

Effects of Administrative License Revocation on Employment

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PREFACE

This research project evaluated both the effects of administrative license revocation (ALR) on the employment of first and multiple DUI offenders and the effects of alcohol-involved crashes on the employment of the victims of these crashes.

The authors would like to recognize the following organizations (and contact individuals) for their assistance with the DUI offender questionnaire by allowing KETRON team members to administer surveys to DUI offenders in their education/treatment programs: Delaware Safety Council, Inc. (Mr. Christopher Massaferi), Delaware Drinking Driver Program (Mr. Bruce Lorenz), Alcohol and Drug Recovery, Ltd. (Mr. Barry Wilen), Health Management Enterprises, Inc. (Mr. Stephen Buchness), Recovery Center of Annapolis (Dr. John McClanahan), Chester County (PA) Council on Addictive Diseases, Inc. (Mr. Robert Esty), and Marin County Drinking Driver Program (Dr. Joan Driscoll).

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<p>16. Abstract</p> <p>This project addressed: (1) the impact of administrative license revocation (ALR) on the employment of first and multiple drunk-driving (DUI) offenders, and (2) the impact of alcohol-related crashes on the employment of crash-involved persons (i.e., innocent drivers, passengers, and pedestrians). In-person DUI offender questionnaires were completed by 579 first offenders and 233 multiple offenders (812 total) at alcohol education schools and treatment programs in the following four counties, which represented varying levels of ALR: Chester County, PA (no ALR), Anne Arundel County, MD (immediate hardship license available), Marin County, CA (30-day hard license suspension), and New Castle County, DE (90-day hard license suspension). Completed crash victim surveys were returned by 146 crash victims from Pennsylvania, California, and Delaware.</p> <p>The data in this study show that administrative license revocation does not have a pronounced impact on the DUI offender's job and income. Alcohol-involved crashes have a great impact on seriously injured victims. However, the proportion of DUI crashes producing serious injury is quite low. Most DUI is crash-free, and most crashes do not involve injury. Thus, the vast bulk of the impact of DUI falls on the offenders, and not the victims.</p> <p>Policy recommendations based on the study findings are: (1) One should not expect loss of jobs and income from administrative license revocations as great as 90 days for first offenders. Since such revocation has safety benefits, continued support for the adoption of administrative license revocation in the 12 states that do not yet have ALR is recommended. (2) The data indicate no strong reason to prefer one form or duration of ALR over another, from the viewpoint of minimizing economic consequences. (3) Because the population perceives the risk of apprehension for unlicensed driving as very low, more should be done to increase the rate of detection, and such efforts should be widely publicized. (4) States should facilitate license reinstatement so that more drivers become relicensed at the end of their sanction period. (5) Since the public is still not familiar with administrative license revocation, more resources should be devoted to publicizing this remedial action in order to achieve general deterrence.</p>					
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EXECUTIVE SUMMARY

PROJECT OBJECTIVES AND BACKGROUND

This report presents the results of a study of drunk-driving (DUI) offenders in four jurisdictions which differ in the driver-license consequences of failing and refusing alcohol breath tests. The three main objectives of this research project were to:

1. Determine the impact of short-term (30-45 days) administrative license suspension/revocation on the employment and income of first offenders.
2. Determine the impact of longer-term (6 months to a year) administrative license suspension/revocation on the employment and income of multiple offenders.
3. Determine the effects of alcohol-related crashes and injuries on the employment and income of other crash-involved persons (i.e., innocent drivers, passengers, and pedestrians).

The administrative license revocation (ALR) process constitutes taking a driver's license administratively, rather than judicially, based on evidence provided by the police that the driver was impaired by alcohol. This differs from the traditional use of license revocation as a criminal sanction. Traditionally, license revocation was one of several possible remedial actions available to a judge for sentencing someone found guilty of drunk driving or, in more recent years, someone found guilty of driving with a blood/breath alcohol content (BAC) exceeding a tolerated limit, usually 0.10 percent. Criminal license penalties could only be imposed after final judgment, rendering them contingent on successful prosecution. Criminal prosecution required proof beyond a reasonable doubt that the defendant had committed the offense charged. The mechanics of this process substantially weakened license actions in terms of the swiftness and certainty of application.

The prior research literature supports the view that ALR is effective in reducing alcohol-involved driving. However, an important concern with this issue is ALR is not universal in the United States. As of January 1996, ALR laws were in effect in 38 states and the District of Columbia. Among the principal rationales offered by the remaining 12 states for rejecting ALR is the claim that license revocation leads to loss of employment, in turn impacting on the offender's dependents and subsequently societal welfare costs

On this topic, prior literature has found that income and employment losses are experienced by only a small minority of persons losing their licenses as a consequence of DUI. Among the reasons that can be cited are: (1) some important fraction of workers do not commute, but earn their income by working at home or walking to work; (2) some are able to substitute alternative means of getting to work, such as car pooling or using public transportation; and (3) some evade the remedial actions by

driving without licenses. The current study investigated the extent to which these alternatives are realized.

Despite the evidence in favor of administrative license revocation for DUI offenders, as of January 1996, there are still 12 states that do not have ALR laws. Although the research in Delaware, New Mexico, Arizona, and Mississippi indicates that the effect of ALR on employment is minimal, the research is thin in this area. In the absence of quantitative data regarding the actual effects of ALR on employment, it is impossible to know whether the perceived draconian effect on employment actually occurs for an important fraction of DUI offenders.

Therefore, in order to examine the actual effect of ALR on the employment of DUI offenders and the victims of crashes associated with these offenders, NHTSA funded the current research project. The results of this research provide NHTSA with information to present to states that are considering enacting ALR laws.

RESEARCH APPROACH AND METHODOLOGY

Site Selection

Current ALR laws vary widely by state. The states can be characterized as falling into one of the following four categories:

1. **No Laws.** The driver's license can only be suspended after a criminal conviction.
2. **ALR/Immediate Hardship License.** A hardship license (e.g., for employment) can be obtained for the duration of the suspension period, with no mandatory "hard" suspension period.
3. **ALR/30-60 Day Mandatory Suspension.** The license suspension period is typically 90 days, but a hardship license can be obtained **after** a full or "hard" suspension period of 30-60 days. However, there is a short period after the DUI arrest when the DUI offender has a temporary license so that transportation arrangements can be made.
4. **ALR/90+ Day Mandatory Suspension.** A "hard" suspension period of at least 90 days is prescribed.

The study was designed to investigate the consequences of license revocation by choosing jurisdictions representing the four legal categories. In *Delaware*, ALR for 90 days is automatic for persons arrested for DUI and failing the mandated breath test. In *California*, although a suspension period of 120 days is prescribed, hardship licenses are available after 30 days. In *Maryland*, a DUI offender has a formal suspension period of 45 days, but can receive a hardship license without any period of "hard"

suspension. The fourth state, *Pennsylvania*, represents non-ALR jurisdictions. In Pennsylvania, there are no mandated consequences for failing a breath test at the scene of an arrest; it is not until a suspect is convicted that the possibility of license revocation arises. These four cases represent the range of license revocation provisions generally used for DUI.

In order to appreciate any impacts that might be found, the study was designed to compare employment and income effects of license revocation on DUI offenders with the employment and income effects of injury-producing DUI crashes on victims, pedestrians, non-impaired drivers, and their passengers.

A problem with comparing different jurisdictions is that the law is not the only thing that differentiates them. One can expect differences in climate, demography, the economy and, most generally, culture. A problem arises in interpreting whether differences found between the jurisdictions are caused by the variables by which they were selected.

The approach used to control for these factors was to select jurisdictions with different laws but similar socio-demographics and proximate locations. Three of the four states were contiguous: Pennsylvania (without ALR), Maryland (with immediate hardship licenses), and Delaware (with 90 days "hard" suspension). From each of these states, one county was selected on the basis of physical and social similarity to the others. The counties were Chester, Anne Arundel, and New Castle, respectively.

These jurisdictions did not provide an example of a state making hardship licenses available after 30 days. Indeed, there are none contiguous to the three mentioned above. Because of its excellent statistical system and cooperative officials, California was selected as a comparison state. It lacks contiguity, but Marin County is socio-demographically similar to the other sample counties.

DUI Offender Survey

Prior experience with similar research suggested that random sampling from state records of the DUI population would not succeed in reaching DUI offenders. Therefore, subjects were drawn from DUI treatment and education programs. In each of the four selected counties, all programs providing services to DUI offenders were located and requested to cooperate in allowing their classes or treatment groups to complete a paper-and-pencil questionnaire.

A questionnaire was designed for classroom administration. Once it was discovered that both California and Pennsylvania institutions offered classes for Spanish-speaking people, the questionnaire was translated into Spanish for use with these special classes and anyone else who indicated a preference. (Unfortunately, the Hispanic sample, largely Mexican immigrants, frequently proved to be illiterate in

Spanish as well as English, and it was not possible to complete a planned analysis of them.)

DUI schools/treatment programs in all four counties agreed to participate in the data-collection activities. In Chester County, Pennsylvania, the one facility that runs both first offender and multiple offender programs participated. In Anne Arundel County, Maryland, three facilities participated, covering both first and multiple offenders. Also in Marin County, California, the one facility that offers both first offender and multiple offender programs agreed to participate. In New Castle County, Delaware, one first-offender DUI school (serving New Castle County only) and one multiple-offender DUI program (serving all of Delaware) participated.

The project goal was 200 interviews in each county--150 with first offenders and 50 with multiple offenders. It was estimated that this distribution would mirror the split between first offenders and multiple offenders among those convicted of DUI offenses. Data collection spanned the period from June 1, 1994 to October 6, 1994. A total of 812 completed DUI offender surveys were used for the final analysis--579 with first offenders and 233 with multiple offenders.

Crash Victim Survey

A comparison group of victims was selected, defined as people other than the impaired drivers involved in alcohol-related injury crashes in the same counties. These were largely unimpaired drivers of other cars, along with some passengers and pedestrians. Victims thus defined are a difficult group to find and study. In California and Delaware, state records were used to identify qualifying crashes in the respective counties, from about the time that the DUI offenders were apprehended. For reasons of confidentiality, state officials hired clerks to identify appropriate persons, and send them questionnaires based on items from the DUI offender instrument. A victim population could not be identified in Maryland.

In Pennsylvania, the state proved unable to provide appropriate files, so DUI arrest records from the District Attorney's Office in Chester County were scanned to locate those that involved crashes. The crash reports were then read to extract the names and addresses of third parties (victims) involved in these crashes, to whom questionnaires were sent.

