s) becomes a bit clearer, as
> > > follows:
> > >
> > > The court must require that an ignition device be installed for a
period
> > > of
> > > time that the court deems appropriate in any vehicle owned or
operated
> > by
> > > the person after the conclusion of the suspension or revocation.
> > >
[redacted]> > > As I read the bill, in other words, the intent is that it applies to
> > vehicle that the repeat DUI offender owns or is going to operate AFTER
> > the
> > > offense. I do not read this language as being applicable to the
vehicle

> > > that the DUI offender was driving at the time of the offense UNLESS it
> > is
> > > a
> > > vehicle that the DUI offender either owns or wants to operate after

> offense. It would then be the offender's responsibility to have the
> > > device
> > > installed in any vehicle she or he wants to drive.
> > >
> > > Please feel free to contact me if this does not resolve your concerns
> > > about
> > > the bill. Thank you for your comments.
> > >
> > > Andrew Moraghan
> > > 701-328-3640
> > >
> > >
> > >
> >
> >
>

WRITTEN TESTIMONY ON
HOUSE BILL NO. 1173

Date: February 15, 2001

SUBMITTED BY:

Richard Freund, President
LIFESAFER INTERLOCK, INC.
512 Reading Road
Cincinnati, OH 45202

First, I would like to apologize to the Committee for being unable to attend the joint meeting of the Transportation committee's and physically demonstrate the ignition interlock device and how it functions and actually works. An emergency prevented my attendance.

As the photograph in **Exhibit 1** shows, the device is a small-hand held breathalyzer instrument that is attached to a sealed mechanical relay (a switch) that is powered off when physically wired to the vehicle's ignition system disabling the function of the ignition key.

The interlock becomes the key and requires the operator to blow a breath test for roughly 5 seconds which is analyzed by the device for its breath alcohol content. If the test result is below the allowable threshold the relay will close and allow the car to start. If the test is above the allowable threshold the car will not start. Every time the car is started a test must be completed and passed first.

Of greatest concern once the device is installed is how the operator, especially if they have been drinking alcohol, is going to try to cheat the system and bypass its requirements.

In 1992, the National Highway Traffic Safety Administration (NHTSA) published technical requirements adopted by most states to ensure that although the devices would not be impossible to circumvent, they would be difficult to "cheat" without detection. For example:

- The devices under NHTSA are set to "Lock-Out" ignition if any measurable amount of alcohol is present in the breath. This threshold is typically set at .025% BAC or roughly ¼ of the current legal limit and for most people no more than one alcoholic beverage can be consumed and still pass the device.

- The devices are required to have an "anti-circumvention" feature, in the case of LifeSafer, you must HUM and blow at the same time. A HUM TONE by a person creates a frequency within a tonal range and it is therefore extremely difficult to circumvent the device through the use of a Balloon, air compressor, tire pump or some other mechanism to fake a human breath or filter alcohol out of the breath.

- The devices must have a RANDOM ROLLING RETEST, which requires the operator to retest after the vehicle is started on a random basis. This deters leaving cars idling at bars or taverns, or starting the car sober then start drinking and driving. FAILURE to take the RETEST or FAILING it within a prescribed period of time results in the imposition of sanctions; the sounding of a loud audible tone in the vehicle, the horn begins to honk and/or emergency flashers begin to flash. In addition, the failure is recorded in the devices computer memory chip. The vehicle does not shut down but the only way to stop all this

ruckus is to turn the car off or pass the test. At worst The RETEST forces the drinker to find someone sober to ride along and test for them or risk drawing all this attention to oneself.

- The devices must be able to record if the power is disconnected to the system or if the car is started without first passing a test; by push starting or hot wiring the vehicle.

- Most importantly as **Exhibit 2** shows, the device is a computer that records all information; test results, driving times, and any violation or non-compliant activity. The devices are also programmed to require the user to return to a service location every 60 days or so to have the device calibrated, inspected for tampering and the data downloaded and reported to the monitoring authority. In states that are monitoring through the administrative licensing agency this information is reported electronically and securely through the Internet.

