



Impaired Driving Update

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AIIPA Annual Meeting

May 23, 2022

Outline

- Who is the NTSB
- NTSB Most Wanted List
- History of Ignition Interlocks and NTSB
- Recent Crash Investigations
- How NTSB Can Support the Ignition Interlock Industry

NTSB Mission

AVIATION



MARINE



HIGHWAY



RAILROAD



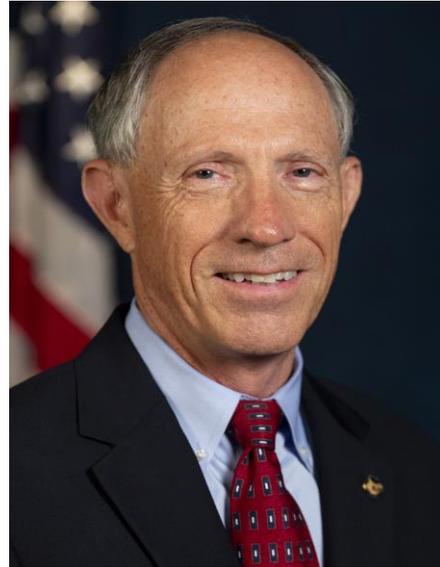
PIPELINE



NTSB Board Members



Honorable
Jennifer Homendy
Chair



Honorable
Bruce Landsberg
Vice Chair

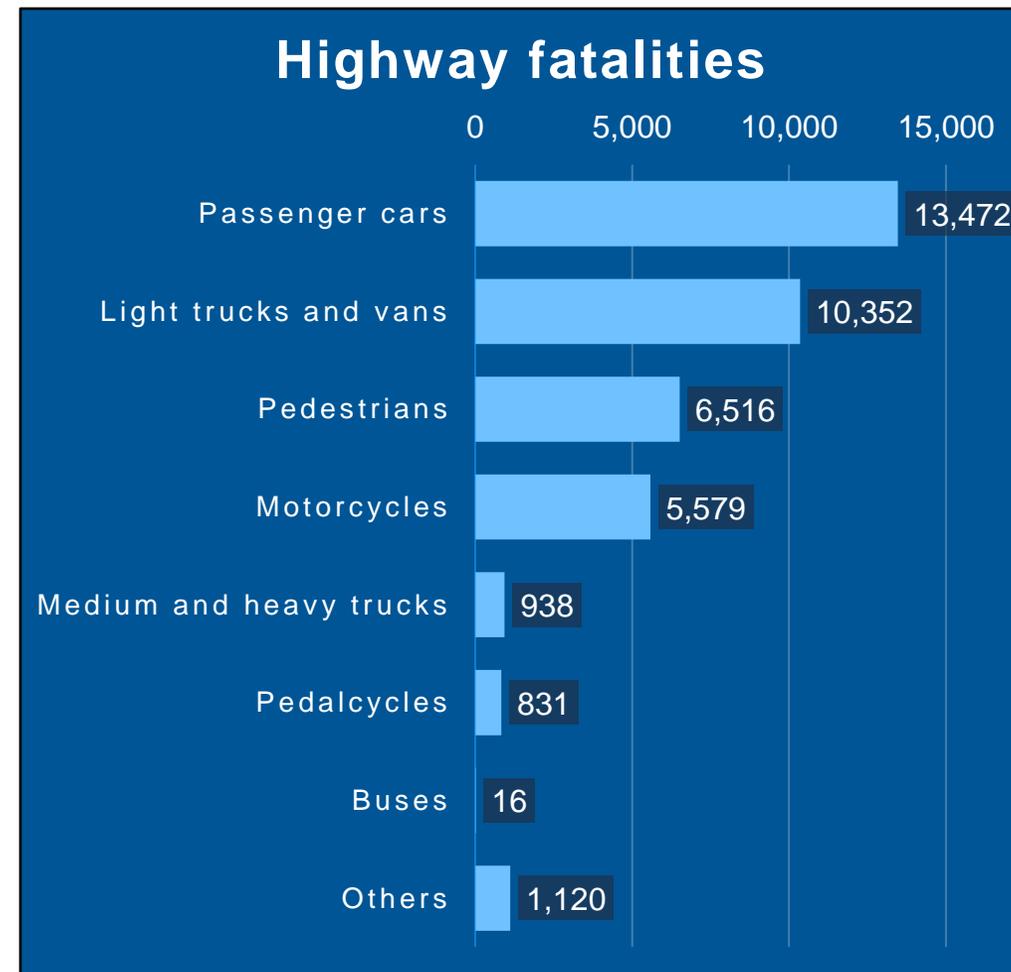
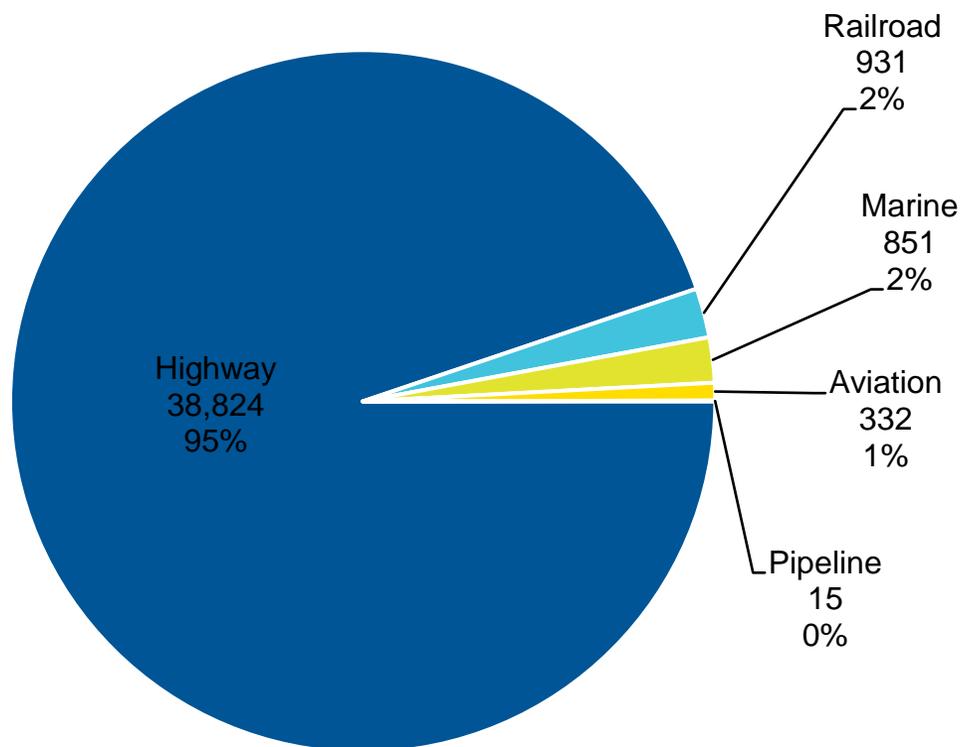