It was assumed that victims had a story they would want to tell and that endorsement by the state would produce high response rates, but a surprisingly low response rate was obtained--58 of 189 surveys (32 percent) were returned in Delaware, 34 of 192 surveys (19 percent) were returned in California, and 54 of 182 surveys (32 percent) were returned in Pennsylvania.

RESEARCH FINDINGS

Who are the DUI Offenders and Their Victims?

As has been found in other studies, the DUI offenders were atypical of the general population. Even first offenders differ socio-demographically from the general population, and the multiple offenders were even less representative. DUI offenders are disproportionately male, living without families, less educated, and more working class, than either the victims or the general population. As mature men, they are very likely to be employed and to be susceptible to factors impinging on employment. Beyond this, it appears that the DUI offenders, especially the multiple offenders, are heavy drinkers in conjunction with driving.

However, DUI offenders are not importantly different from victims (or the general public) in average age and in racial composition.

The victim populations are socio-demographically close to the general population, a finding that might be expected in an auto-dependent society if victimization merely depends on using the public roads.

Impact on Jobs for DUI Offenders

In brief, expectations that earnings of DUI offenders in ALR states should be reduced when compared to the non-ALR state were **not** confirmed by most of the analyses. This central question was examined in numerous ways for both DUI offenders and crash victims.

First, the offenders were asked to rate the extent that their loss of license has interfered with work (for those offenders who were working at the time of the DUI arrest). Nearly half the offenders reported that the experience greatly interfered with their work. These were mostly people who claimed that their jobs required the use of a car, whether for commuting or even more so, for those using a car in their work. Multiple offenders were in general more likely to report a great extent of interference than were first offenders, as might be expected given the heavier license penalties reported by this group. However, there does not seem to be an orderly pattern of responses among the states and therefore among different kinds and lengths of ALR.

Second, the offenders were asked to report income for the jobs they held from 1992 to 1994. An impact analysis was performed for first and multiple offenders which compared the change in income after DUI arrest for DUI offenders in each of the ALR states to the change in income after DUI arrest for DUI offenders in the non-ALR comparison state. The impact analysis regression model controlled for the effect of the DUI offender being in jail or attending school in any given month, as well as the expected increase in monthly income over time. Monthly impact measures/significance levels were obtained for the 6 months after DUI arrest for three separate models (for

both first and multiple offenders): Maryland versus Pennsylvania, California versus Pennsylvania, and Delaware versus Pennsylvania.

For first offenders, the earnings comparison between Delaware and Pennsylvania was not significant, though in the same direction as that presented in the hypothesis (income was reduced more in the ALR state when compared to the non-ALR state). There was no significant impact on earnings for multiple offenders, and the differences were in the opposite direction from that presented in the hypothesis (post-arrest income was higher in the ALR state than in the non-ALR state). The same patterns and lack of significance were found when offenders in Maryland were compared with those in Pennsylvania. The impact analysis for California first offenders showed a significant gain against Pennsylvania in earnings. No significant effect was noted for California multiple offenders in the first several months after arrest.

Third, the offenders were asked how much income they lost per week as a direct result of their DUI arrest/loss of license. The percent reduction in income from the income reported for the month of the DUI arrest was computed for all offenders (where available). A t-test of difference between the percent reduction in each of the three ALR states and the percent reduction in the comparison non-ALR state was performed for both first and multiple offenders to determine whether the percent reduction was significantly greater in the ALR states. None of these six tests was significant at the 5% level.

Fourth, the offenders were asked to describe the effect of their most recent arrest on their employment. These open-ended responses were coded into categories and summarized. Over 55 percent of the respondents stated there was no change in their employment or income after the DUI arrest.

Fifth, the activity the month after arrest was examined for those offenders who were working the month before their arrest to determine whether changes in employment were more pronounced in ALR states when compared to the non-ALR state. The percent still working the month after arrest (94 percent) was identical for DUI offenders in the three ALR states and the non-ALR state.

Finally, a regression analysis was performed to predict income based on multiple explanatory variables to determine whether there was a strong relationship between income and ALR status. The regression analysis found strong significant relationships with gender, marital status, age, and education, but **not** with the state of residence (and therefore, probably not with ALR status).

Impact on Jobs for DUI Crash Victims

Membership in the victim group was defined in terms of unimpaired survivors of alcohol-related crashes. Even though this analysis compared people who were in crashes with a broader group of DUIs, most of whom were not in crashes, the evidence does not

support the idea that the employment of victims is more impacted than that of the DUI offenders. Victims seldom reported a disability-related change in jobs--only 6 of 146 made this claim, and it was not necessarily the case that the disability was related to the victimization

When the crash victims were asked to describe the impact on their employment that resulted from involvement in the alcohol-related crash, over 56 percent reported no impact. It is important to note that, assuming self-selection bias, the more seriously injured/impacted crash victims would have been more likely to return the questionnaire.

The crash victims were asked how much income they lost per week as a direct result of their DUI crash. The percent reduction in income from the income reported for the month of the DUI crash was computed for all DUI crash victims (where available). A t-test of difference between the percent reduction for DUI offenders and the percent reduction for DUI crash victims was performed to determine whether the percent reduction was significantly greater for victims or offenders. The percent reduction was actually greater for offenders (12.0 percent) compared to DUI crash victims (7.6 percent). However, this difference was not significant at the 5% level.

The activity the month after the DUI crash was examined for those crash victims who were working the month before their crash to determine whether changes in employment were more pronounced when compared to DUI offenders. The percent still working the month after the crash was less for the victims (71 percent total) compared to the offenders (94 percent total).

Driving While Revoked

Although the respondents frequently claimed interference with work from the DUI and license revocation, many of them admitted to driving to work and for other social functions. Particularly in the ALR states, large numbers of informants rated the probability that they would drive without a license as very likely, reaching nearly two-thirds for California multiple offenders.

Important numbers of DUI offenders who lost their license stated that they drive to work. The figure was higher in Maryland and California, where hardship licenses are available, but even in Delaware, a fifth of first offenders and one in seven multiple offenders declared that they continued to drive to work. More than a third of respondents reported that they drove on the most recent day they worked. When all occasions for travel are considered for those DUI offenders without a license, 46 percent admitted that they drove themselves (48 percent of first offenders and 41 percent of multiple offenders).

Driving while unlicensed is likely to be encouraged by the belief that there is little danger of being caught. Majorities of both first and multiple offenders rated the risk as

low, and only seven percent of the sample said that being caught is very likely during a month of unlicensed driving.

The Functioning of ALR Systems

A small proportion of DUI offenders did not take breath tests at the time of arrest. Except in California, the proportions were higher for repeat offenders, representing almost half in Maryland. One would have expected (as is the case for Maryland) that a large percent of DUI offenders who did not take a breath test at the time of arrest would have been charged with refusing the breath test. However, this was not the case as less than 35 percent of those who did not take a breath test were charged with test refusal in the other three states.

Nearly a third of first offenders were ignorant of the possibility of administrative license revocation at the time of their offense. This was also true of one out of six multiple offenders. Such people obviously could not have been deterred by the ALR law. Among the ALR states, Maryland produced the highest proportion of demands for hearings, with more than half requesting them. Maryland drivers also more frequently attended the hearings and were more frequently rewarded by getting their licenses returned.

DUI offenders expect to become relicensed. However, nontrivial proportions of multiple offenders indicated a low probability of relicensing.

Other Findings Related to Safety Among DUI Offenders

On average, 2 percent of first offenders and 21 percent of multiple offenders were driving while unlicensed at the time of their arrest. Many repeat offenders (nearly one in six) had more than one prior offense on their record in the past year, and declared priors were as high as five in 5 years.

Multiple offenders were more likely to fail to wear seat belts (40 percent for multiple offenders versus 30 percent for first offenders). This accords with the understanding that repeat DUI offenders tend to engage in other unsafe driving behaviors. Registration of vehicles in the name of persons other than the DUI offender was relatively uncommon, even for multiple offenders. Approximately 20 percent were registered in the name of someone who did not live in the same household. It was expected that this would occur as a means of avoiding insurance surcharges, but the expectations were disconfirmed.

Crashes accompanied 17 percent of all DUI arrests. The vast bulk of arrests were based on moving violations (66 percent) or equipment violations (8 percent). One implication of this fact is that the experiences of DUI offenders as a group are incommensurate with those of crash victims.

Most offenders (67 percent) lived in households with other employed persons. One implication of this is that even if the DUI offender were to lose his/her employment, most of the households would be able to count on the income of others for survival.

Administration of Surveys to Spanish Speaking DUI Offenders

Another finding of this research study was that the needs of Spanish speaking DUI offenders may not be adequately addressed by current alcohol education and treatment programs. This group is very different from the DUI offenders for whom English is the primary language, in terms of culture, education, employment, and driving experience. The Spanish version of the DUI offender questionnaire, which was developed for administration in the special classes conducted in Spanish in two states, met several obstacles in practice. In the end, the attempt was abandoned when it turned out that members of the target group were often illiterate in Spanish as well as English, and were not able to complete a paper-and-pencil survey on their own. Also, some components of the questionnaire were foreign to the Hispanic classes.

The Spanish speaking respondents raised the problem that our definition of jobs and employment does not correspond with the understanding of some segments of society. Many of the Mexican immigrants in the sample worked at a different "job" every day. Furthermore, many of the Hispanics never possessed a driver's license and thus could not have been greatly influenced by that sanction. The questions concerning license revocation made little sense to them. Other, similar, problems were discovered, such as the fact that many Spanish speakers in Pennsylvania lived in company dormitories and lacked understanding of the journey to work.

Victim Survey Results

The results are for a relatively small sample of victims (approximately 150) and they represent a very small percentage of the injuries in alcohol-related crashes. The majority of the injuries are suffered by the DUI offenders who cause these crashes. Over 75 percent of the victims were drivers of another vehicle involved in the crash (but not charged with DUI). Over 27 percent were uninjured and nearly half did not require medical treatment. Only about 15 percent required hospitalization. Most of the damage was to vehicles; more than 57 percent of the crash victims reported that their vehicle was damaged such that it could not be driven away from the crash scene.

The results from the crash victim survey were compared with comparable results from the DUI offender survey. Ten percent fewer crash victims were employed at the time of their DUI crash as compared to DUI offenders employed at the time of their DUI arrest. A larger percent of crash victims was employed in professional jobs than DUI offenders. The average tenure of crash victims at their current job was 8 months longer than the average tenure of DUI offenders at their current job. The DUI offenders worked more hours per week and earned slightly more per week than the crash victims. Both groups reported an

almost identical weekly reduction in income (under \$100/week) as a result of the DUI crash or loss of license.