- While not foolproof, as **Exhibit 3** shows, in a random assignment study that a carefully monitored interlock program significantly reduces recidivism while the devices are installed, even with offenders with the most severe alcohol problems. In fact, this study, conducted in Maryland through the licensing authority directly influenced the TEA-21 Legislation passed by Congress to enhance penalties for repeat offenders including mandating vehicle sanctions like ignition interlocks. Why?

- Because interlocks work like no other sanction to address the "specific" behavior of drinking and then driving. License suspension, fines, and other traditional sanctions do not deter people with alcohol problems from getting behind the wheel after drinking. They are also cost-effective, costing the offender, not the taxpayer, roughly $2.00 per day. The interlock in the vehicle of a heavy drinker forces that drinker to reduce his or her daily consumption by an amount far in excess of $2.00 per day.

- As **Exhibit 4** shows in 2000 20 states had some type of legislation/statute to mandate the use of ignition interlocks by repeat DUI offenders. And several; Arizona, North Carolina, and Washington require interlock as a condition of license reinstatement for a minimum of 1 year for all High BAC 1st time DUI offenders." Oklahoma, West Virginia and Iowa also require interlock as a condition of a restricted license during a 6 month license suspension for 1st time DUI offenders.

In order to create a meaningful and economically viable ignition interlock program in the State of North Dakota, there has to be at minimum;

- an incentive for the offender to participate,
- within economic reach of the offenders,
- the devices need to be installed for at least one year to promote long-term behavioral modification,
- there has to be a market for the private vendors to invest and make the technology and service available.

While many suggestions could be made regarding statutory language the following three are the most critical:

1. As **Exhibit 6** shows other states have learned that judicial mandates to require interlocks after a long-term license suspension/revocation are tend to be ultimately discretionary and many times beyond the courts reach after probation terms have been served. If it is determined to be necessary for the courts to order; the administrative licensing agency should be authorized to force the requirement as a condition of license reinstatement if the court fails to enter the order or the offender refuses to comply.

2. The administrative requirement should be for at least one year in a "lifetime" so that ultimately if the repeat offender ever want his/her license fully reinstated they will have to go through the interlock program first.

3. Section 1275.4 Compliance Criteria of the Final NHTSA rule **Exhibit 6** does allow for the devices not to be installed on every vehicle owned by the offender-which is both cost prohibitive and an incentive to transfer title to all vehicles. Therefore, the requirement for interlock can essentially be a restriction to the license that "limits driving only an ignition interlock equipped vehicle." This license should not also be issued to the offender by the licensing agency until after the offender shows proof of installation much like proof of financial responsibility.

And lastly, consideration should be given to requiring that all High-BAC 1st offenders be required to install an interlock as a condition of obtaining a restricted license either administratively or judicially. Interlocks can help keep this high-risk population from becoming a repeat offender. And there is a special 410 highway safety grant available to states that have enhanced sanctions for High BAC offenders.

Thank you for your time and consideration.

Sincerely,

LIFESAFER INTELROCK, INC.

Exhibit 1

Life Safer

FC-100

- ***Alcohol-specific fuel cell based sensor***
- ***Meets or exceeds NHTSA standards***
- ***Commercially introduced 1998***
- ***Approximately 7500 in use***
- ***Certified and in use in 15 states***
- ***Software developed from SC100 platform***

The LifeSafer Interlock - Monitoring

Technology

The LifeSafer SC 100 is a hand-held device that attaches a breath-alcohol analyzer to a vehicle's ignition system. The vehicle operator must complete a breath test measuring BrAC (breath alcohol concentration) below a preset limit before the vehicle can be started.

The device was designed to meet or exceed technical guidelines for Interlock Devices published April 7, 1992 by NHTSA (National Highway Traffic Safety Administration.)

Product Design and Features

HUM TONE. Programmable ON or OFF. Requires the client to deliver a hum resonance while blowing the alcohol test prior to starting the vehicle. Deters techniques utilized to mimic human breath or to absorb alcohol.

RANDOM OR FIXED RETEST. Programmable. The client is alerted and given a grace period to retest after the vehicle is put into the run state. The test can be delivered while operating the vehicle or after pulling off the road. Breath test refusal or failure is recorded and sanctions are imposed, including honking of the car's horn. Deters drinking after completing a sober start and vehicle idling at bars.

