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**Testimony to the Senate Judiciary Committee
Opposing SB123 – Amending DUI Ignition Interlock Requirements
February 14, 2017**

Chairman Wilborn and Committee Members,

Our associations oppose SB123. Since the passage of the DUI reform in SB6 of the 2011 session of the legislature, we have made dramatic reductions to alcohol related crashes and fatalities. The provisions you are being asked to amend today would roll back a key part of the DUI enhancements passed in 2011. The amendments made in 2011 SB6 were the result of extensive work by the DUI Commission.

You can read a summary of SB6 starting at page 106 of the document at this link:

http://www.kslegislature.org/li_2012/research/documents/bill_summary_2011.pdf

The DUI Commission Final Report can be viewed at this link:

<http://tinyurl.com/DUI2011Report>

The commission was comprised of defense attorneys, prosecutors, mental health professionals, victim advocates, corrections (state and local), legislators, law enforcement and others. It was an incredibly thorough study of the DUI problem and best practices. As a member of that commission, I can tell you there was considerable discussion and information gathering in this topic.

There is a great deal of data available on the effectiveness of ignition interlock devices on first time DUI offenders. One of those is an extensive research report conducted in Washington State and published in 2012. It concluded:

“This study of the 2004 law extending an interlock order requirement to all first-time DUI convictions in Washington State indicates a substantial reduction in recidivism among the cohort of affected offenders, even with relatively low interlock installation rates. It is likely that additional gains can be attained with higher rates. The higher the interlock installation rate, the lower the recidivism rate, suggesting that jurisdictions should seek ways to increase interlock installations.”

(Washington State’s Alcohol Ignition Interlock Law: Effects on Recidivism Among First-Time DUI Offenders; McCartt, Leaf, Farmer, and Eichelberger; Insurance Institute for Highway Safety, Preusser Research Group, Inc.; Accepted 30 June 2012 for publication by Traffic Injury Prevention (2013) 14, 215–229.)

We encourage you to support what is known to be a best practice for reducing first time DUI offender recidivism, reducing DUI related crashes, and reducing DUI related fatalities by not moving this bill forward.

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