Honorable
Michael E. Graham

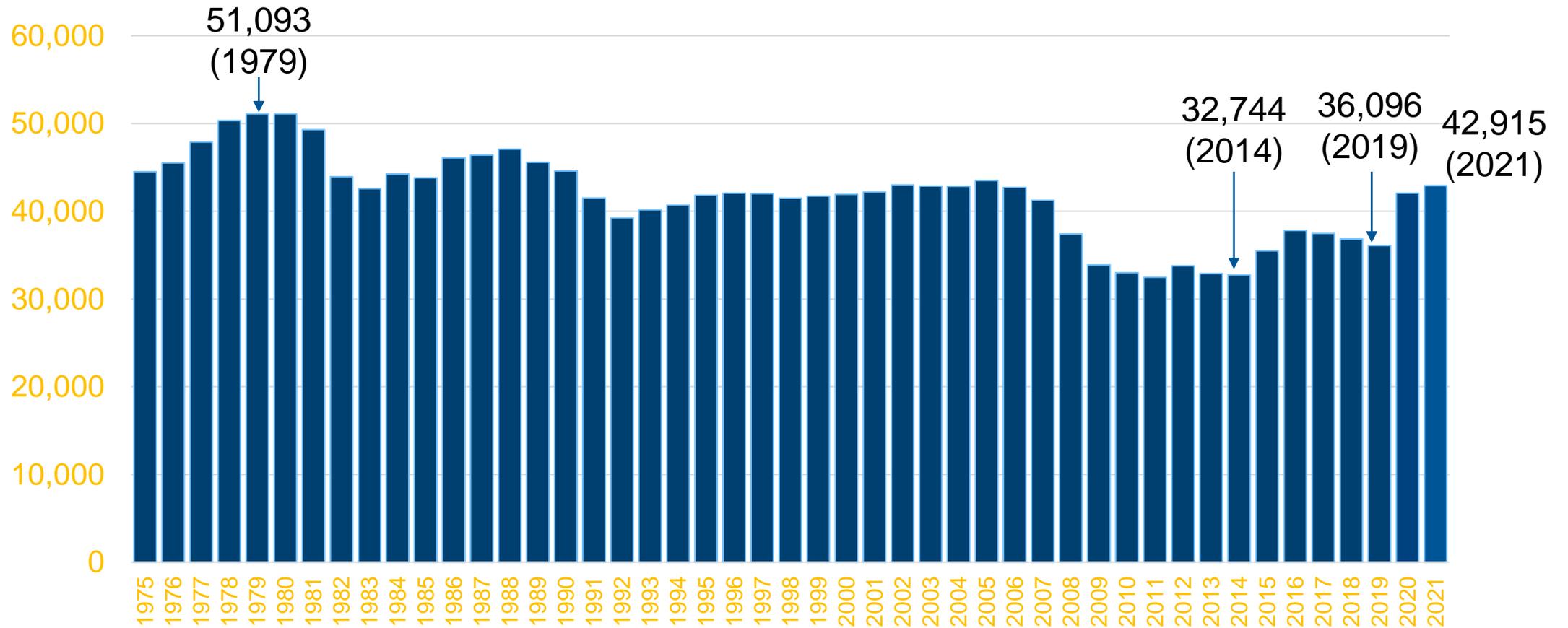


Honorable
Thomas B. Chapman

US Transportation Fatalities in 2020 – by Mode

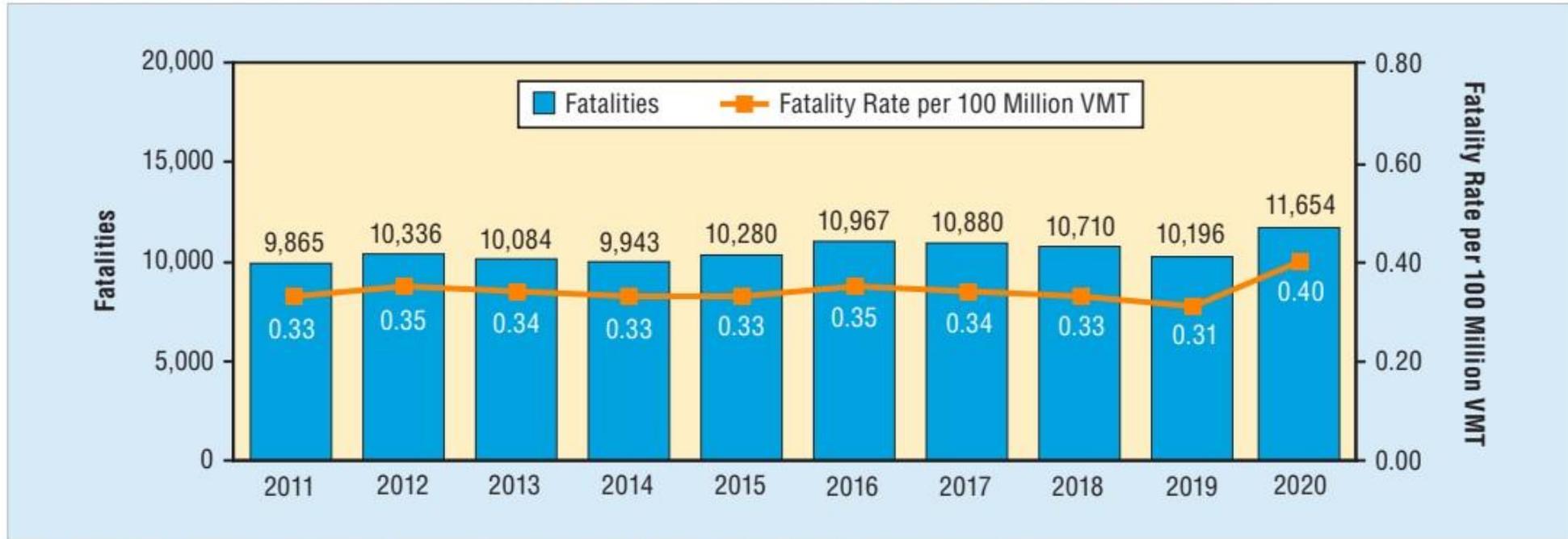


Motor vehicle crash deaths (1975-2021)