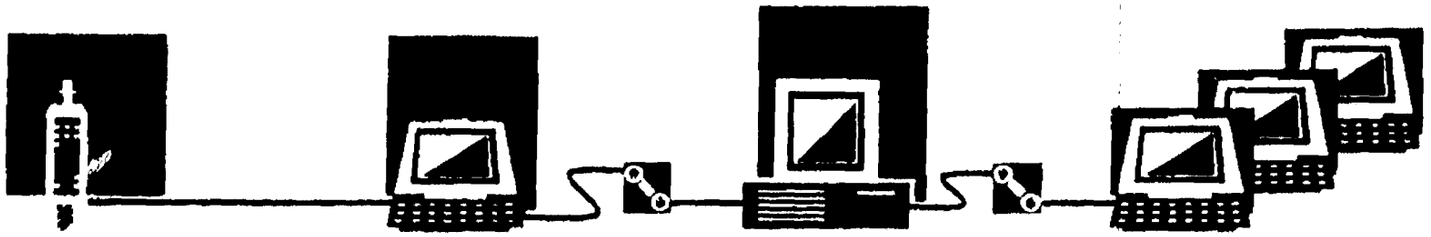
PROGRAMMED LOCKOUT. An option setting whereby the interlock is programmed to accept a breath test during specified times and otherwise remain interlocked. When applied will restrict driving hours and allows for the device to be temporarily used as an immobilization tool.

BYPASS DETECT. If a vehicle is started and the breath test is not passed, the horn will begin honking until the vehicle is turned off or a breath test is successfully completed. All events are recorded. Deters hot-wiring and push-starting of vehicles.

EVENTS LOG. A built-in memory chip records all events associated with the use or misuse of the device. Reports are generated through a personal computer in a summary and complete hard-copy format.

VIOLATIONS RESET. Programmable. If the predetermined number of violations occurs during a monitoring period, an early inspection is required within three (3) days. Failure to report will result in immobilization of the vehicle. Violations are quickly identified and reported to the jurisdiction.

SERVICE REMINDER RESET. Reminds the client of a scheduled monitoring check. Failure to have the device



LifeSafer SC100
- Data stored in memory chip
- Individualized programming of unit.

Local Service Agents
- Software driven program through laptop or PC.
- Monitoring data transfer via modem to host.
- Generation of all hard copy forms, reports and referral documentation.

Host
Manufacturer/Master Distributor
- Control programming of all units.
- Manage all client information, report via remote.
- Automatic inventory management, re-ordering, stocking and billing.

Remote Access
- Jurisdictions, agencies, employers
- Effective monitoring.
- Easy referral

EXHIBIT 1

AND INTERVENTION THROUGH TECHNOLOGY.

monitored within the prescribed time period results in the device interlocking.

POWER INTERRUPT. A dated record in the event 12 volt power has been disconnected or interrupted. The device maintains memory through an onboard back-up lithium battery. This condition (other than tampering) can occur when a vehicle's battery is disconnected due to repairs or is replaced. Clients are required to provide documentation of repairs.

VEHICLE RESTART. In the event of a vehicle stall, the driver has a grace period during which the ignition can be turned off and re-engaged without having to submit an additional breath test.

EMERGENCY BYPASS. Programmable. If the Bypass is invoked, the client has three (3) days to return to the service location before the vehicle is immobilized. Proof of an emergency is forwarded directly to the referring agency. Service Centers may be pre-authorized to invoke the Emergency Bypass in the event of a device malfunction.

Service Capability

LifeSafer contracts primarily with private Service Providers that develop a dedicated service network to deliver the technology to the criminal justice market.

Manufacturing and Support Services

The Company supports the delivery of LifeSafer SC100 by providing a software-controlled quality control plan at the manufacturing and service location sites and an 800 toll-free technical support line.

Host Information Management System

LifeSafer licenses proprietary software that controls the programming of the device and guarantees integrity of the information that is extrapolated from the EVENTS LOG chip.

Referring Agency and Jurisdiction Support

- LifeSafer provides a security-coded electronic link and remote access to the Host System
- Referrals directly entered into the system and routed to the appropriate service center location
- Daily non-compliance reporting downloaded directly to the Remote Access site
- On-screen and hard copy reports for investigations
- Random auditing of all client programs
- National program transfer for client relocation.

