



**MINNESOTA
JUDICIAL BRANCH**
FIFTH JUDICIAL DISTRICT

Ignition Interlock Update

March 2014

In this issue

NEW IGNITION INTERLOCK STAFF

UPDATED DISTRICT IGNITION INTERLOCK FORMS

**FIFTH DISTRICT IGNITION INTERLOCK PROGRAM
STATISTICS**

ELIGIBILITY LEVELS UPDATED FOR 2014

**MINNESOTA RECORDS SHOW THOUSANDS DRIVING
ILLEGALLY**

**MADD'S FIFTH ANNIVERSARY REPORT TO THE
NATION**

IS DRUNK DRIVING RATIONAL?

Resources

**[FIFTH JUDICIAL DISTRICT IGNITION
INTERLOCK WEBSITE](#)**

**[Application for Ignition Interlock
Assistance](#)**

[Fifth District Ignition Interlock Brochure](#)

**[Checklist for Revoked Licenses](#)
*with links to forms***

**[Checklist for Cancelled Licenses](#)
*with links to forms***

New Ignition Interlock Staff

The Fifth Judicial District recently contracted with Andy Leif, a retired officer from New Ulm Police Department, to assist the District's ignition interlock program with outreach and offender accountability. Recently Andy met with the Department of Public Safety's ignition interlock vendor oversight liaison. He will witness occasional installations of ignition interlock and work closely with the liaison to ensure that we continue to receive reliable reports from the ignition interlock devices.

Please feel free to contact Andy with any questions related to requirements for ignition interlock installation, calibration and circumvention. Andy can be reached at 507-276-1999 or chooseadleif@gmail.com. Probation agents should expect to hear from Andy as he responds to offender violations and goes over ignition interlock device logs, analyzing offender behavior on the device.

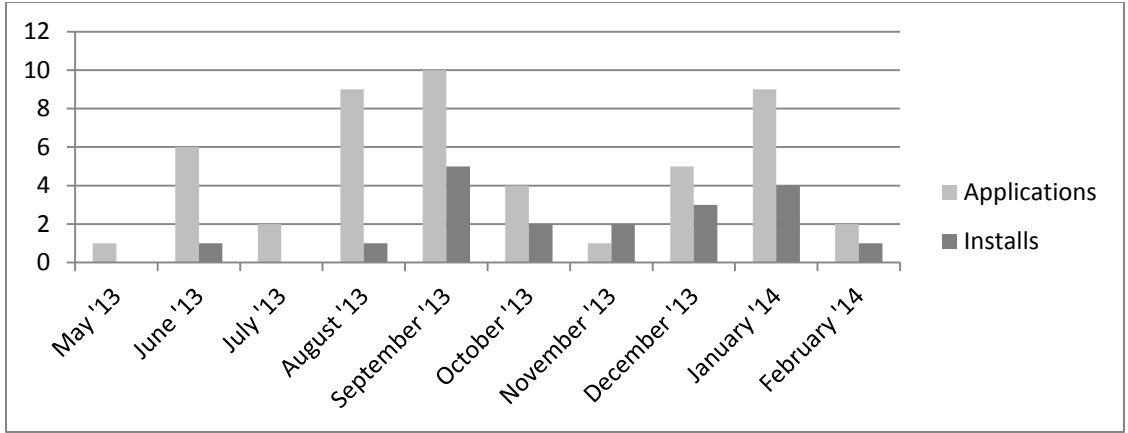
Updated District Ignition Interlock Forms

The application form for assistance with ignition interlock costs has changed to inform applicants that GPS location information is shared with probation agents. Please be sure that you are using the most recent version of the form. [Click here for the most recent version of the application form](#). This is the only form required to find out what level of assistance an offender could get from the District to install ignition interlock.

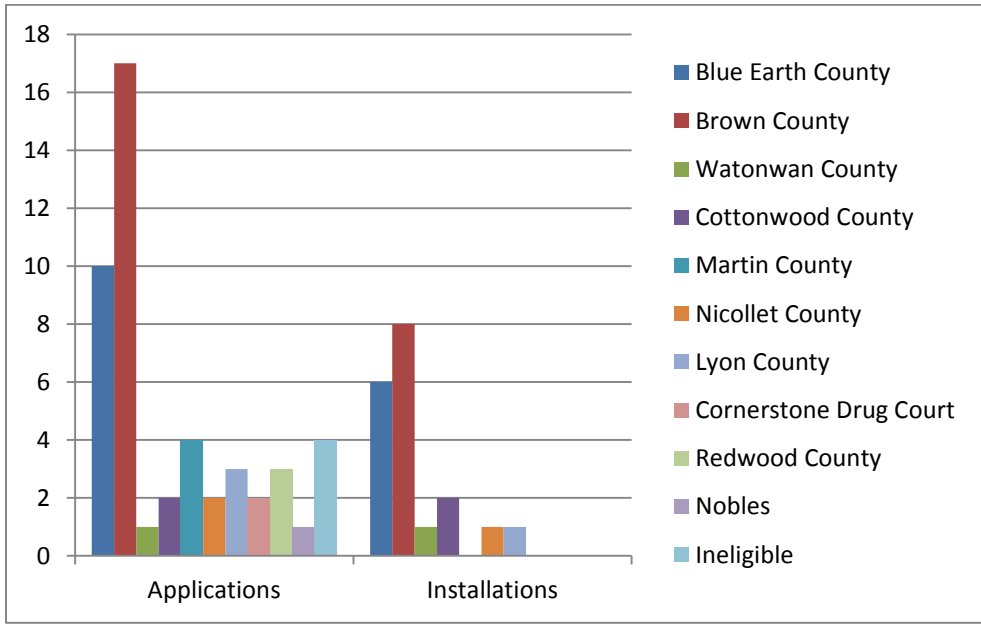
The brochure has been updated to reflect the application process for those with valid licenses and court-ordered to install ignition interlock. [Click here for the updated brochure](#).