Impaired Driving Fatalities

Figure 1
Fatalities and Fatality Rate per 100 Million VMT in Alcohol-Impaired-Driving Crashes, 2011–2020



Sources: FARS 2011–2019 Final File, 2020 Annual Report File (ARF); VMT – Federal Highway Administration (FHWA)

Impaired Driving Fatalities

NTSB

Safety Report

Table 1: States/Jurisdictions with .08 *per se* Laws

State/Jurisdiction	Effective Date (Year)
Utah	1983
Oregon	1983
Maine	1988
California	1990
Vermont	1991
Kansas	1993

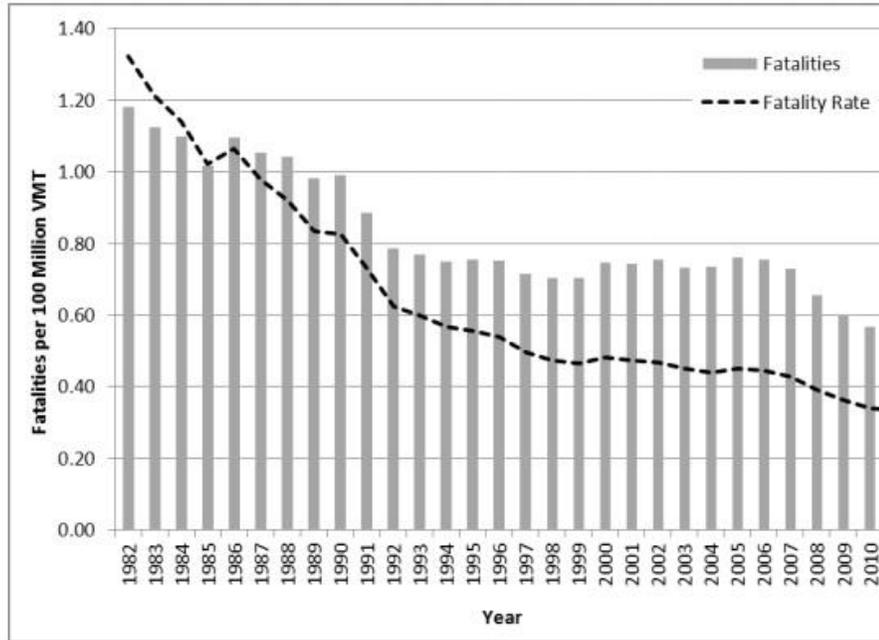


Figure 1 Fatalities and Fatality Rate per 100 Million VMT in Alcohol-Impaired-Driving Crashes, 2011–2020



Sources: FARS 2011–2019 Final File, 2020 Annual Report File (ARF); VMT – Federal Highway Administration (FHWA)

Figure 1. Impaired driving fatalities and fatality rate for 1982 through 2011.

Figure 2 illustrates the percentage of overall fatalities associated with impaired driving between 1982 and 2011. It shows a period of rapid decline in alcohol-impaired fatalities relative to non-alcohol-impaired fatalities between 1982 and 1994; however, since 1995, the proportion of fatalities associated with alcohol-impaired drivers has remained between 30 and 32 percent.