Program Costs

- Client-paid rental program averages $2.00 per day plus an installation fee.
- LifeSafer provides a subsidy program for qualified economic hardship cases.

EXHIBIT 1

EXHIBIT 2

[redacted]afer Interlock
vents Log Dump Full Report
rinted Monday, August 09, 1999, 10:37 AM

rogram Number:	
erial Number:	sc012912
ransaction:	None
ate:	Monday, August 09, 1999, 10:36 AM
ileage:	0
otal Log Events:	17
ates Covered This Report:	08/09/99 through 08/09/99

---

ug 9, 1999	Mon	10:23:25 am	blow timeout	
		10:25:06 am	BrAC reading:	0.001
		10:25:35 am	engine on (alternator)	
		10:27:53 am	BrAC reading:	0.200
		10:27:53 am	BrAC failed	
		10:27:53 am	VIOLATION, high BrAC	
		10:28:47 am	aborted baseline	
		10:30:18 am	BrAC reading:	0.182
		10:30:19 am	BrAC failed	
		10:30:19 am	VIOLATION, high BrAC	
		10:30:21 am	VIOLATION, running retest	
		10:30:21 am	VIOLATION RECALL	
		10:31:10 am	aborted baseline	
		10:32:11 am	BrAC reading:	0.026
		10:32:11 am	BrAC failed	
		10:32:17 am	LOCKOUT, temporary	
		10:32:55 am	engine off (alternator)	

Ignition Interlocks Deter Impaired Drivers

by Peter Haapaniemi

Campaigns against drinking and driving have hit home with many people, and the overall fatality rates for intoxicated drivers have declined. But alcohol is still a factor in about 41 percent of fatal crashes, according to the National Highway Traffic Safety Administration. In particular, there is growing concern over the number of people who have recurring problems with drinking and driving. Nationwide, "roughly a third" of those arrested for drunk driving are repeat offenders, says James F. Frank, highway safety specialist with NHTSA's impaired driving division.

For decades, officials have relied on three basic methods for dealing with repeat offenders; revoke their licenses, impound their cars, or put them in jail. In recent years another approach has been finding its way into0 state programs; the use of ignition-interlock systems. These devices are essentially Breathalyzers linked to a car's ignition system. The driver has to blow into it in order to start the car. If there is alcohol on his or her breath, the car won't start.

Ignition interlocks have been commercially available since the mid-1980's. Today there are an estimated 30,000 in use across the United States. To date, 35 states have passed legislation authorizing their use, but how they are used varies from state to state. In general, those states that have active programs use ignition interlocks to deal with multiple offenders who have had their licenses revoked, and make the use of the device for a certain period of time a condition for re-licensing.

Study shows they work

Despite this widespread use, however, it has been difficult for officials to say whether the devices actually curb drinking and driving--until last spring when the University of Maryland announced the results of its research into the state's ignition-interlock program. The study "indicated that being in an interlock program reduced the risk of an alcohol traffic violation within the first year by about 65 percent," says Kenneth Beck, professor of Health Education at the University of Maryland.