SUMMARY AND RECOMMENDATIONS

The data in this study show that administrative license revocation does not have a pronounced impact on the DUI offender's job and income. An important reason for this is the willingness of these offenders to continue driving, although presumably more safely than they did when licensed. DUI offenders view the risk of apprehension as low. The main employment consequence of license revocation on DUI offenders is the need to find alternative transportation, which is generally achieved by riding with others. Offenders see this as an inconvenience, but lost income is uncommon.

Alcohol-involved crashes have a great impact on seriously injured victims. However, the proportion of DUI crashes producing serious injury is quite low. Most DUI is crash-free, and most crashes do not involve injury. Thus, the vast bulk of the impact of DUI falls on the offenders and not the victims.

Some important experience regarding the study of offenders was obtained during the course of this project. The method of surveying offenders at alcohol highway safety schools and alcohol treatment programs worked very well for both first and multiple offenders literate in English. The schools and treatment programs were interested in the research study and were therefore cooperative and accommodating of the survey requirements. A very high survey participation rate was obtained from the offenders.

This research has also found that administrative license systems differ in their efficiency. In some places, represented by Maryland, hearings are almost routinely requested and they often result in return of the license. In others, including both California and Delaware, few requests are made and few are successful in canceling the penalty. A partial explanation may be found (as in Delaware) in the policy of demanding police attendance at hearings and restoring the license of drivers if police do not attend.

Policy recommendations based on these findings are:

1. One should not expect loss of jobs and income from administrative license revocation periods as great as 90 days for first offenders. Since such revocation has safety benefits, continued support for the adoption of administrative license revocation policies is recommended .
2. The data indicate no strong reason to prefer one form or duration of ALR over another, from the viewpoint of minimizing economic consequences.

3. Because the population perceives the risk of apprehension for unlicensed driving as very low, more should be done to increase the rate of detection, and such efforts should be widely publicized.
4. States should facilitate license reinstatement at the end of the sanction period to encourage drivers to reenter the licensing system.
5. Since the public is still not familiar with administrative license revocation, more resources should be devoted to publicizing this remedial action in order to achieve general deterrence.

The following additional research is suggested:

1. Further research is needed to determine whether driving would be further reduced with vehicle sanctions, i.e., policies designed to separate would-be drunk driving offenders from access to vehicles.
2. The direct economic impact of the DUI conviction in the matter of fines, legal expenses, program fees, and insurance surcharges should be studied. These costs are quite likely to exceed the income impacts investigated in this report.
3. More is needed on enforcing the prohibition of driving while suspended or revoked.
4. The population in this study very largely declares expectations of becoming relicensed. A panel study might follow a set of unlicensed drivers over time to check when and how they achieve relicensing, and compare those who do get licensed with those who do not in terms of subsequent driving history.

1.0 INTRODUCTION

This report presents the results of a study of drunk-driving (DUI) offenders in four jurisdictions, which differ in the driver-license consequences of failing and refusing breath tests. Its main concern was to evaluate the extent to which these consequences affect the employment and income of DUI offenders.

An important basis for concern with this issue is that adoption of administrative license revocation (ALR), increasing the probability and swiftness of removing the offending driver from the road, is not complete in the United States. Among the principal rationales offered for rejecting this measure is the claim that license revocation leads to loss of employment, in turn impacting on the offender's dependents and subsequently on societal welfare costs. This claim cannot be rejected out of hand, and to the extent that it is valid it suggests the need to balance these consequences against the benefits of revocation in terms of incapacitating and reforming the offenders and deterring others.

1.1 Background on Administrative License Revocation

As of January 1996, administrative license revocation (ALR) laws were in effect in 38 states and the District of Columbia. Adoption of such laws is being urged on the remaining states by numerous organizations devoted to reducing drunk driving, most notably the National Highway Traffic Safety Administration (NHTSA), which has drafted a model statute and offers funding incentives for the states passing conforming legislation. The first ALR law was enacted in 1976 in Minnesota (major amendments to Minnesota's statutes were passed in 1978 and 1982).

The ALR process constitutes taking a driver's license administratively, rather than judicially, based on evidence provided by the police that the driver was impaired by alcohol. This differs from the traditional use of license revocation as a criminal sanction. Traditionally, license revocation was one of several possible remedial actions available to a judge for sentencing someone found guilty of drunk driving or, in more recent years, someone found guilty of driving with a blood/breath alcohol content (BAC) exceeding a tolerated limit, usually 0.10 percent. Criminal license penalties could only be imposed after final judgment, rendering them contingent on successful prosecution. Criminal prosecution required proof beyond a reasonable doubt that the defendant had committed the offense charged. The mechanics of this process substantially weakened license actions in terms of the swiftness and certainty of application.

Administrative revocation developed in stages, initially as a means to induce cooperation of drivers in taking breath-alcohol tests by enforcing the driver's "implied consent" to be tested. People using the roads, it was argued, had by implication consented to cooperation with the alcohol test. Today, administrative revocation permits the police to temporarily remove the license on the basis of evidence that the driver may be unsafe.

This evidence is supplied by a positive reading on a test of alcohol impairment or by refusal to take the test when there is reasonable cause to believe that the driver is impaired.

The driver's license is taken or altered on the spot, and the driver is notified that his/her permission to drive will expire in a given number of days. A temporary driving permit, valid for a limited number of days, is then issued. Each state has statutory provisions that define the process leading back to reinstatement, which can include obtaining a limited or provisional license, enrolling in therapeutic or educational programs, taking a relicensing examination, paying various fees, and others.

Due process requires a review procedure for appealing the revocation. A hearing by an administrative official must be requested within a given time period. The hearing may concern issues such as whether the police officer had sufficient reason to stop the driver and whether the stop yielded sufficient reason (e.g., "probable cause") for arrest. The hearing officer's decision is based on the administrative standard of preponderance of evidence, rather than the criminal standard of proof beyond a reasonable doubt. If requested, the hearing must be held within a specified time. The revocation action is usually stayed pending the results of the review.

Most states impose the loss of driving privileges if no hearing is held or if this administrative hearing finds against the driver. The license may either be suspended (driving privileges return automatically at the end of the license-suspension period) or revoked (the license is lost and the offender must obtain a new license at the end of the period of restriction). Suspended drivers are typically more easily reintegrated into the licensing system once the sanction period is over.

Table 1-1 demonstrates the variety of versions of ALR currently adopted in the 50 states and DC (as of January 1996) by listing the following information for each state as well as for the model statute offered by the Uniform Vehicle Code, which generally parallels the model Revocation on Administrative Determination (ROAD) Act offered by NHTSA.

1. BAC defined as illegal per se;
2. Existence of ALR laws in the state (yes/no); indication of whether the license is suspended (S) or revoked (R) for states with ALR; and effective date of ALR law;
3. Term of temporary license issued by police officer when permanent license taken;
4. For administrative per se hearings, time offender has to request a hearing and time within which the hearing must be held if requested;
5. Term of license suspension/revocation for first offense for positive test results; and

6. Availability of a hardship license (which permits commuting to and from work for first offenders who meet certain criteria) and length of mandatory (hard) suspension.

Although the ALR laws shown in Table 1-1 vary widely by state, the states can be characterized as falling into one of the following four categories:

1. **No Laws.** The driver's license can only be suspended after a criminal conviction.
2. **ALR/Immediate Hardship License.** A hardship license (e.g., for employment) can be obtained for the duration of the suspension period, with no mandatory "hard" suspension period.
3. **ALR/30-60 Day Mandatory Suspension.** The license suspension period is typically 90 days, but a hardship license can be obtained **after** a full or "hard" suspension period of 30-60 days. However, there is a short period after the DUI arrest when the DUI offender has a temporary license so that transportation arrangements can be made.
4. **ALR/90+ Day Mandatory Suspension.** A "hard" suspension period of at least 90 days is prescribed.

The above categorization of each state (as of January 1996) is shown on the map in Figure 1-1.

1.2 The Benefits of Administrative License Revocation

This study accepts from the existing literature the proposition that ALR is an effective penalty. Although as with all social policy, it is only partially effective, and the literature vouches for the fact that it accomplishes important improvements in safety at reasonable direct cost. The accomplishments of ALR include: incapacitation of the dangerous drivers represented by the offenders; their reform through mandated treatment and education programs; and deterrence of others, who see the consequences of apprehension for DUI increased in certainty and swiftness with ALR.

Substantial research testifies to the fact that revoked offenders experience reduced crashes and violations. Although the accumulation of any such incidents would be impossible if license revocation were completely effective, the reduction represents an important safety benefit. It appears that individuals driving in violation of revocation orders fear the consequences of apprehension, leading them to reduce their driving and to improve its safety. Furthermore, the improved safety can be perceived beyond the duration of the license revocation. This may perhaps be explained in terms of successful education and therapy, or it may reflect offenders' failure to obtain new

Table 1-1. Status of Administrative License Revocation by State (Source: IHS, 1995)

State	BAC Defined as Illegal Per Se	Existence of Administrative License Suspension(S)/ Revocation(R) (Effective Date)	Term of Temporary License	Administrative Per Se Hearing		Term of License Suspension for Positive Test Results	Hardship License Availability for 1st Offense	Length of Mandatory (Hard) Suspension
				Request Within	Hold Within			
Uniform Vehicle Code	0.10 Percent	yes/R	7/10/15 days	7/10/15 days	20 days	90 days	30 days	30 days
Alabama	0.08 Percent	no	—	—	—	—	—	—
Alaska	0.10 Percent	yes/R (10/17/83)	7 days	7 days	—	90 days	30 days	30 days
Arizona	0.10 Percent	yes/S (1/1/88)	15 days	15 days	—	90 days	30 days	30 days
Arkansas	0.10 Percent	no (new ALR law 7/1/96)	—	—	—	—	—	—
California	0.08 Percent	yes/S (7/1/90)	45 days	45 days	45 days	4 months	30 days	30 days
Colorado	0.10 Percent	yes/R (7/1/83)	7 days	7 days	60 days	3 months	No hardship license	3 months
Connecticut	0.10 Percent	yes/S (1/1/90)	35 days	7 days	35 days	90 days	Immediate availability	No mandatory suspension
Delaware	0.10 Percent	yes/R (2/18/83)	15 days	15 days	30 days to schedule	3 months	No hardship license	3 months
District of Columbia	0.10 Percent	yes/S (1955)	5 days	5 days	—	2-30 days (at discretion of director)	Immediate availability	No mandatory suspension
Florida	0.08 Percent	yes/S (10/1/90)	7 days	10 days	30 days	6 months	30 days	30 days
Georgia	0.10 Percent	yes/S (7/1/94)	30 days	10 days	30 days	1 year	Immediate availability ²	No mandatory suspension
Hawaii	0.08 Percent	yes/R (7/1/91)	30 days	<i>written review:</i> automatic, response within 8 days of arrest <i>hearing:</i> if requested within 5 days of review, must be scheduled within 25 days of arrest or if requested within 60 days of arrest, must be scheduled within 30 days of request		3 months	30 days	30 days
Idaho	0.10 Percent	yes/S (7/1/94)	30 days	7 days	20 days	90 days	30 days	30 days
Illinois	0.10 Percent	yes/S (1/1/86)	45 days	anytime during suspension period	30 days	3 months	Immediate availability	No mandatory suspension