Fifth District Ignition Interlock Program Statistics

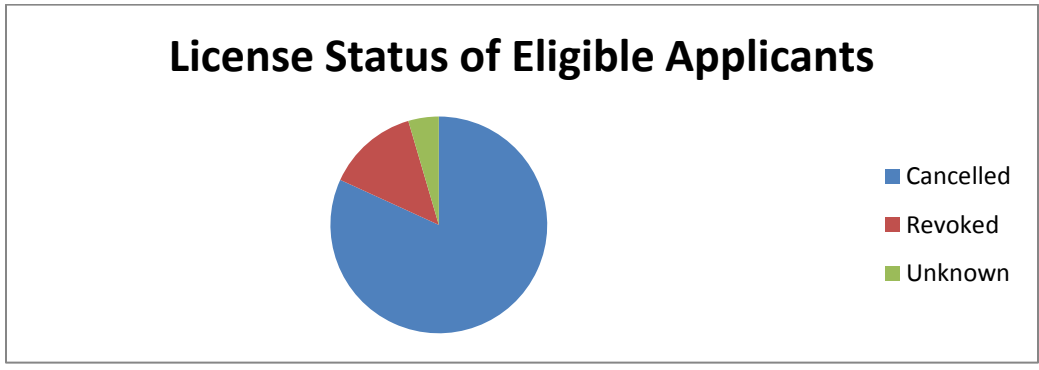
Applications & Installations by Month



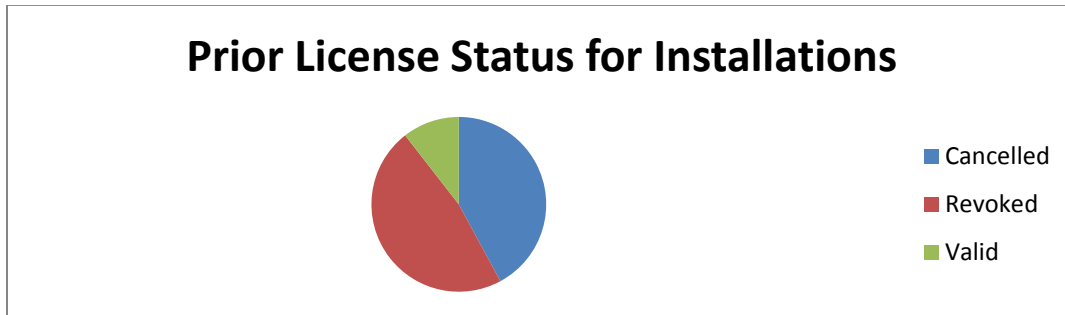
Applications & Installs by County



License Status of Eligible Applicants



License status among those who have applied for assistance to the program but have not installed the device yet



Of those that have installed the device, this chart shows what their license status was prior to installing the device

Average days from application to the Fifth Judicial District to installation of ignition interlock

61 days	Cancelled license
32 days	Revoked license
38 days	Valid license

Eligibility Levels Updated for 2014

Eligibility levels for the Fifth Judicial District’s Ignition Interlock program were recently updated to reflect the changes in the federal poverty guidelines for 2014.

Tier 1 Funding 2014

An offender whose income is at or below 115% of the federal poverty guidelines is eligible for:

- Installation of ignition interlock covered 100%
- Assistance with up to 90%* of the monthly ignition interlock service charge for six months
- At six months the offender will be reviewed for further eligibility. Level of assistance is subject to change at that point, depending on income level.

115% of the Federal Poverty Level Guidelines

Family Size	Annual	Monthly	Weekly
1	\$13,421	\$1,118	\$258
2	\$18,090	\$1,507	\$348
3	\$22,759	\$1,897	\$438
4	\$27,428	\$2,286	\$527
5	\$32,097	\$2,675	\$617

6	\$36,766	\$3,064	\$707
7	\$41,435	\$3,453	\$797
8	\$46,104	\$3,842	\$887
Each Add'l	\$4,669	\$389	\$90

*Some in Tier 1 will be eligible for State DPS indigency funds. The District will make up the difference to assist offenders in this tier so that they pay no more than 10% of the monthly service charge for the interlock device.