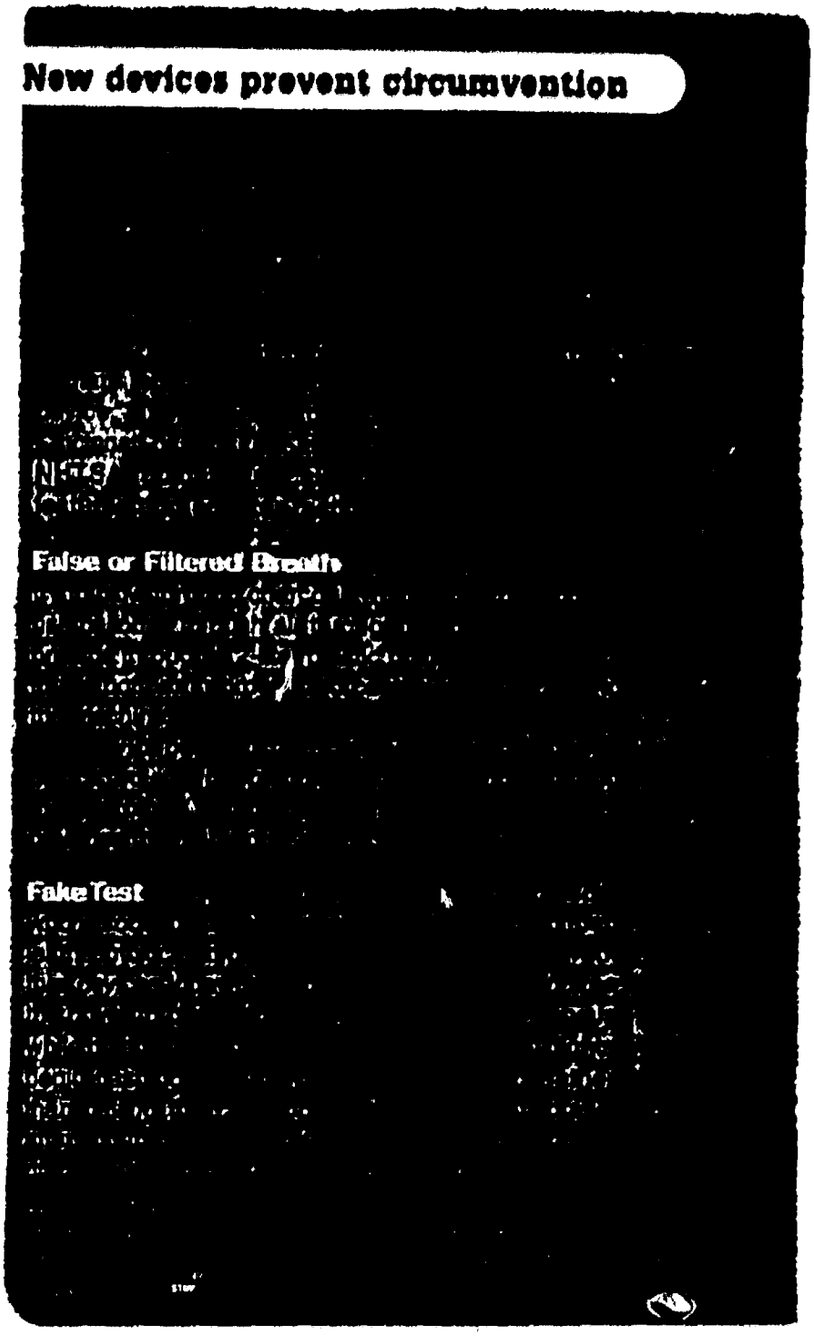
The study is significant because of the population it studied. For the most part, past research looked at people who volunteered to be in a program. Such a population would presumably be predisposed to using the device and changing their behavior. So the Maryland study examined a random sample that was more typical of the overall repeat-offender population. "We did this to test under real-world conditions, where not everyone is going to be a faithful, compliant, good citizen," says Beck.

A University of Maryland study indicated that being in an interlock program reduced the risk of an alcohol traffic violation within the first year by about 65 percent.

The study tracked 1,387 repeat offenders who had lost their licenses, gone through treatment, and been deemed ready for re-licensing on a restricted basis by a medical screening board. They were randomly assigned to either the ignition-interlock program or a control group. "We monitored the one-year traffic arrest rate, and we found that these

EXHIBIT #3

Photo courtesy of Life Saver Interlock, Inc



interlock programs work significantly better than the traditional treatment program at reducing the violation rate for alcohol traffic offenses during that year when the interlock restriction was in effect," says Beck. In the end, 2.4 percent of the drivers using the device were arrested for alcohol-related offenses, as opposed to 6.7 percent of the control group.

Success depends on many factors

In addition to straightforward deterrence, ignition-interlocks are effective because they target a specific aspect of the problem, says Beck. "Previous approaches to dealing with drinking and driving have tried to prevent the drinking. The interlock addresses the point at which a drinking person will try to start and drive a car." It is a deterrent that doesn't simply rely on self-control.