Nebraska	2001
Arizona	2001
Georgia	2001
Indiana	2001



2021-2022 NTSB MOST WANTED LIST OF TRANSPORTATION SAFETY IMPROVEMENTS

AVIATION

Require and Verify the Effectiveness of Safety Management Systems in all Revenue Passenger-Carrying Aviation Operations

Install Crash-Resistant Recorders and Establish Flight Data Monitoring Programs

HIGHWAY

Implement a Comprehensive Strategy to Eliminate Speeding-Related Crashes

Protect Vulnerable Road Users through a Safe System Approach

Prevent Alcohol- and Other Drug-Impaired Driving

Require Collision-Avoidance and Connected-Vehicle Technologies on All Vehicles

Eliminate Distracted Driving

MARINE

Improve Passenger and Fishing Vessel Safety

RAILROAD, PIPELINE, AND HAZARDOUS MATERIALS

Improve Pipeline Leak Detection and Mitigation

Improve Rail Worker Safety

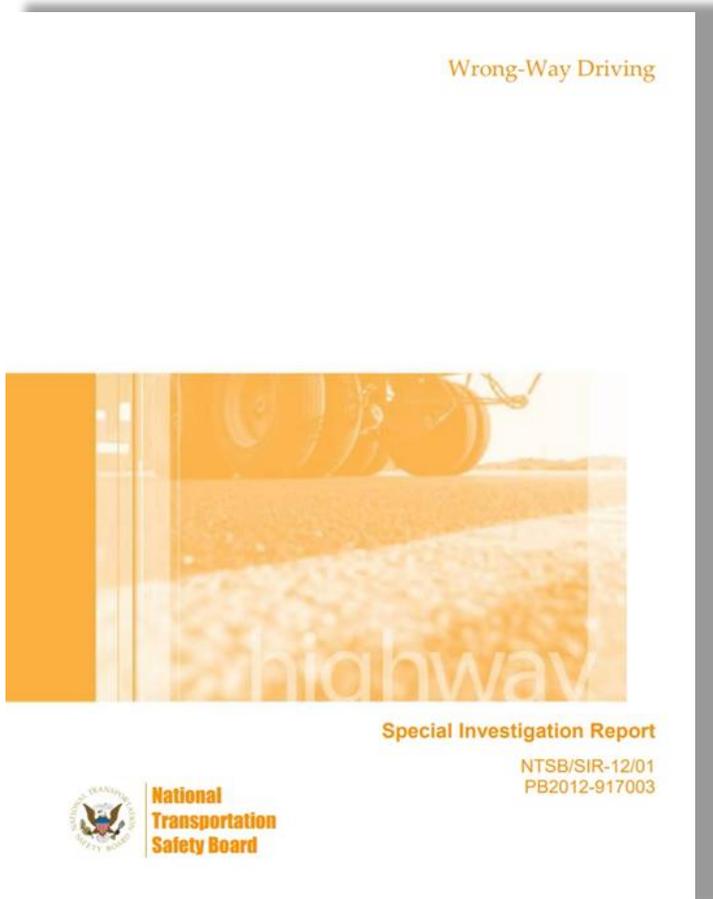




NTSB 2021-2022
MWL
MOST WANTED LIST

Prevent Alcohol- and Other Drug-Impaired Driving

History of Ignition Interlocks and NTSB



ROADMAP TO REACHING ZERO

- Lower BAC limit
- Increased use of high-visibility enforcement
- Use of in-vehicle alcohol detection technology
- Ignition interlocks for all offenders
- Enhanced use of Administrative License Actions
- Target repeat offenders
- Use of DWI Courts

REACHING ZERO

The image is a graphic titled 'ROADMAP TO REACHING ZERO'. It features a large, 3D pyramid with three distinct colored sections: a blue top section, a yellow middle section, and a red bottom section. Each section contains a list of measures. The blue section lists: 'Lower BAC limit', 'Increased use of high-visibility enforcement', and 'Use of in-vehicle alcohol detection technology'. The yellow section lists: 'Ignition interlocks for all offenders' and 'Enhanced use of Administrative License Actions'. The red section lists: 'Target repeat offenders' and 'Use of DWI Courts'. The text 'REACHING ZERO' is written in a stylized font at the bottom of the pyramid. The NTSB logo is in the bottom right corner.

All-Offender Ignition Interlock Law Safety Recommendation

Recommendation # :	H-12-045	Overall Status:	Open - Await Response	Priority:	CLASS II
TO 33 STATES, THE COMMONWEALTH OF PUERTO RICO, AND THE DISTRICT OF COLUMBIA: Enact laws to require the use of alcohol ignition interlock devices for all individuals convicted of driving while intoxicated (DWI) offenses.					
# of Addressees:	35	Overall Date Closed:	N/A		

- When issued, 15 states had all-offender ignition interlock laws
- Currently 34 states have all-offender ignition interlock laws
- Recommendation will not close until all states provide an acceptable response.