Table 1-1. Status of Administrative License Revocation by State (Source: IIHS, 1995)

State	BAC Defined as Illegal Per Se	Existence of Administrative License Suspension(S)/ Revocation(R) (Effective Date)	Term of Temporary License	Administrative Per Se Hearing		Term of License Suspension for Positive Test Results	Hardship License Availability for 1st Offense	Length of Mandatory (Hard) Suspension
				Request Within	Hold Within			
Indiana	0.10 Percent	yes/S (9/1/83)	valid until hearing	N/A (hearing automatic)	20 days	180 days	30 days	30 days
Iowa	0.10 Percent	yes/R (7/1/82)	20 days	30 days	45 days	180 days	30 days	30 days
Kansas	0.08 Percent	yes/S (7/1/88)	20 days	10 days	30 days	30 days	No hardship license	30 days
Kentucky	0.10 Percent	no	---	---	---	---	---	---
Louisiana	0.10 Percent	yes/S (9/3/84)	30 days	10 days	---	90 days	30 days	30 days
Maine	0.08 Percent	yes/S (1/1/84)	none; taken after hearing	10 days	30 days	90 days	Immediate availability	No mandatory suspension
Maryland	0.10 Percent (10/1/95)	yes/S (1/1/90)	45 days	30 days	45 days	45 days	Immediate availability	No mandatory suspension
Massachusetts	0.08 Percent	yes/S (6/27/94)	no temporary license	immediate (10 days)	immediate (10 days)	90 days	No hardship license	90 days
Michigan	0.10 Percent	no	---	---	---	---	---	---
Minnesota	0.10 Percent	yes/R (9/1/78)	7 days	<i>written review:</i> any time during revocation period <i>judicial hearing:</i> 30 days (review and hearings are independent procedures)	15 days 60 days	90 days	15 days	15 days
Mississippi	0.10 Percent	yes/S (7/1/83)	30 days	30 days	30 days	90 days	30 days	30 days
Missouri	0.10 Percent	yes/R (9/28/83)	15 days	15 days	30 days	90 days	30 days	30 days
Montana	0.10 Percent	no	---	---	---	---	---	---
Nebraska	0.10 Percent	yes/R (1/1/93)	30 days	10 days	20 days	90 days	30 days ²	30 days
Nevada	0.10 Percent	yes/R (7/1/83)	7 days	any time during revocation period	15 days	90 days	45 days	45 days

Table 1-1. Status of Administrative License Revocation by State (Source: IIHS, 1995)

State	BAC Defined as Illegal Per Se	Existence of Administrative License Suspension(S)/ Revocation(R) (Effective Date)	Term of Temporary License	Administrative Per Se Hearing		Term of License Suspension for Positive Test Results	Hardship License Availability for 1st Offense	Length of Mandatory (Hard) Suspension
				Request Within	Hold Within			
New Hampshire	0.08 Percent	yes/S (7/13/92)	30 days	30 days	20 days	6 months	No hardship license	6 months
New Jersey	0.10 Percent	no	---	---	---	---	---	---
New Mexico	0.08 Percent	yes/R (7/1/84)	20 days	10 days	90 days	90 days	30 days	30 days
New York	0.10 Percent	no	---	---	---	---	---	---
North Carolina	0.08 Percent	yes/R (10/1/83)	no temporary license	choice of magistrate or judicial hearing; magistrate held within 3 days of request; judicial held within 5 days of request		10 days	No hardship license	10 days
North Dakota	0.10 Percent	yes/S (7/1/83)	25 days	10 days	25 days	91 days	30 days	30 days
Ohio	0.10 Percent	yes/S (7/1/93)	15 days	15 days	30 days	90 days	15 days ²	15 days
Oklahoma	0.10 Percent	yes/R (4/1/83)	30 days	15 days	---	180 days	Immediate availability	No mandatory suspension
Oregon	0.08 Percent	yes/S (7/1/84)	30 days	10 days	30 days	90 days	30 days	30 days
Pennsylvania	0.10 Percent	no	---	---	---	---	---	---
Rhode Island	0.10 Percent	no	---	---	---	---	---	---
South Carolina	none ¹	no	---	---	---	---	---	---
South Dakota	0.10 Percent	no	---	---	---	---	---	---
Tennessee	0.10 Percent	no	---	---	---	---	---	---
Texas	0.10 Percent	yes/S (1/1/95)	no temporary license	15 days	11 days	60 days	Immediate availability	No mandatory suspension
Utah	0.08 Percent	yes/S (8/1/83)	29 days	10 days	30 days	90 days	No hardship license	90 days
Vermont	0.08 Percent	yes/S (12/1/89)	license not taken	7 days	30 days	90 days	No hardship license	90 days
Virginia	0.08 Percent	yes/S (1/1/95)	no temporary license	immediate (in lieu of bail)	immediate (in lieu of bail)	7 days	No hardship license	7 days

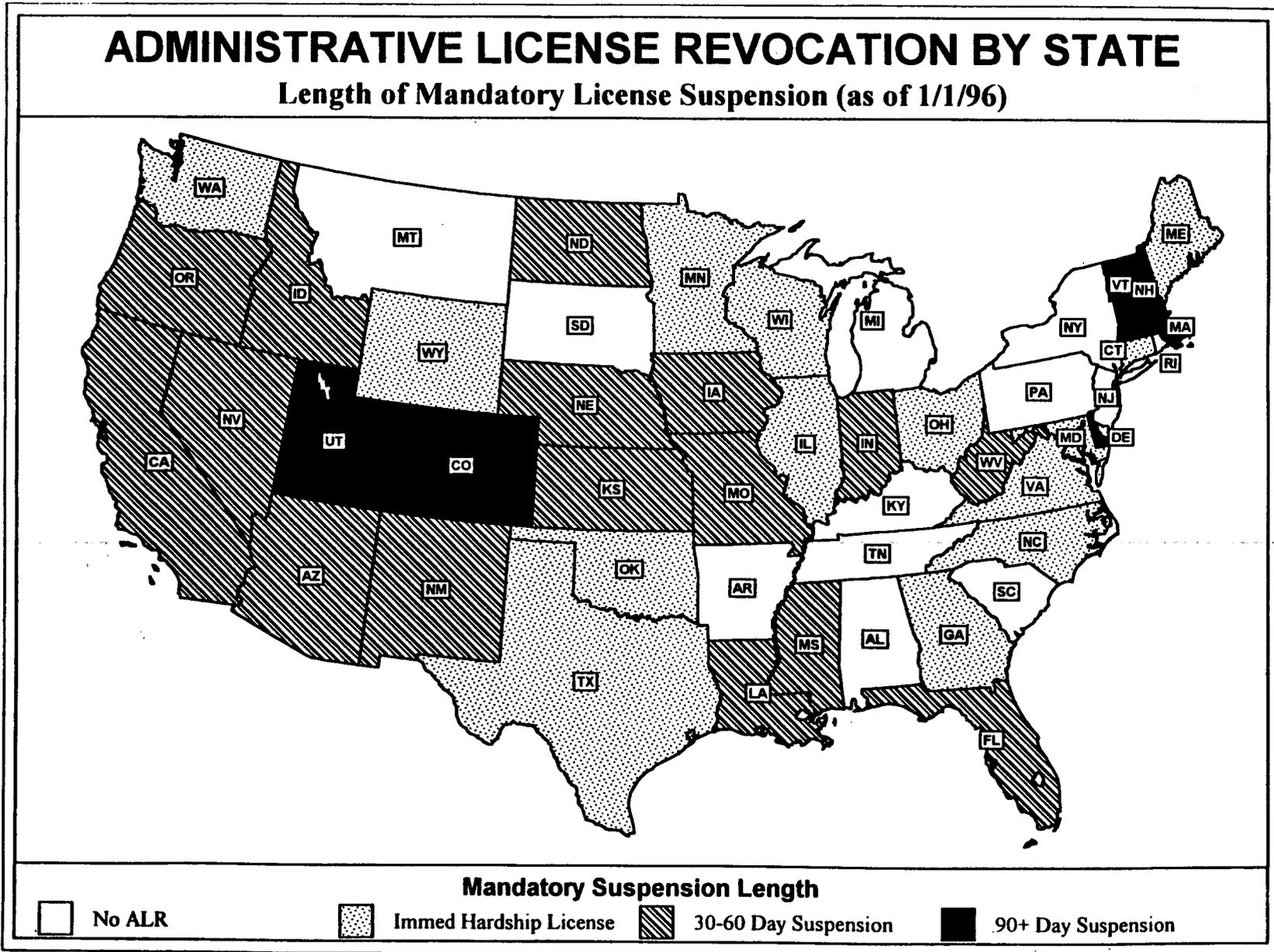
Table 1-1. Status of Administrative License Revocation by State (Source: IIHS, 1995)

State	BAC Defined as Illegal Per Se	Existence of Administrative License Suspension(S)/ Revocation(R) (Effective Date)	Term of Temporary License	Administrative Per Se Hearing		Term of License Suspension for Positive Test Results	Hardship License Availability for 1st Offense	Length of Mandatory (Hard) Suspension
				Request Within	Hold Within			
Washington	0.10 Percent	yes/R (1994) (only for multiple offenders)	marked license for 60 days	30 days	60 days from notice of arrest	Probationary license for 5 years for 1st offenders		No mandatory suspension
West Virginia	0.10 Percent	yes/R (9/1/81)	prescribed by DMV (30 days)	10 days	20 days	6 months	30 days ²	30 days
Wisconsin	0.10 Percent	yes/R (1/1/88)	30 days	10 days	30 days	6 months	Immediate availability	No mandatory suspension
Wyoming	0.10 Percent	yes/S (7/1/85)	30 days	20 days	45 days	90 days	Immediate availability	No mandatory suspension

¹ DUI/DWI laws are not per se laws. A BAC of 0.10 percent is evidence of alcohol impairment but is not illegal per se.