Tier 2 Funding 2014

An offender whose income is at or below 187.5% of the federal poverty guidelines is eligible for:

- Installation of ignition interlock covered 100%
- Assistance with 50% of the monthly ignition interlock service charge for six months.

187.5% of the Federal Poverty Level Guidelines

Family Size	Annual	Monthly	Weekly
1	\$21,881	\$1,823	\$421
2	\$29,494	\$2,458	\$567
3	\$37,106	\$3,092	\$714
4	\$44,719	\$3,727	\$860
5	\$52,331	\$4,361	\$1,006
6	\$59,944	\$4,995	\$1,153
7	\$67,556	\$5,630	\$1,299
8	\$75,169	\$6,264	\$1,446
Each Add'l	\$7,613	\$634	\$146

Tier 3 Funding 2014

An offender whose income is at or below 400% of the federal poverty guidelines is eligible for:

- Installation of ignition interlock covered 100%
- Assistance with 25% of the monthly ignition interlock service charge for one year.

400% of the Federal Poverty Level Guidelines

Family Size	Annual	Monthly	Weekly
1	\$46,704	\$3,892	\$898
2	\$50,760	\$4,230	\$976
3	\$54,816	\$4,568	\$1,054
4	\$58,872	\$4,906	\$1,132
5	\$62,928	\$5,244	\$1,210
6	\$66,984	\$5,582	\$1,288
7	\$71,040	\$5,920	\$1,366
8	\$75,096	\$6,258	\$1,444
Each Add'l	\$4,056	\$338	\$78

Minnesota records show thousands driving illegally

The Associated Press

Posted: 02/05/2014 10:29:36 AM CST

MINNEAPOLIS—Authorities say about one in eight drivers on Minnesota roads does not have a valid license allowing them to get behind the wheel.

As part of a joint investigation, KARE-11 and Minnesota Public Radio News analyzed Minnesota court records and looked at driving violations.

They found that since 2008, there have been nearly 310,000 convictions for violations related to driving without a valid license. Those convictions include people who drive with suspended, revoked, or cancelled licenses. The records show thousands of repeat offenders.

Jon Cummings is a victims' advocate at Minnesotans for Safe Driving. He says when someone is determined to drive without a license, it's hard to keep him or her from getting behind the wheel. He says innocent people often pay the price.

MADD's Fifth Anniversary Report to the Nation

[*Minnesota receives just two out of five stars*](#)

Minnesota recently increased the use of ignition interlock by making it an option for all convicted drunk drivers. However, despite their initiation in conducting a pilot program, the state has yet to take the next step of making interlocks mandatory for all convicted drunk drivers. In addition, the state currently limits law enforcement's power to stop drunk driving and protect the public by failing to allow sobriety checkpoints. Minnesota should encourage more no-refusal law enforcement activities to help hold drunk driving offenders accountable.

[Link to the full report.](#)

Is Drunk Driving Rational?

[Excerpt from 5/31/13 post by Eric A. Morris, Clemson University:](#)

Benjamin Hansen, an economist at the University of Oregon whose work I've written about in the past, recently presented a conference paper that looks at this question in the case of drunk driving. Specifically, he examines whether people commit fewer crimes because of fear of what

may happen to them if they do ("deterrence") versus what they've learned emotionally from punishments that have already happened to them (called "specific deterrence").

Hansen's study takes advantage of a large database of DUI offenders in Washington State, which has laws similar to the rest of the US. The key to the study is that there are two definitions of DUI: the regular old garden variety offence if BAC is over .08, and "aggravated" DUI with a level over .15. Aggravated DUI brings a harsher punishment for the offense in question, but it has no special effect on the level of punishment for the next offense (which rises in severity the same amount no matter the level of the prior conviction).

First, Hansen finds that having been convicted and punished for a DUI reduces the chances of getting caught with a DUI in the future. Since the punishment scale for DUI ramps up with prior convictions, this appears to fit with the standard theory that harsher punishment is a deterrent for reoffending.

However, one aspect of Hansen's findings call the model of the rational criminal into question. Since there is no extra future penalty for those convicted of an aggravated DUI, if drunk drivers rationally calculated the future cost of punishment they would all have the same odds of reoffending regardless of the level of their past conviction. However, Hansen finds that those who got aggravated DUIs were actually less likely to reoffend, all else equal. This suggests that the experience of having received harsh punishment teaches you a lesson. This is called a "learning effect." Another implication is that drunk drivers may not fully understand the system of punishment, and base their estimation of the cost of the next conviction on past experience and not accurate knowledge of the law.

These findings are interesting in terms of both psychology and deterring crime. They suggest that increased sanctions for drunk driving—such as lower permissible BAC levels, longer license suspensions, ignition lock systems, and harsher fines—are indeed likely to have additional deterrent effects. In fact, Hansen computes that raising penalties by 10 percent would reduce drunk driving by about 4 to 7 percent, and this is just counting the effects on repeat offenders and not deterrence for those who have never been caught. However, there is one catch; the positive impacts of such a learning effect would take a while to play out, as the deterrent will only mount as people get caught and punished over time.