
THIRD READING

Bill No: AB 366
Author: Petrie-Norris (D) and Ransom (D), et al.
Amended: 8/29/25 in Senate
Vote: 21

SENATE PUBLIC SAFETY COMMITTEE: 6-0, 7/15/25
AYES: Arreguín, Seyarto, Caballero, Gonzalez, Pérez, Wiener

SENATE APPROPRIATIONS COMMITTEE: 7-0, 8/29/25
AYES: Caballero, Seyarto, Cabaldon, Dahle, Grayson, Richardson, Wahab

ASSEMBLY FLOOR: 78-0, 6/2/25 - See last page for vote

SUBJECT: Ignition interlock devices

SOURCE: Author

DIGEST: This bill extends the operative date of the Ignition Interlock Device (IID) pilot program from January 1, 2026, to January 1, 2033.

ANALYSIS:

Existing law:

- 1) Makes it unlawful for any person who is under the influence of any alcoholic beverage or drug, or under the combined influence of any alcoholic beverage and drug, to drive a vehicle. (Vehicle Code (Veh. Code), § 23152 subds. (a), (f), & (g).)
- 2) Makes it unlawful for any person, while having 0.08 percent or more, by weight, of alcohol in their blood to drive a vehicle. (Veh. Code, § 23512, subd. (b).)
- 3) Establishes an IID pilot program through January 1, 2026, which does the following:

- a) Requires a court to order the installation of an IID for repeat DUI offenders and any DUI causing bodily injury to another person, as follows:
 - i) For a period of one year for a person convicted of a DUI involving alcohol (or both alcohol and drugs) with one prior, or a first-time DUI causing bodily injury to another person;
 - ii) For a period of two years for a person convicted of a DUI involving alcohol (or both alcohol and drugs) with two priors, or a DUI causing bodily injury to another person with one prior;
 - iii) For a period of three years for a person convicted of a DUI involving alcohol (or both alcohol and drugs) with three or more priors, a DUI causing bodily injury to another person with two priors, or a prior specified DUI conviction punishable as a felony. (Veh. Code, § 23575.3, subd. (h)(1)(B)-(D).)
- b) Authorizes the court to order the installation of an IID for a first-time DUI offender period not to exceed six months from the date of conviction, or allows the offender to apply for a restricted driver's license upon specified conditions. Only one of these sanctions may be imposed. (Veh. Code, § 23575.3, subd. (h)(1)(A).)
- 4) Requires a person subject to an IID to arrange for each vehicle they operate to be equipped by a functioning, certified IID by a certified provider, provide proof of installation to the DMV, and pay a fee, determined by the DMV, sufficient to cover the costs of administration. (Veh. Code, § 23575.3, subds. (d) & (f).)
- 5) Requires the DMV to place a restriction on the driver's license record of the person that states the driver is restricted to driving only vehicles equipped with a functioning, certified IID for the applicable term. (Veh. Code, § 23575.3, subd. (e).)
- 6) Requires IID manufacturers to adopt a fee schedule under which the manufacturer will absorb part of the costs for the IID based on the defendant's income, relative to the federal poverty level. (Veh. Code, § 23575.3, subd. (k).)
- 7) Sunsets the IID pilot project on January 1, 2026. (Veh. Code, § 23575.3, subd. (r).)

This bill extends the operative date of the IID pilot program from January 1, 2026, to January 1, 2033.

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 set point.” (Cal. Code Regs., tit. 13, § 125.00, subd. (a).) 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. (DMV, Ignition Interlock Devices, available at: <https://www.dmv.ca.gov/portal/driver-education-and-safety/educational-materials/fast-facts/ignition-interlock-devices-ffdl-31/> (last viewed July 4, 2025).)

The DMV is currently operating a statewide IID pilot program for all repeat DUI offenders and all injury-involved driving under the influence (DUI) offenders. Under the pilot program, a court may order a defendant convicted of their first DUI offense to install an IID on their vehicle for up to six months and prohibit them from operating a vehicle without an IID. If a defendant is convicted of a second or subsequent DUI offense, the court is required to order the defendant to install an IID in their vehicle. The length of required IID installation depends on how many prior DUI convictions a defendant has and how serious the offenses are. The pilot program is set to expire on January 1, 2026.

The evidence of the effectiveness of requiring IID installation for first time DUI offenders has been mixed. The California State Transportation Agency (CalSTA) submitted a report to the Legislature evaluating the current pilot program in December of 2024. In the report, researchers determined the pilot’s “overall effects” on recidivism were “small,” in part due to the low rate of installation of IIDs statewide. (CalSTA, An Evaluation of an Expansion of the Use of Ignition Interlock Devices through California Senate Bill 1046, (Dec. 31, 2024), p. 28 https://calsta.ca.gov/-/media/calsta-media/documents/ignition_interlock_evaluation-11-11-24.pdf [last visited July 6, 2025].) However, as summarized by CalSTA, the researchers found:

- Installing an IID within two years of arrest reduces recidivism rates, whether measured by future DUI arrests, crashes, or crashes involving injury.