² With participation in ignition interlock program.

Figure 1-1. Length of Mandatory License Suspension by State



licenses and thus a continuation of the reduced mileage and greater prudence noted during the revocation. Thus, although compliance with license revocation is only partial, it produces important safety benefits by modifying the behavior of DUI offenders.

Moreover, there are benefits in terms of increased safety in the driving of persons other than the known offenders. ALR is associated with decreased rates of alcohol-involved crashes sufficiently large that they cannot be explained in terms of changes in the violators alone. The decrease is understood in terms of general deterrence, a response to the perceived swiftness and certainty (as well as severity) of the deterrent threat.

But all policies have costs, which have to be weighed against their benefits. The state attempts to pass on the direct financial costs of DUI measures to the violators as part of the remedial action, but a social cost is incurred regardless of who pays, and it must be reckoned with. As noted previously, ALR appears to be a relatively cheap policy from the viewpoint of direct costs. However, one of the reasons offered for not adopting this proved safety measure is the indirect cost of taking an offender's license in the form of potential loss of income or employment. Although this cost impinges most directly on the offender, indirectly it involves his (presumably innocent) dependents, and possibly the public treasury to the extent that the violator's reduction in income impoverishes the dependents. If we take the license, it is claimed, we take the job and we end up paying the offender's salary from the public treasury.

This is not a trivial objection. If income and employment losses are common, the benefits of ALR must be demonstrably greater in order to justify the system. If the balance is in question, various policy options other than repealing ALR may be considered. For example, if job loss is related to the length of revocation, the mandatory period could be made short enough to avoid job consequences but long enough to be perceived as punitive. Another possible modification is to allow hardship licenses permitting driving on work-related trips on certain roads at certain times. Other possibilities such as mandating installation of breath-alcohol interlocks in the vehicles driven by the offender also come to mind. The aim of this research was to explore the employment and income consequences of ALR under laws differing in the length of revocation and in the availability of hardship licenses.

1.3 The Prior Literature

There has been considerable prior work concerning this topic, although limited to case studies and briefly reported. Known studies concerning the employment and income effects of license revocation include: one in Mississippi (Wells-Parker and Cosby, 1987); one in New Mexico and Arizona (Ross and Gonzales, 1988); one in California (Peck, Sadler and Perrine, 1986); one in Delaware (Johnson, 1986); and one in Australia (Robinson, n.d.)

This prior literature has found that income and employment losses are experienced by only a small minority of persons losing their licenses as a consequence of DUI. (This is true despite the fact that dependence on the private car is quite extensive, especially for those workers like traveling salespeople or construction workers, who perform their work at disparate locations and who need to haul tools and supplies.) The fact begs for an explanation. Among the reasons that can be cited are: (1) some important fraction of workers do not commute, but earn their income by working at home or walking to work; (2) some are able to substitute alternative means of getting to work, such as car pooling or using public transportation; and (3) some evade the remedial action by driving without licenses. The current study investigated the extent to which these alternatives are realized.

1.4 Project Objectives

Despite the evidence in favor of administrative license revocation for DUI offenders, as of January 1996, there are still 12 states that do not have ALR laws. One reason that has been given for the reluctance of legislators to impose license suspension/revocation is that the denial of driving privileges is seen as producing severe economic hardship (namely the inability of the DUI offender to go to work) for the offenders and their families. Although the research in Delaware, New Mexico, Arizona, and Mississippi indicates that the effect of ALR on employment is minimal, the research is thin in this area. In the absence of quantitative data regarding the actual effects of ALR on employment, it is impossible to know whether the perceived draconian effect on employment actually occurs for an important fraction of DUI offenders.

Therefore, in order to examine the actual effect of ALR on the employment of DUI offenders and the victims of crashes associated with these offenders, NHTSA funded the current research project. The results of the research provide NHTSA with information to present to states that are considering enacting ALR laws.

The three main objectives of this research project were to:

1. Determine the impact of short-term (30-45 days) administrative license suspension/revocation on the employment and income of first offenders.
2. Determine the impact of longer-term (6 months to a year) administrative license suspension/revocation on the employment and income of multiple offenders.
3. Determine the effects of alcohol-related crashes and injuries on the employment of other crash-involved persons (i.e., innocent drivers, passengers, and pedestrians).

2.0 RESEARCH APPROACH AND METHODOLOGY

The study was designed to investigate the consequences of license revocation by choosing jurisdictions representing four legal categories. In one jurisdiction, Delaware, administrative license revocation for 90 days is automatic for persons arrested for DUI and failing the mandated breath test. In a second, California, although a suspension period of 120 days is prescribed, hardship licenses are available after 30 days. In the third, Maryland, a DUI offender has a formal suspension period of 45 days, but can receive a hardship license without any period of "hard" suspension. The fourth case, Pennsylvania, represents non-ALR jurisdictions. In Pennsylvania, there are no mandated consequences for failing a breath test at the scene of an arrest; it is not until a suspect is convicted that the possibility of license revocation arises. These four cases represent the range of license revocation provisions generally used for DUI.

In order to appreciate any impacts that may be found, the study was designed to compare employment and income effects of license revocation on DUI offenders with the employment and income effects of injury-producing DUI crashes on victims, pedestrians, non-impaired drivers, and their passengers.

2.1 Sampling and Instruments

A problem with comparing different jurisdictions is that the law is not the only thing that differentiates them. One can expect differences in climate, demography, the economy and, most generally, culture. A problem arises in interpreting whether differences found between the jurisdictions are caused by the variable according to which they were selected.

The approach used to control for these factors was to select jurisdictions with different laws but similar socio-demographics and proximate locations. Three of the states were contiguous: Pennsylvania (without ALR), Maryland (with immediate hardship licenses), and Delaware (with 90 days "hard" suspension). From each of these states, one county was selected on the basis of physical and social similarity to the others. The counties were Chester, Anne Arundel, and New Castle, respectively.

These jurisdictions did not provide an example of a state making hardship licenses available after 30 days. Indeed, there are none contiguous to the three mentioned above. Because of its excellent statistical system and cooperative officials, California was selected as a comparison state. It lacks contiguity, but Marin County is socio-demographically similar to the other sample counties. Table 2-1 presents selected demographic data for the study counties.

Table 2-1. Demographics for Four Study Sites (1990 Census Data)

	Chester Co., PA	Anne Arundel Co., MD	Marin Co., CA	New Castle Co., DE
Population	376,396	427,239	230,096	441,946
White	344,931 (92%)	365,953 (86%)	204,128 (89%)	355,399 (80%)
Black	23,995 (6%)	50,525 (12%)	8,172 (6%)	72,834 (16%)
American Indian	510 (0.1%)	1,292 (0.3%)	789 (0.3%)	760 (0.2%)
Asian	4,070 (1%)	7,675 (2%)	9,442 (4%)	7,048 (2%)
Hispanic (any race)	8,565 (2%)	6,815 (2%)	17,930 (8%)	11,804 (3%)
Age %				
≤ 17	24.9%	24.6%	19.1%	24%
18-24	10%	10.9%	7.6%	12.1%
25-44	34%	35.5%	37.8%	33.7%
45-64	20.1%	20.1%	23.3%	18.9%
65+	10.9%	8.8%	12.3%	11.4%
Males per 100 Females	96.1	101.4	98.2	93.8
Persons/Household	2.73	2.76	2.33	2.61
Education				
% High school grad or higher	84.9%	81.1%	91.9%	80.6%
% Bachelors degree or higher	34.7%	24.6%	44.0%	25.2%
Median annual family income	\$52,325	\$49,706	\$59,157	\$45,216
Average # vehicles/household	1.9	2.0	1.8	1.7
Average commute time (min. to work)	23.9 min.	25.9 min.	28.4 min.	20.3 min.
Unemployment rate (%)	4.6%	5.0%	4.0%	6.2%
Employment by industry				
% Agriculture, forestry, fishing	3.6%	1.1%	1.9%	1.1%
% Manufacturing	19.7%	10.5%	7.6%	19.6%
% Wholesale/retail trade	20.1%	21.9%	19.3%	18.6%
% Finance, insurance, real estate	8.5%	6.5%	12.9%	11.7%
% Health services	8.4%	5.9%	9.2%	8.0%
% Public administration	1.8%	13.8%	3.6%	3.3%

* Source: US Bureau of the Census, County and City Data Book: 1994, Washington, DC

Prior experience with similar research suggested that random sampling from state records of the DUI population would not succeed in reaching DUI offenders. Therefore, the methodology used in Ross and Gonzales (1988) of requesting subjects from DUI treatment and education programs was followed. Both in the past and for this project, administering questionnaires in these programs resulted in excellent cooperation. The quid pro quo that was offered was a discussion of the expectations and previous findings concerning the research topic.

The population of DUI arrestees is further not statistically representative of persons who drink and drive illegally. The arrest rate for DUI is estimated at a range of from one in 500 to one in 2,000 occasions, and very dangerous drivers may take the road for many years without encountering police. The size of the community, the staffing of police departments, and the priority given to DUI patrol are some of the variables that affect this probability. Furthermore, police may systematically release greater proportions of some kinds of offenders whom they meet—for instance, middle-class, respectable, well-mannered persons. Women may possibly find greater leniency in some interactions with law enforcement than men. Other circumstances such as time of day, type of road, and type of vehicle driven may affect police suspiciousness and thus the likelihood of an arrest for DUI.

To the extent that these mandated programs represent DUIs, the method is successful in obtaining representative or complete population samples. Of course, some proportion of those convicted do not participate in the mandated programs, either leaving the area or simply accepting that an arrest warrant may be issued. Such persons probably cannot be reached by any systematic method, and are likely to have a low cooperation rate if actually found.

It was concluded that this method of locating subjects would suffice for the present study. In each of the counties, all programs providing services to DUI offenders were located and requested to cooperate in allowing their classes/treatment groups to complete a paper-and-pencil questionnaire.

A questionnaire guided by these expectations was designed for classroom administration. There were five successive versions, as pretesting in New Mexico and Pennsylvania indicated what was necessary for clear communication. Furthermore, once it was discovered that both California and Pennsylvania institutions offered classes for Spanish-speaking people, the questionnaire was translated into Spanish for use with these special classes and anyone else who indicated a preference. (Unfortunately, the Hispanic sample, largely Mexican immigrants, frequently proved to be illiterate in Spanish as well as English, and it was not possible to complete a planned analysis of them.) Appendix A contains the questionnaire administered in the three ALR states. (The Pennsylvania questionnaire deleted questions that addressed ALR.) Appendix B contains the Spanish version of the ALR questionnaire.