Other Ignition Interlock Model Legislation Considerations

TO THE 41 STATES THAT HAVE ADMINISTRATIVE LICENSE SUSPENSION OR REVOCATION LAWS AND THE DISTRICT OF COLUMBIA: Incorporate into your administrative license suspension or revocation laws **a requirement that drivers arrested for driving while intoxicated (DWI) use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement.**
(H-13-09)

TO THE 9 STATES THAT DO NOT HAVE ADMINISTRATIVE LICENSE SUSPENSION OR REVOCATION LAWS AND THE COMMONWEALTH OF PUERTO RICO: **Establish administrative license suspension or revocation laws** that require drivers arrested for driving while intoxicated (DWI) to use an alcohol ignition interlock on their vehicle for a period of time before obtaining full license reinstatement. (H-13-10)

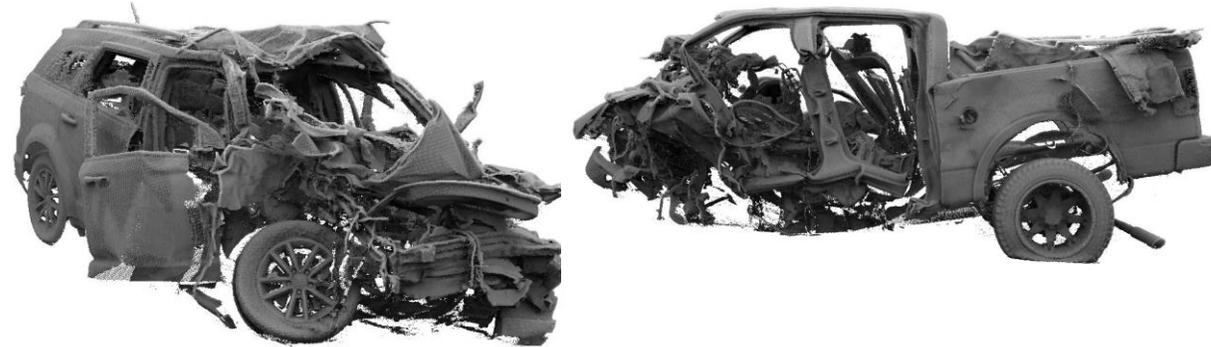
History of Ignition Interlocks and NTSB

Recommendation # :	H-13-002	Overall Status:	Closed - Exceeds Recommended Action	Priority:	CLASS II
TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION: Develop and disseminate to the states best practices for increasing alcohol ignition interlock installation and compliance that are based on recent National Highway Traffic Safety Administration research.					
# of Addressees:	1			Overall Date Closed:	07/30/14
Addressee:	NHTSA	Closed - Exceeds Recommended Action		Date Closed:	07/30/14

May 2014: NHTSA supported the establishment of the Association of Ignition Interlock Program Administrators (AIIPA) and is supporting the Association's work to develop standardized vocabulary for ignition interlock programs and to create a training institute at the Association's annual conference.

Recent Impaired Driving Crash Investigations

- Avenal, CA; January 1, 2021; 8:00 p.m.
- SUV driven by 28 y.o. male **UNLICENSED**
- Pickup truck driven by 34 y.o. male, and 7 passengers (ages 6-15)
- Driver of SUV and all 8 occupants of pickup truck fatally injured
- **Driver of SUV had over 2x legal BAC limit**
- Both drivers' test results also showed evidence of marijuana used



NTSB Preliminary Information; Final report to be released soon

Recent Impaired Driving Crash Investigations

- Tishomingo, OK; March 22, 2022
- Truck-tractor with a trailer loaded with gravel
- Negative for alcohol or other drugs
- 2015 Chevrolet Spark with a **16 y.o. driver** with an intermediate driver's license, and **5 teenage passengers**
 - Car driver was negative for alcohol, and **positive for cannabis**
 - All 6 vehicle occupants were fatally injured



NTSB Preliminary Information

Poly-use Impaired Driving Safety Study

- NTSB Office of Research and Engineering conducting study exploring poly-use substance impaired driving
- Will be released winter 2023; 10 years after the Reaching Zero Report
- Alcohol is still the leading contributing factor for impaired driving crashes

NTSB Recommendation to Lower the per se BAC limit

In 2013, the NTSB called on all 50 states, Puerto Rico and the District of Columbia to:

Establish a per se blood alcohol concentration (BAC) limit of 0.05 or lower for all drivers who are not already required to adhere to lower BAC limits.