- The effect of installing an IID on future DUI arrests is greatest for people arrested for the first time. The effects on crashes and crashes with injury are largest for people with prior DUI convictions.
- The impacts of [the pilot] on overall statewide recidivism rates, although in the desired direction, are modest. Increasing IID installation rates among those arrested for a DUI would increase the effectiveness of policy requiring IID installations. (Id. at p. 27.)

The researchers anticipate that “higher rates of installation would correspond with higher recidivism reductions statewide.” (Id. at p. 29.) This bill extends the operative date of the current IID pilot program until January 1, 2033.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

According to the Senate Appropriations Committee:

Unknown, costs to the DMV (Motor Vehicle Account (MVA)), likely in the low hundreds of thousands of dollars. DMV costs will include a modification of its IT systems to allow the existing pilot program to continue operating, plus costs for data extraction, technical review, and other additional workload for the required report to the Legislature. In addition, the DMV will incur ongoing costs, likely in the low millions of dollars annually, to continue to operate the pilot program until January 1, 2033.

According to the Legislative Analyst’s Office (LAO), the MVA—the main funding source for the DMV—is expected to fully exhaust its reserves and become insolvent in fiscal year 2025 26. The LAO further warns that the MVA, absent corrective action, such as revenue increases or spending reductions, will experience a negative fund balance of \$1.4 billion in fiscal year 2028 29.

SUPPORT: (Verified 8/29/25)

AAA Northern California, Nevada & Utah
Active San Gabriel Valley
Advocates for Highway and Auto Safety
Alcohol Justice
American College of Surgeons, California Chapters
Arcadia Police Officers' Association
Automobile Club of Southern California
Bike LA
Bike Long Beach
Brea Police Association

Burbank Police Officers' Association
California Alcohol Policy Alliance
California Association of Highway Patrolmen
California Association of School Police Chiefs
California Coalition of School Safety Professionals
California Contract Cities Association
California Medical Association
California Narcotic Officers' Association
California New Car Dealers Association
California Police Chiefs Association
California Professional Firefighters
California Reserve Peace Officers Association
City of Norwalk
Claremont Police Officers Association
Corona Police Officers Association
Culver City Police Officers' Association
Families for Safe Streets USA
Fullerton Police Officers' Association
Livable Communities Initiative
Los Angeles County Professional Peace Officers Association
Los Angeles School Police Management Association
Los Angeles School Police Officers Association
Mothers Against Drunk Driving
Move LA
Move Santa Barbara County
Murrieta Police Officers' Association
National Coalition for Safer Roads
National Safety Council
National Transportation Safety Board
Newport Beach Police Association
Palos Verdes Police Officers Association
Peace Officers Research Association of California
Placer County Deputy Sheriffs' Association
Pomona Police Officers' Association
Responsibility.org
Riverside Police Officers Association
Riverside Sheriffs' Association
Safe California Roads
Safety and Advocacy for Empowerment
Santa Monica Safe Streets Alliance
Street Racing Kills
Streets are for Everyone

Streets for All
Vision Zero Network
Walk San Francisco
West Hollywood Bicycle Coalition
Yolo County District Attorney

OPPOSITION: (Verified 8/29/25)

ACLU California Action
California Attorneys for Criminal Justice
California Public Defenders Association
Debt Free Justice California
Ella Baker Center for Human Rights
Initiate Justice
LA Defensa
Local 148 LA County Public Defenders Union
Western Center on Law & Poverty, INC.

ASSEMBLY FLOOR: 78-0, 6/2/25

AYES: Addis, Aguiar-Curry, Ahrens, Alanis, Alvarez, Arambula, Ávila Farías, Bains, Bauer-Kahan, Bennett, Berman, Boerner, Bonta, Calderon, Caloza, Carrillo, Castillo, Chen, Connolly, Davies, DeMaio, Dixon, Elhawary, Ellis, Flora, Fong, Gabriel, Gallagher, Garcia, Gipson, Jeff Gonzalez, Mark González, Hadwick, Haney, Harabedian, Hart, Hoover, Irwin, Jackson, Kalra, Krell, Lackey, Lee, Lowenthal, Macedo, McKinnor, Muratsuchi, Nguyen, Ortega, Pacheco, Papan, Patel, Patterson, Pellerin, Petrie-Norris, Quirk-Silva, Ramos, Ransom, Celeste Rodriguez, Michelle Rodriguez, Rogers, Blanca Rubio, Sanchez, Schiavo, Schultz, Sharp-Collins, Solache, Soria, Stefani, Ta, Tangipa, Valencia, Wallis, Ward, Wicks, Wilson, Zbur, Rivas

NO VOTE RECORDED: Bryan

Prepared by: Sandy Uribe / PUB. S. /
9/2/25 17:56:23

**** **END** ****