2.2 The Victim Survey

A comparison group of "victims" was selected, defined as people other than the impaired drivers involved in alcohol-related injury crashes in the same counties. These were largely unimpaired drivers of other cars, along with some passengers and pedestrians.

Victims thus defined are a difficult group to find and study. In California and Delaware, state records were used to identify qualifying crashes in the respective counties, from about the time that the DUI offenders were apprehended. For reasons of confidentiality, state officials hired clerks to identify appropriate persons, and send them questionnaires based on items from the DUI instrument, with the request to return these by mail to the contractor. Stamped return envelopes were provided for this purpose. It was assumed that victims had a story they would want to tell and that endorsement by the state would produce high response rates, but a surprisingly low response rate was obtained--32 percent of 189 individuals in Delaware and 19 percent of 192 in California. A victim population could not be identified in Maryland.

In Pennsylvania, the state proved unable to provide appropriate files, so DUI arrest records from the District Attorney's Office in Chester County were scanned to locate those that involved crashes. The crash reports were then read to extract the names and addresses of third parties ("victims") involved in these crashes, to whom questionnaires were sent.

Since it was not expected that important differences would be found among victims related to the ALR laws, the analysis was performed largely on the basis of the combined samples from all states. Table 2-2 presents summary Victim Survey information for the three states in which surveys were distributed. It is important to note that alcohol-related crash victims represent a small percent of all persons injured in alcohol-involved crashes. Appendix C contains the Victim Survey and the letters of cooperation that were enclosed by the agency noted in Table 2-2 for California, Delaware, and Pennsylvania.

2.3 DUI Offender Survey Administration

After the four representative counties were selected as described above, letters were sent to the NHTSA Regional Offices in Region III (PA, DE, and MD) and Region IX (CA), explaining the project and soliciting their cooperation. Next, State Governor's Highway Safety/DUI Representatives in each of the four states were contacted by mail to explain the project and also solicit their cooperation.

Once all clearances were obtained at the state level, the organizations that run the first-offender DUI schools and repeat-offender DUI treatment programs in each of the four selected counties were contacted by telephone. They were asked whether they would be willing to incorporate the distribution and completion of DUI Offender Surveys into their

Table 2-2. DUI Crash Victim Survey Information

	California	Delaware	Pennsylvania
Agency Assisting in Survey Distribution	Department of Motor Vehicles Sacramento, CA	Delaware State Police Dover, DE	Chester County District Attorney's Office West Chester, PA
Time frame for crash selection	5/93-4/94	4/93-3/94	4/93-4/94
County of crash	Marin and Sonoma Counties, CA	New Castle County, DE	Chester County, PA
Victim selection criteria	≥ 16 years old, CA resident, non-fatal injury, not "driving under influence"	≥ 16 years old, non-fatal injury, not "driving under influence"	≥ 16 years old, non-fatal injury, "victim" on crash investigation form
Total surveys mailed (date)	200 (2/14/95)	201 (2/20/95)	197 (4/20/95)
Number surveys returned undeliverable	8	12	15
Number surveys that presumably reached victims	192	189	182
Total surveys returned to contractor	36	61	58
Total surveys used in analysis	34	58	54
Last date surveys received by contractor	5/16/95	5/8/95	5/19/95
% delivered surveys returned	19%	32%	32%
% surveys used in analysis	18%	31%	30%
Total crashes in time period during which crashes selected	10,576 (1993) 3,268 (Marin) 7,308 (Sonoma)	11,735	N/A
Total alcohol-involved crashes in applicable time period	659 (1993) 180 (Marin) 479 (Sonoma)	570	N/A
Total injured in alcohol-involved crashes	1,002 (1993) 257 (Marin) 745 (Sonoma)	420	N/A
Total crash victims in applicable time period	200 (1993) 48 (Marin) 152 (Sonoma)	201	N/A
Passengers in drunk driver's vehicle	80	14	N/A
Driver/occupant of non-drunk driver's vehicle	120	163	N/A
Pedestrians	0	2	N/A
Owners of parked cars	0	22	N/A

classroom activities. Letters were sent to each of these schools and treatment programs and in-person visits were made to each facility.

DUI schools/treatment programs in all four counties agreed to participate in the data-collection activities. Table 2-3 presents complete information on the seven participating programs summarized below:

- Chester County, Pennsylvania – One facility in the county runs both first offender and multiple offender programs.
- Anne Arundel County, Maryland – Three facilities participated, covering both first and multiple offenders.
- Marin County, California – One facility in the county offers both first offender and multiple offender programs.
- New Castle County, Delaware – One first-offender DUI school (serving New Castle County only) and one multiple-offender DUI program (serving all of Delaware) participated.

Letters of permission were obtained from all seven facilities before data-collection activities were initiated. Calls were then made to each site to arrange the most convenient times for visits to be made to complete the DUI Offender Survey. A complete schedule of visits was maintained over the course of data collection.

The project goal was 200 interviews in each county—150 with first offenders and 50 with multiple offenders. It was estimated that this distribution would mirror the split between first offenders and multiple offenders among those convicted of DUI offenses.

The following instructions were used to introduce the survey to DUI offenders and explain how to complete the survey.

Good evening/morning, my name is _____
and we are working with (fill in name of organization where surveys being conducted) to determine how your recent DUI arrest has affected your employment. By recent DUI arrest, we mean the one that has resulted in your attendance at this program. We are comparing the effects of losing your license at the time of the DUI arrest with losing your license months later after judicial proceedings are complete. Some states already have administrative license revocation (or suspension), where the police officer can take your license at the time of the DUI arrest, but some states do not yet have these DUI laws. *(Explain the situation in the state where the survey is being conducted. If this is PA, point out that some questions on page 7 concerning ALR have been omitted in their survey version, since PA does not have ALR.)*

Table 2-3. DUI School/Treatment Center Operators Serving New Castle County, DE

Organization	Classes/Schools	Type of Program	Schedule/Length of Class	Hours of Education	Size of Class	Time Between Arrest Date and When People Begin Class	Notes
Delaware Safety Council, Inc. 3836 Kennett Pike Powder Mill Square Wilmington, DE 19807 (302) 654-7786 Mr. Harry Roosevelt, Director Mr. Christopher Massafri, DUI Coordinator Fax: (302) 654-4617	Floyd Hudson State Service Center 501 Ogletown Road (Rte. 273) Newark, DE 19711	First Offender	Wed./Thur. 7-9 pm (4 consecutive weeks) (sessions offered all year)	16 hours DUI education; first offenders must complete within 4 weeks	18 to 25 per class	1 1/2 to 3 months on average, sometimes 6 months	Received letter of permission dated 1/7/94.
	Claymont Education Campus 3401 Green Street Claymont, DE 19703		Tue./Thur. 7-9 pm Sat. 8 am-12 pm (4 consecutive weeks) (sessions offered all year)				
Delaware Drinking Driver Program, Div. of Thresholds 1661 South DuPont Highway Dover, DE 19901 (302) 678-0682 Mr. Walter A. McCann, President Mr. Bruce Lorenz, Director Fax: (302) 678-1611 (call above number before faxing)	Delaware Drinking Driver Program, New Castle County Woodmill Corporate Center 5193 W. Woodmill Drive, Suite 28 Wilmington, DE 19808 (302) 996-5450	Individual/Group Counseling <ul style="list-style-type: none"> · multiple offenders · chronic offenders · >0.20% BAC first-time offenders 	Mon.-Fri. 6-7:30 pm/ 7:30-9 pm (Also daytime and Sat. groups) 2 1-hr. individual sessions, followed by 8 1.5-hr. group sessions (sessions offered all year)	25 hours of counseling over 4 1/2 months	One-on-one groups up to 15 (average 10); 4-5 groups could meet on one day	1 1/2 to 3 months on average	Received letter of permission dated 6/20/94.

Table 2-3. DUI School/Treatment Center Operators Serving Anne Arundel County, MD

Organization	Classes/Schools	Type of Program	Schedule/ Length of Class	Hours of Education	Size of Class	Time Between Arrest Date and When People Begin Class	Notes
Alcohol and Drug Recovery, Ltd. (ADR) 107 Ridgely Ave., Suite 15 Annapolis, MD 21401 (410) 280-2270 Mr. Barry Wilen, President Fax: (410) 280-2322	ADR 5 N. Crain Highway Glen Burnie, MD 21061 (410) 768-3526 Jim Siegle, Senior Counselor	First Offender, Repeat Offender	(PI Education) Tues. 7:15 pm & 8:30 pm Wed. 10:15 am (MVA class) Sat. 9-11 am (PII Group) Mon. 6 pm & 7:15 pm Wed. 11:30 am, 6 pm & 7:15 pm	12 hours PI Education/ MVA classes (first offenders)	6 to 15 per class for PI 12-wk education/ MVA classes Max. of 10 for PII group counseling	3 to 6 months	Received letter of permission dated 5/26/94.
	ADR 33 Parole Plaza, Suite 205 Annapolis, MD 21401 (410) 266-8635 Charlene Huebl, Senior Counselor		(PI Education) Tues. 7:30 pm (MVA class) Sat. 9 am (PII Group) Tues. 6:15 pm Thurs. 6:15 pm & 7:30 pm	14 hours PII group counseling (repeat offenders)			
Recovery Center of Annapolis 2525 Riva Road, Suite 107 Annapolis, MD 21401 (410) 224-3336 Dr. John McClanahan, Clinical Director Fax: (410) 224-2636	Recovery Center of Annapolis 2525 Riva Road, Suite 107 Annapolis, MD 21401	First Offender, Repeat Offender, Education Classes (mixed)	Mon. 9:30-11:30 am (6-week cycle) Mon. 6:30-8:30 pm (6-week cycle)	12 hours	10 per class 20 per class	3 to 6 months	Received letter of permission dated 5/28/94.