What .05 DOES

Saves lives

1500+ people saved every year if all states passed a .05 BAC

Deters people at ALL BAC levels from driving

Even at high BACs

Separates drinking from driving



63% of Americans support .05

What .05 DOES NOT do

There is no evidence that it reduces drinking

In fact, per capita alcohol consumption in countries with a .05 BAC is the same or higher than in the US, but deaths are lower

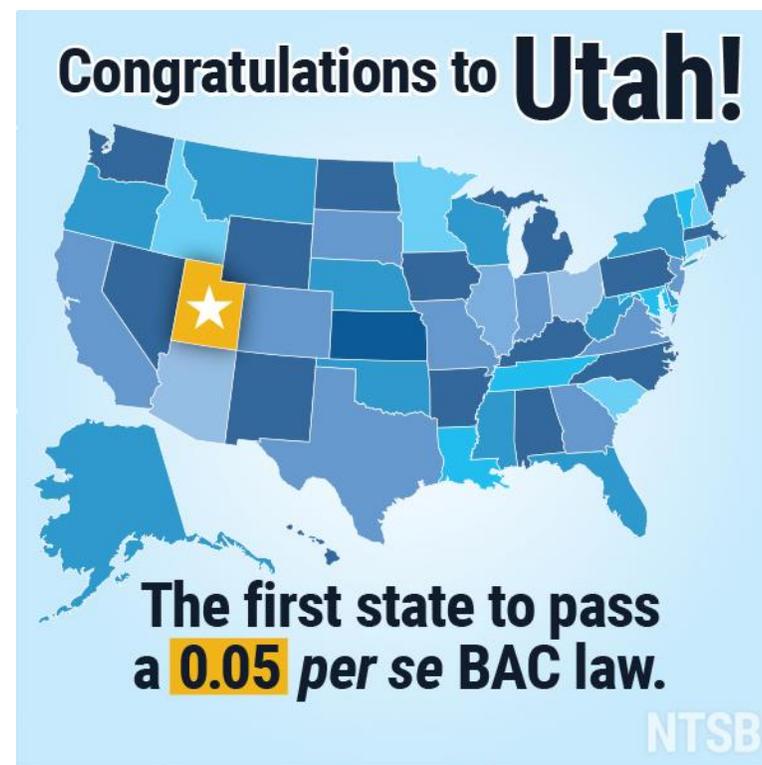
A .05 BAC law does not necessarily increase arrests

People make the right choice not to get behind the wheel when they have been drinking – primary prevention



NHTSA Examination of Utah 0.05 BAC Law

- In 2019, Utah's fatal crash rate dropped by 19.8%, and the fatality rate decreased by 18.3%.
- In 2019, more than 22% (about 1 in 5) of those who drank alcohol indicated they had changed their behaviors once the law went into effect.
- None of the economic impacts that had been predicted with the change from .08% to .05%.
- Alcohol-impaired-driving arrests did not climb sharply after the law went into effect.