The effective use of interlocks depends on the administrative aspects of a program, as well as the technological strength of the device. Screening, for example, helps make sure that individuals are in a position to benefit from an interlock, and ongoing monitoring complements the devices in making sure that people don't violate the rules of the program. In Maryland, participants had to bring their cars in for inspection every 60 days, allowing technicians to check for tampering and read the device's computer to see how often the car was started, how often breath tests were failed, and so forth. When someone was found to have "cheated" on the program, their license was immediately revoked.

In addition, ignition-interlock programs are often not as expensive or painful as some traditional programs. "We know that vehicle impoundment, incarceration and even license-plate impoundment work. But they are costly, and they are not always applied, because of judicial prerogative," says Beck. Judges are sometimes reluctant to take away a convicted person's car because the person may need it in order to keep a job, or other people in the family may be relying on that driver or the car. An interlock program provides some middle ground where action is being taken to control drunk driving, but the individual and his or her family still have access to a car.

In terms of cost, the interlock devices are usually leased for about $2 a day, which is borne by the individual in the program, rather than the state. "Of course there are some costs associated with a program,"says Frank. "But there may well be some savings that are much greater than costs, if you calculate out the reduction in the number of people who are drinking and driving."

Not a cure-all

Ignition-interlock programs are not a miracle cure, however. "It's important to stress that they are an important counter measure, but they are by no means a perfect way of preventing (drinking and driving)," says Beck. The devices can be circumvented, although technological improvements are making that increasingly difficult. Among those arrested in the Maryland study, many were simply driving borrowed cars with no interlocks on. In addition, follow-up research in Maryland suggests that the interlock's effect on behavior is not permanent, and that once the devices are removed, the rate of alcohol-related arrests begins to climb. Beck says such findings suggest that longer-term use of interlocks may be warranted.

Finally, some hard-core repeat offenders will always remain beyond the reach of interlocks, simply because they will continue to drive without a license.

Still, interlocks provide one more tool for getting intoxicated drivers off the road. "There is going to have to be additional fine tuning on how these things are best utilized, but I think the first generation of projects has suggested that they are doing the job of suppressing drinking and driving among people who have them on their vehicles," says Frank. Indeed, NHTSA has committed itself to further research on the subject. "I think the general feeling is that there is a need to pull out all stops on the war on impaired driving," Frank says.This is one approach that we hope will have some impact. We have to keep chipping away at the problem."

Exhibit # 4

STATES WITH MANDATORY INTERLOCK PROGRAMS

JURISDICTION	APPLICABILITY	DURATION
Arizona*	2nd DUI offense	1 yr.
California*	Any DUS (for DUI) offense	3 yrs. maximum
Colorado	2ND and subsequent DUI offense	1 yr. minimum
Georgia*	2nd and subsequent DUI offense	6 mos. Min-1 yr.Max
Idaho*	2nd DUI offense	1 yr.
Iowa	2nd DUI offense	1 yr.
Kansas*	High BAC 2nd DUI offense	1 yr. Maximum
Louisiana*	2nd and subsequent DUI offense	1 yr. maximum
Michigan	2nd and subsequent DUI offense	1 yr. minimum
Mississippi*	2nd and subsequent DUI offense	6 mos. minimum
Missouri*	2nd and subsequent DUI offense	2 yrs. maximum
Nevada*	3rd DUI offense	2 yrs. minimum
New Jersey*	2nd DUI offense	2 yrs.
	3rd DUI offense	10 yrs.
North Carolina	High BAC 1st DUI offense	1 yr.
	2nd DUI offense	3 yrs.
	3rd DUI offense	7 yrs.
Oklahoma	2ND and subsequent DUI offense	6 mos Min-3 yr. Max
Pennsylvania	2ND and subsequent DUI offense	1 yr. minimum
Texas*	2nd and 3rd DUI offense	2 yrs. maximum
Utah*	High BAC 1st DUI offense	1 yr. Minimum
	2ND and subsequent DUI offense	3yrs.
Virginia*	2ND and subsequent DUI offense	6 mos. minimum
Washington*	High BAC 1st DUI offense	1 yr. minimum
	2nd DUI offense	5 yrs. minimum
	3rd and subsequent DUI offense	10 yrs. minimum

* Mandatory Code provisions require court order, and may therefore be subject to judicial discretion

Exhibit # 5

summary | pdf

SENATE BILL NO. 1129
Offered January 10, 2001
Prefiled January 10, 2001

A BILL to amend the Code of Virginia by adding a section numbered 46.2-391.01, relating to administrative enforcement of ignition interlock requirements.

