

Date of Hearing: May 6, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Buffy Wicks, Chair
AB 1830 (Petrie-Norris) – As Introduced February 11, 2026

Policy Committee: Public Safety

Vote: 8 - 0

Urgency: No

State Mandated Local Program: Yes

Reimbursable: No

SUMMARY:

This bill requires a court to order an ignition interlock device (IID) for a first-time driving under the influence (DUI) conviction that does not cause bodily injury, and makes permanent certain provisions of the IID pilot program currently in place.

Specifically, this bill:

- 1) Requires a court to order an IID for a first-time driving under the influence (DUI) conviction that causes bodily injury.
- 2) Requires a court to order an IID for alcohol-involved repeat DUI and DUI causing bodily injury to another person.
- 3) Specifies that every manufacturer certified by the Department of Motor Vehicles (DMV) to provide IIDs must adopt a sliding-scale fee schedule commensurate with that person's income relative to the federal poverty level.
- 4) Makes the manufacturer responsible for the percentage of costs that the person ordered to install an IID is not responsible for, as specified.
- 5) Requires the DMV to publish and share the fee schedule, as provided.

FISCAL EFFECT:

Significant one-time costs (Motor Vehicle Account (MVA), General Fund) of more than \$15 million to the DMV to develop a new application to implement an all-offender IID mandate as currently drafted, plus additional ongoing costs for staffing to support the increased workload. The DMV reports that the project would trigger the California Department of Technology's Project Approval Lifecycle (PAL) process, which typically takes at least 18 months, in addition to system buildout time after PAL approval. The bill takes effect January 1, 2027, which the DMV reports creates a significant mismatch with when the DMV could realistically receive Budget Change Proposal funding for chaptered legislation in fiscal year 2027-28. Absent a dedicated funding source or cost-recovery mechanism, implementation costs would rely on the MVA, which is projected to face insolvency — further limiting the DMV's ability to pursue large-scale system changes on the proposed timeline. Existing DUI-related fees deposited into the MVA, including the \$125 administrative per se fee and \$103 administrative service fee, may help with ongoing cost recovery.

As mentioned, the Motor Vehicle Account (MVA), the primary funding account for the California Highway Patrol and the DMV is facing insolvency. In a report, the LAO noted that, “Until a plan is put in place to address MVA’s structural deficit, we recommend the Legislature set a high bar for considering approval of any proposals that create additional MVA cost pressures and accelerate the risk of insolvency.” In the Governor’s proposed 2026-2027 budget, the Governor stated that, “the Budget currently projects that the MVA will be insolvent as soon as 2028-29. Given the ongoing fiscal constraints in the MVA, the Administration will continue to limit new workload or initiatives, including those with delayed implementation dates that would create additional cost pressures over time.”

The Legislative Analyst’s Office has identified a General Fund structural deficit of approximately \$35 billion annually beginning in 2027-28.

COMMENTS:

- 1) **Purpose.** According to Mothers Against Drunk Driving, in support, the bill is intended to reduce drunk driving deaths by aligning California with the 34 states that mandate IIDs for all first-time convicted drunk drivers for six months.
- 2) **Background.** An IID is a device designed to allow a vehicle ignition switch to start the engine when the breath alcohol concentration test result is below the alcohol set point, while locking the ignition when the breath test results is at or above the alcohol setpoint. After installation, the IID requires the driver to provide a breath sample before the engine will start. If the IID detects alcohol on the driver’s breath, the engine will not start. For first-time DUI offenders whose offense did not cause bodily injury, current law authorizes — but does not require — the court to order an IID for up to six months; as an alternative, a first-time offender may apply to the DMV for a restricted driver’s license. According to the policy committee analysis, first-time DUI convictions comprise approximately 40% of all misdemeanor convictions in a given year and roughly 72% of total annual DUI convictions, meaning this bill could subject tens of thousands of additional offenders each year to a mandatory IID order. This bill makes the IID order mandatory for first-time DUI offenders not causing bodily injury, makes permanent the IID requirements for repeat offenders and bodily-injury cases (currently set to sunset on January 1, 2033 under AB 366 (Petrie-Norris), Chapter 689, Statutes of 2025), and revises the existing income-based fee schedule that requires IID manufacturers to absorb a portion of program costs for offenders below specified federal poverty level thresholds.

The DMV reports that it has provided technical assistance to the author to establish a permanent, workable framework for IID implementation that aligns with the department's operational capacity. The proposal includes a delayed operative date and incorporates cost-recovery mechanisms through the restriction and reinstatement process, similar to those used under the existing pilot program. The DMV reports that this alternative framework would reduce estimated one-time implementation costs from more than \$15 million to approximately \$3 million to \$6 million, with ongoing costs depending on the technology solutions adopted. The committee has reached out to the author regarding the DMV’s proposed amendments, but has not received a response.

- 3) **Related Legislation.** AB 1546 (Schultz), of the 2025-26 Legislative Session, among other things, extends the IID installation mandate from 36 months to 48 months for someone convicted of a DUI who has four or more priors. The bill is pending in this committee.

AB 71 (Lackey), of this legislative session, extends the sunset date of the IID pilot program from January 1, 2026, to January 1, 2033. AB 71 was held in the Assembly Appropriations Committee

- 4) **Prior Legislation.** AB 366 (Petrie-Norris), discussed above was the most recent of numerous legislative efforts to expand the IID installation requirement. Prior efforts include AB 2210 (Petrie-Norris) of the 2023-2024 Legislative Session, which would have required the DMV to operate a five-county pilot project for the installation of an IID in the vehicle of a first-time DUI offender. AB 2210 was held in this committee.

SB 545 (Hill), of the 2019-2020 Legislative Session, would have required IIDs to be installed for a period of six months for first-time convicted DUI offenders. The hearing on SB 545 in the Assembly Public Safety Committee was cancelled at the request of the author.

SB 1046 (Hill), Chapter 783, Statutes of 2016, extended the IID pilot program in certain counties and required installation of IIDs for specified DUI offenses.

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