Bold Legislative Changes Save Lives



NTSB

Safety Report

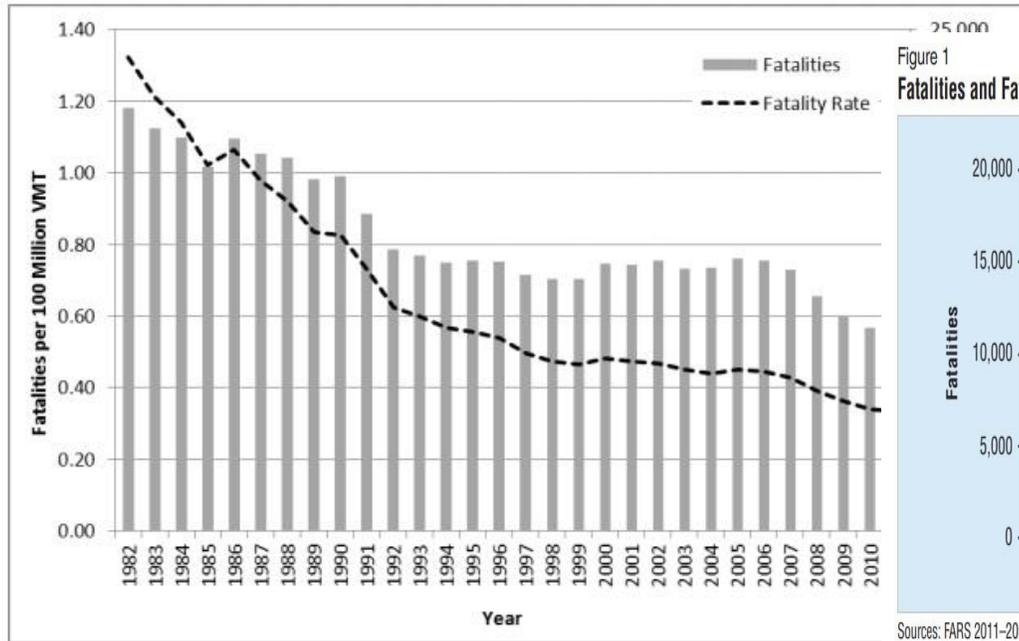
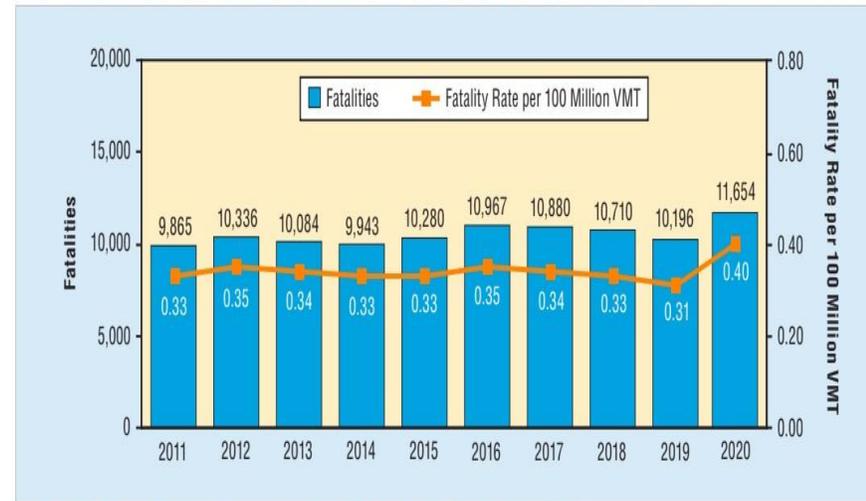
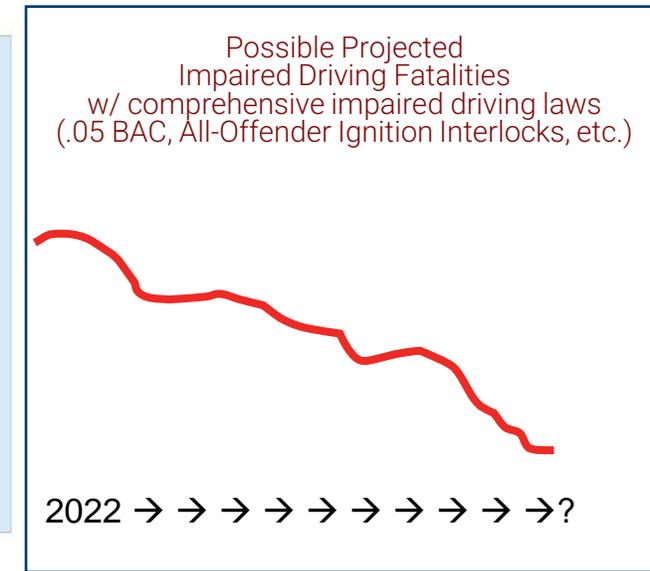


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Source: Leah's Imagination

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How Can NTSB Support the Ignition Interlock Industry

- Provide resources – Advocacy Toolkit available on [nts.gov/mwl](https://www.nts.gov/mwl)
- Monitoring Ignition Interlock legislation for changes
- Write Op-Eds or contribute to articles
- Give presentations at conferences like AIIPA
- Testify on behalf of legislation in line with safety recommendations
 - Or send written testimony



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