Patrons-- Marsh, Edwards, Howell, Maxwell and Ticer; Delegate: Van Yahres

---

Referred to Committee on Transportation

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding a section numbered 46.2-391.01 as follows:

§ 46.2-391.01. Administrative enforcement of ignition interlock requirements.

subsection C of § 18.2-271.1 or § 46.2-391 fails to prohibit an offender from operating a motor vehicle that is not equipped with a functioning, certified ignition interlock system upon the offender's conviction of a second or subsequent offense under § 18.2-51.4 or § 18.2-266 or a substantially similar ordinance of any county, city or town; the Commissioner shall enforce the requirements relating to installation of such systems in accordance with the provisions of § 18.2-270.1.

3. In Sec. 1275.4, paragraph (b)(2) is redesignated as paragraph (b)(3) and a new paragraph (b)(2) is added to read as follows:

Sec. 1275.4 Compliance criteria.

* * * * *

Exhibit 6

(b) * * *

(2) A State may provide limited exceptions to the requirement to install an ignition interlock system on each of the offender's motor vehicles, contained in paragraph (a)(2)(iii) of this section, on an individual basis, to avoid undue financial hardship, provided the State law requires that the offender may not operate a motor vehicle without an ignition interlock system.

* * * * *

4. Section 1275.5 is amended by revising paragraph (b) to read as follows:

Sec. 1275.5 Certification requirements.

* * * * *

(b) The certification shall be made by an appropriate State official, and it shall provide that the State has enacted and is enforcing a repeat intoxicated driver law that conforms to 23 U.S.C. 164 and Sec. 1275.4 of this part.

(1) If the State's repeat intoxicated driver law is currently in effect and is being enforced, the certification shall be worded as follows:

(Name of certifying official), (position title), of the (State or Commonwealth) of _____, do hereby certify that the (State or Commonwealth) of _____, has enacted and is enforcing a repeat intoxicated driver law that conforms to the requirements of 23 U.S.C. 164 and 23 CFR 1275.4, (citations to pertinent State statutes, regulations, case law or other binding legal requirements, including definitions, as needed).

(2) If the State's repeat intoxicated driver law is not currently in effect, but will become effective and be enforced by October 1 of the following fiscal year, the certification shall be worded as follows:

(Name of certifying official), (position title), of the (State or Commonwealth) of _____, do hereby certify that the (State or Commonwealth) of _____, has enacted a repeat intoxicated driver law that conforms to the requirements of 23 U.S.C. 164 and 23 CFR 1275.4, (citations to pertinent State statutes, regulations, case law or other binding legal requirements, including definitions, as needed), and will become effective and be enforced as of (effective date of the law).

* * * * *

5. Section 1275.6 is amended by adding paragraph (c) to read as follows:

Sec. 1275.6 Transfer of funds.

* * * * *

(c) On October 1, the transfers to section 402 apportionments will be made based on proportionate amounts from each of the apportionments under 23 U.S.C. 104(b)(1),(b)(3) and (b)(4). Then the States will be given until October 30 to notify FHWA, through the appropriate Division

The LifeSafer Interlock

Breath Alcohol Ignition Interlock Device

LifeSafer Interlock

www.LifeSafer.com

1-800-531-0006

THE LIFESAFER INTERLOCK - MONITORING AND INTERVENTION THROUGH TECHNOLOGY.

[illegible]

The device was designed to meet or exceed the technical [illegible] for Interlock Devices published April 7, 1992 by NHTSA (National Highway Traffic Safety Administration).

[illegible]

[illegible] Programmable ON or OFF. Requires the client to deliver a [illegible] while blowing the device [illegible] the vehicle. Deters tech[illegible] [illegible].

RANDOM [illegible] RETEST. Programmable. The client is alerted and given a grace period to retest after the vehicle is put into the run state. The test can be delivered while operating the vehicle or after pulling off the road. Breath test retest [illegible] failure is recorded and sanctions are imposed, including honking of the car's horn. Deters drinking after completing a sober start and vehicle idling at bars.