Table 2-3. DUI School/Treatment Center Operators Serving Anne Arundel County, MD (Continued)

Organization	Classes/Schools	Type of Program	Schedule/ Length of Class	Hours of Education	Size of Class	Time Between Arrest Date and When People Begin Class	Notes
Health Management Enterprises, Inc. 31 Old Solomon's Island Rd. Suite 102 Annapolis, MD 21401 (410) 266-0038 Fax: (410) 974-6833 Mr. Stephen Buchness, Clinical Director Mr. Ed Watkins/Dan Nasel, Instructors	Health Management Enterprises, Inc. 31 Old Solomon's Island Rd. Suite 102 Annapolis, MD 21401	First Offender	DWI School 1 hr./wk (12 consecutive weeks) Mon. 6:30-7:30 pm Sat. 10-11 am	12 hours	15-20 per class/group	3 to 6 months	Received faxed letter of permission dated 7/12/94.
		Multiple Offender	Intermediate Treatment 1.5 hrs, twice a week Tues./Thurs. 5:30-7 pm				

Table 2-3. DUI School/Treatment Center Operators Serving Chester County, PA

Organization	Classes/Schools	Type of Program	Schedule/ Length of Class	Hours of Education	Size of Class	Time Between Arrest Date and When People Begin Class	Notes
COAD 930 E. Lancaster Avenue Exton, PA 19341 (610) 363-6164 Mr. Robert Esty, Executive Director Mr. Frank Colantuno, Program Director Fax: (610) 594-0278	COAD 930 E. Lancaster Avenue Exton, PA 19341 (610) 363-6164	First Offender	Mon. 10 am - 12:30 pm (5 consecutive weeks, 4 sessions per year) Tue./Wed./Thur. 6 pm - 8:30 pm (5 consecutive weeks, 19 sessions per year) Sat. 9 am - 1:30 pm (3 consecutive weeks, 12 sessions per year) Sun. 10 am - 2 pm Hispanic class (15-20 people) (3 consecutive weeks, 5 sessions per year)	12 1/2 hours	25 per class	10-20 weeks; closer to 10 weeks 75% attend presently with license already suspended. Will be trying to schedule class pre-trial in 1994 so may be reduced to 60 days.	Received letter of permission dated 3/1/94.
		Repeat Offender	Mon. 6 pm - 8:30 pm (6 consecutive weeks, 6 sessions per year)	15 hours	28 per class	8-10 months Almost all offenders have lost license by time class starts.	

Table 2-3. DUI School/Treatment Center Operators Serving Marin County, CA

Organization	Classes/Schools	Type of Program	Schedule/ Length of Class	Hours of Education	Size of Class	Time Between Arrest Date and When People Begin Class	Notes
NP/Marin County Resource 375 Dougherty Larkspur, CA 94939 (415) 924-8500 Mr. Martin Weinstein, Executive Director	Marin County Drinking Driver Program 118 Alto Street San Rafael, CA 94901 (415) 453-9980 Dr. Joan Driscoll, Program Director Fax: (415) 453-6137	First Offender	Mon.-Fri. 6 pm - 10 pm (15 consecutive weeks, 2-hr. session/wk.) Approximately 4-9 groups ongoing in a given week.	12 hours education; 18 hours of group sessions	30-35 per class for education; 15 per group for treatment	Unable to determine; court does not provide arrest date 21 days from conviction to program registration	Received letter of permission dated 4/15/94.
		Multiple Offender	Mon - Sat. 10 am - 10 pm (18 months; 2-hr. education sessions, 80-min. group sessions, 1-hr. re-entry sessions) Many groups ongoing in a given week.	12 hours education; 52 hours of group sessions; 6 hours of re-entry counseling	30-35 per class for education; 15 per group for treatment	3 to 6 months	

You are part of a four-state study, however, this is the only county/school in your state where we are conducting interviews. Therefore, your input and opinions are very important to us. The results of this survey will be used to make recommendations for improvements to DUI laws. This survey will take about 10-20 minutes for you to complete. It is completely anonymous. We are not asking for your name, driver license number, employer names, or any other identifying information. We hope you will answer each question completely and honestly. Please feel free to ask me any questions that you may have while you are completing the survey.

I will now hand out the survey. Please complete page 1 as soon as you receive the questionnaire. I want to go over page 2 before you continue on with that page. *(Hand out the survey, pencils, and something to write against, if necessary.)*

Please turn to page 2, but don't forget to finish page 1 if you have not had a chance to do so. Look at the monthly calendar blocks in the middle of page 2. We would like you to fill in a number from 1-7 for each month from January 1992 to the present (e.g., June 1994) to indicate what you were doing that month. If you were employed at all in a month, enter a "1" in that month's block. Employment is considered any activity from which you received income (cash or check), including full-time employment, part-time employment, self employment, and military service. If you were going to school in a month, enter a "2". If you were working and going to school in a particular month, enter both a "1" and a "2" in that month block. The rest of the codes (3-7) are shown above the calendar. Code "3" would be used for any months when you were unemployed, during which you were searching for a job. Code "4" denotes months where you were not working of your own choice.

Now look at those months from January 1992 to the present where you entered a "1". If there were **no** months with "1s" (i.e., you did not work at all from January 1992 to the present), you will skip to question 21 on page 6. Now think about **how many jobs you have had since January 1992** (including the one you were working at the beginning of 1992). If you work for a temp agency and have had many assignments since 1992, this still counts as one job. Also, if you are self-employed (e.g., as a carpenter, electrician, plumber, landscaper, etc.) and have worked for many people since 1992, this still counts as one job. How many people have had more than two jobs since January 1992? *(Hand out additional copies of page 4 to those with more than 2 jobs.)*

On pages 3 and 4 (and any additional pages that I have handed out), we would like you to provide additional information on all the jobs

represented by the "1s" in the calendar you just filled out. Use one page for each job. Page 3 is for your current or most recent job. Page 4 (the buff colored page) would be used for your next most recent job, if you have had two or more jobs since January 1992. If you have only had one job since January 1992, you will skip the buff colored page and go on to page 5. If you held two jobs at the same time (e.g., two part-time jobs), use page 3 for one job and page 4 for the other. It is important that you complete an employment page for all jobs that correspond to the "1s" that you entered in the activity calendar on page 2.

Remember to go back and complete page 1 if you have not already done so. Note that some questions in the survey may be skipped, based on your response to prior questions. For example, on page 1, question 6 asks whether this was your first DUI arrest. If you answer "Yes" to this question, you are instructed to skip to question 9 (that is, you don't have to answer questions 7 and 8). Please ask me any questions that you may have while completing the survey. There are no "stupid" questions. We have tried to make the survey as clear as possible, but I am sure you will have questions, especially based on unique circumstances that we have not thought of. The reason I am here is to answer questions so that you are able to complete the survey as accurately as possible. Our research is only as good as the information you provide.

We thank you for your participation. We assure you that your input will be used to recommend improvements to DUI laws, with the intention of saving lives.

A total of 73 visits were made to the facilities shown in Table 2-3 in order to complete the desired number of interviews. Data collection spanned the period from June 1, 1994 to October 6, 1994. Table 2-4 presents the schedule followed for these visits, including the number of first offender (FO) and multiple offender (MO) surveys completed during each session. The number of completed surveys is less than the number of surveys returned by participants since incomplete surveys were not kept.

The completed offender surveys are tabulated as follows (including the Hispanic surveys) :

State	Total Surveys Returned by Participants	First Offender DUI Complete	Multiple Offender DUI Complete	Total DUI Complete
Delaware	232	146	50	196
Maryland	192	96	39	135
Pennsylvania	272	188	66	254
California	340	193	96	289
Total	1,036	623	251	874

Table 2-4. DUI Offender Survey Administration Schedule

Visit	Date of Survey	Day of Week	Time of Class	State	Location	FO / MO	Total Surveys	Total DUI Complete	FO DUI Complete	MO DUI Complete
1	6/1/94	Wed	6:00 pm	PA	COAD Exton	FO	31	30	30	
2	6/18/94	Sat	9:00 am	PA	COAD Exton	FO	28	27	27	
3	6/23/94	Thu	7:00 pm	DE	DSC Claymont	FO	11	10	10	
4	6/28/94	Tue	6:00 pm	PA	COAD Exton	FO	29	25	23	2
5	6/30/94	Thu	6:00 pm	PA	COAD Exton	FO	34	33	32	1
6	7/11/94	Mon	9:30 am	MD	RC Annapolis	FO/MO	15	4	3	1
7	7/11/94	Mon	6:30 pm	MD	RC Annapolis	FO/MO	19	10	5	5
8	7/12/94	Tue	6:15 pm	MD	ADR Annapolis	MO	7	5	3	2
9	7/12/94	Tue	7:30 pm	MD	ADR Annapolis	FO	15	10	9	1
10	7/13/94	Wed	10:15 am	MD	ADR Glen Burnie	FO	4	3	3	
11	7/13/94	Wed	11:30 am	MD	ADR Glen Burnie	MO	8	7	4	3
12	7/13/94	Wed	6:00 pm	MD	ADR Glen Burnie	MO	11	8	4	4
13	7/13/94	Wed	7:15 pm	MD	ADR Glen Burnie	MO	10	6	3	3
14	7/14/94	Thu	6:15 pm	MD	ADR Annapolis	MO	10	5	1	4
15	7/14/94	Thu	7:00 pm	DE	DSC Newark	FO	22	18	18	
16	7/14/94	Thu	7:30 pm	MD	ADR Annapolis	MO	4	3	1	2
17	7/16/94	Sat	8:00 am	DE	DSC Claymont	FO	22	19	19	
18	7/16/94	Sat	9:00 am	MD	ADR Glen Burnie	FO	13	13	13	
19	7/16/94	Sat	10:30 am	MD	ADR Annapolis	FO	4	4	4	
20	7/18/94	Mon	6:00 pm	MD	ADR Glen Burnie	MO	11	4	4	
21	7/18/94	Mon	7:15 pm	MD	ADR Glen Burnie	MO	2	2	1	1
22	7/19/94	Tue	5:30 pm	MD	HME Annapolis	MO	9	9	8	1
23	7/19/94	Tue	6:00 pm	DE	DDDP Wilmington	MO	14	12	11	1
24	7/19/94	Tue	7:15 pm	MD	ADR Glen Burnie	FO	3	0		
25	7/19/94	Tue	8:30 pm	MD	ADR Glen Burnie	FO	6	4	2	2
26	7/21/94	Thu	7:00 pm	DE	DSC Claymont	FO	9	9	9	
27	7/22/94	Fri	6:30 pm	MD	RC Annapolis	FO	5	4	1	3
28	7/23/94	Sat	10:00 am	MD	HME Annapolis	FO	7	5	4	1
29	7/25/94	Mon	6:00 pm	CA	MCD San Rafael	MO	11	6		6
30	7/25/94	Mon	6:00 pm	CA	MCD San Rafael	FO	13	13	12	1