PROGRAMMED LOCKOUT. An option setting whereby the interlock is programmed to accept a breath test during specific times and otherwise remain interlocked. When applied will restrict driving hours and allows the device to be temporarily used as an immobilization tool.

BYPASS DETECT. If a vehicle is started and the breath test is not passed, the horn will begin honking until the vehicle is turned off or a breath test is successfully completed. All events are recorded. Deters hot wiring and push starting of vehicles.

EVENTS LOG. A built in memory chip records all events associated with the use or misuse of the device. Reports are generated through a personal computer in summary and complete hard copy format.

VIOLATIONS RESET. Programmable. If the predetermined number of violations occurs during a monitoring period, an early inspection is required within three (3) days. Failure to report will result in immobilization of the vehicle. Violations are [illegible] identified and reported to the jurisdiction.

SERVICE REMINDER RESET. Reminds the client of a scheduled monitoring check. Failure to have the device monitored within the prescribed time period results in the device interlocking.

POWER INTERRUPT. A dated record in the event 12 volt power has been disconnected or interrupted. The device maintains memory through an onboard back-up lithium battery. This condition (other than tampering) can occur when a vehicle's battery is disconnected due to repairs or is replaced. Clients are required to provide documentation of repairs.

VEHICLE RESTART. In the event of a vehicle stall, the driver has a grace period during which the ignition can be turned off and re-engaged without having to submit an additional breath test.

EMERGENCY BYPASS. Programmable. If the Bypass is invoked, the client has three (3) days to return to the service location before the vehicle is immobilized. Proof of an emergency is forwarded directly to the referring agency. Service Centers may be pre-authorized to invoke the Emergency Bypass in the event of a device malfunction.

SERVICE CAPABILITY

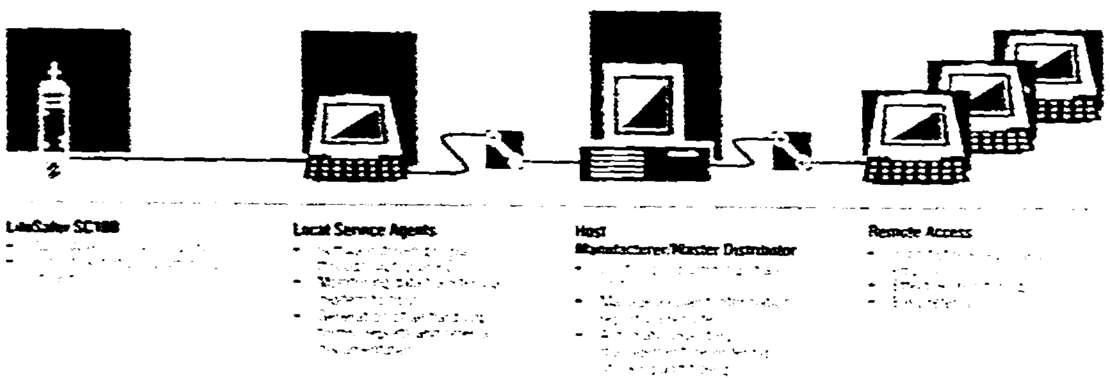
LifeSafer contracts primarily with private Service Providers that develop a dedicated service network to deliver the technology to the criminal justice market.

MANUFACTURING AND SUPPORT SERVICES

The Company supports the delivery of LifeSafer SC100 by providing a software controlled quality control plan at the manufacturing and service location sites and an 800 toll-free technical support line.

HOST INFORMATION MANAGEMENT SYSTEM

LifeSafer licenses proprietary software that controls the programming of the device and guarantees integrity of the information that is extrapolated from the EVENTS LOG chip.



REFERRING AGENCY AND JURISDICTION SUPPORT

- LifeSafer provides a security-coded electronic link and remote access to the Host System.
- Referrals directly entered into the system and routed to the appropriate service center location.
- Daily non-compliance reporting downloaded directly to the Remote Access site.
- On-screen and hard copy reports for investigations.
- Random auditing of all client programs.
- National program transfer for client relocation.

offender PROGRAM COSTS

- Client-paid rental program averages $2.00 per day plus an installation fee.
- LifeSafer provides a subsidy program for qualified economic hardship cases.