Table 2-4. DUI Offender Survey Administration Schedule

Visit	Date of Survey	Day of Week	Time of Class	State	Location	FO / MO	Total Surveys	Total DUI Complete	FO DUI Complete	MO DUI Complete
31	7/25/94	Mon	6:00 pm	CA	MCD San Rafael	FO / Education	22	21	14	7
32	7/25/94	Mon	6:00 pm	MD	HME Annapolis	MO	5	5	3	2
33	7/25/94	Mon	6:30 pm	MD	HME Annapolis	FO	13	13	11	2
34	7/25/94	Mon	7:00 pm	CA	MCD San Rafael	MO	11	9		9
35	7/26/94	Tue	10:00 am	CA	MCD San Rafael	MO	13	11		11
36	7/26/94	Tue	6:00 pm	CA	MCD San Rafael	FO	12	12	11	1
37	7/26/94	Tue	6:30 pm	CA	MCD San Rafael	FO	16	15	15	
38	7/26/94	Tue	7:00 pm	CA	MCD San Rafael	MO	12	6		6
39	7/27/94	Wed	4:00 pm	CA	MCD San Rafael	MO	12	9		9
40	7/27/94	Wed	6:00 pm	CA	MCD San Rafael	FO	11	10	10	
41	7/27/94	Wed	6:00 pm	CA	MCD San Rafael	MO / Education	20	19	12	7
42	7/27/94	Wed	6:00 pm	CA	MCD San Rafael	FO	11	11	11	
43	7/27/94	Wed	7:00 pm	CA	MCD San Rafael - Hispanic	FO	11	9	9	
44	7/28/94	Thu	6:00 pm	CA	MCD San Rafael	FO	8	6	6	
45	7/28/94	Thu	6:00 pm	CA	MCD San Rafael - Hispanic	MO	14	13		13
46	7/28/94	Thu	6:00 pm	CA	MCD San Rafael - Vietnamese	FO / MO	3	1	1	
47	7/29/94	Fri	10:00 am	CA	MCD San Rafael	MO	10	5		5
48	7/30/94	Sat	10:00 am	CA	MCD San Rafael - Hispanic	FO	11	11	10	1
49	8/2/94	Tue	6:00 pm	DE	DDDP Wilmington	MO	10	7		7
50	8/2/94	Tue	7:30 pm	DE	DDDP Wilmington	MO	15	9	9	
51	8/11/94	Thu	6:00 pm	DE	DDDP Wilmington	MO	11	10		10
52	8/11/94	Thu	7:00 pm	DE	DSC Newark	FO	21	19	19	
53	8/13/94	Sat	8:00 am	DE	DSC Claymont	FO	18	17	17	
54	8/16/94	Tue	6:00 pm	PA	COAD Exton	FO	33	33	33	
55	8/17/94	Wed	6:00 pm	DE	DDDP Wilmington	MO	10	9	3	6
56	8/18/94	Thu	6:00 pm	PA	COAD Exton	FO	24	22	22	
57	8/18/94	Thu	7:00 pm	DE	DSC Claymont	FO	9	8	8	
58	8/23/94	Tue	6:00 pm	DE	DDDP Wilmington	MO	15	10	4	6
59	8/29/94	Mon	10:00 am	PA	COAD Exton	FO	21	18	11	7

Table 2-4. DUI Offender Survey Administration Schedule

Visit	Date of Survey	Day of Week	Time of Class	State	Location	FO / MO	Total Surveys	Total DUI Complete	FO DUI Complete	MO DUI Complete
60	8/29/94	Mon	6:00 pm	PA	COAD Exton	MO	31	26		26
61	8/29/94	Mon	7:00 pm	PA	COAD Exton	MO	27	26		26
62	9/13/94	Tue	7:30 pm	DE	DDP Wilmington	MO	13	11		11
63	9/15/94	Thu	7:00 pm	DE	DSC Claymont	FO	9	8	8	
64	9/17/94	Sat	8:00 am	DE	DSC Claymont	FO	13	11	11	
65	9/19/94	Mon	9:30 am	MD	RC Annapolis	FO/MO	11	11	9	2
66	9/22/94	Thu	7:30 pm	DE	DDP Wilmington	MO	10	9		9
67	9/25/94	Sun	10:00 am	PA	COAD Exton - Hispanic	FO/MO	14	14	10	4
68	10/3/94	Mon	6:00 pm	CA	MCD San Rafael	FO-MO / Education	28	23	14	9
69	10/4/94	Tue	6:00 pm	CA	MCD San Rafael	FO	11	9	9	
70	10/4/94	Tue	6:30 pm	CA	MCD San Rafael	FO	12	11	11	
71	10/5/94	Wed	7:00 pm	CA	MCD San Rafael	FO / Education	34	32	30	2
72	10/6/94	Thu	6:00 pm	CA	MCD San Rafael	FO	28	21	12	9
73	10/6/94	Thu	7:00 pm	CA	MCD San Rafael	FO	6	6	6	

2.4 Data Processing and Descriptive Statistics

Procedures were developed to check every offender and victim survey (before data entry) for completeness. The same person checked all surveys so that consistent editing was used. An offender survey status sheet was developed to track (in time order) the number of surveys completed at each scheduled class/program at each facility. The victim surveys were tracked by the date they were received.

A PC-based data-entry program was developed for the keying and verifying of both offender surveys and victim surveys. Offender surveys were keyed for all complete questionnaires. Surveys could not be used if any one of the following conditions were met: (1) the offender did not attend the program as a result of a DUI arrest; (2) the arrest date is missing; (3) the arrest date was before January 1, 1992 (pre-arrest data was not available for impact analysis); or (4) employment information was not provided for jobs held in 1992/1993/1994. After surveys were excluded according to one of the above criteria, the final number of surveys used in the analysis was as follows.

State	Final First Offender Surveys	Final Multiple Offender Surveys	Total Surveys
Pennsylvania	168	65	233
Maryland	96	38	134
California	171	83	254
Delaware	144	47	191
Total	579	233	812

After the surveys were keyed and verified, descriptive statistics were produced that listed all responses to each question on both surveys. All "outliers" were identified and extensive data cleaning was employed to assure that all survey data were entered correctly. Since the survey respondents could not be contacted to correct any suspect answers, any survey responses that appeared to be extreme were coded as missing so they would not be included in the final analysis.

After all data-cleaning activity was complete, statistical tables were produced for all questions on both surveys. The open-ended question concerning the effect of the DUI arrest/crash on the respondent's employment and income was coded into distinct categories for presentation purposes. Cross tabulations of the offender survey data were produced that showed the distribution (frequency and percent) of survey responses by state and offender type, ALR status in state, current job type, need to use a vehicle for employment, and loss of license status. Cross tabulations of the victim survey data were produced that showed the distribution (frequency and percent) of survey responses by state and treatment of injuries.

Appendix D contains the DUI offender survey statistical tabulation by state and DUI offender type. Appendix E contains the crash victim survey statistical tabulation by state and treatment of injuries.

2.5 ALR Process/DUI Sanction Review

In order to understand the DUI sanction environment operating in each of the study states, a process review was conducted of the DUI laws and procedures in each state. Topic guides were completed (either by telephone interview or mail) by the cognizant individuals in each state. The following subsections present the responses to the questions posed in these topic guides.

2.5.1 California ALR Process Review

The following information on California's ALR process was provided by:

1. Joan Driscoll, Marin County Drinking Driver Program;

2. Mike Woods, Director of CADDTP (an association of treatment programs);
3. Frank Cox, Marin County public defender;
4. Linda Robinson, Department of Motor Vehicles; and
5. Cliff Helander, Department of Motor Vehicles, Sacramento, California.

1. *What are the conditions of DUI arrest (BAC level, test refusals, passive methods)?*

The conditions of DUI arrest are based on a test showing 0.08% or more BAC, or a refusal to take the test. (Some members of the groups said they have had blood extracted forcefully). Refusal is not a crime, but may be a violation of conditions of probation. There is no current use of passive methods.

2. *When is the DUI offender's permanent license taken away? Is it suspended or revoked?*

The DUI offender's permanent license is taken away at the scene of the arrest. The license is suspended for 120 days.

3. *Is a temporary license issued? How long is it good for?*

A temporary license is issued at the scene of arrest and is valid for 30 days as of 1/1/94 (45 days previously).

4. *What is the process for requesting an administrative hearing?*

An administrative hearing must be requested within 10 days.

5. *Is action stayed until a hearing is held?*

Action is not stayed for the hearing.

6. *Is police presence required at the hearing?*

Police presence is not required at the hearing; a written statement by the arresting officer suffices. The administrative hearing has traditionally been held in Sacramento and now is held in several other offices.

7. *Are hearings permitted by telephone? Can testimony be submitted by affidavit?*

Telephone affidavit is not allowed at administrative hearings. However, officer testimony is written.

8. *What are the possible results of a hearing (e.g., suspension upheld, license restored)?*

The result of an administrative hearing may be that the driver's license is restored if police lacked probable cause for arrest, if the citizen at the hearing was not driving, or if the BAC was not 0.08% or more.

9. What percent of DUI administrative actions are appealed and what are the success rates?

Of administrative per se (APS) actions in 1992 and 1993, 9% resulted in a hearing. In 1992, the APS suspension was upheld in 86% of the BAC or refusal administrative hearings held. In 1993, the APS suspension was upheld in 76% of the BAC or refusal administrative hearings held.

10. What is the length of license suspension (if no hearing or hearing supports suspension)?

Suspension periods are: (1) first offense is 4 months based on the BAC test or 1 year for test refusal; and (2) repeat offenses are 1 year based on the BAC test or 2 years for test refusal. However, the standard requirement for multiple offenders is completion of DUI program, which takes 18 months. A work permit is available to multiple offenders after 12 months.

11. What are the conditions (e.g., employment only) and timing for obtaining a hardship/restricted license?

Restricted license conditions are: (1) After 30 days, first offenders may apply for a restricted license for participation in the DUI program only, but not for driving to work. However, some judges appear to think that driving to work is permitted (relevant if someone is charged with driving while suspended). Pending legislation (S.B. 1758) would give first offenders a work permit; and (2) Multiple offenders may apply for a restricted license permit to drive to work and to the DUI program after 1 year.

12. Must all DUI offenders attend school? When? For how long?

Attendance at DUI school is mandatory except for the very few who do not receive a judicial order. DUI school follows conviction. DUI offenders must register for the program within 21 days. DUI school lasts for 15 weeks for first offenders and 18 months for multiple offenders.

13. Must the DUI offender perform community service?

Multiple offenders must complete 24 hours of service in Marin County, however, this is not uniform statewide.

14. How does community service affect the length of license suspension?

Community service does not affect the length of suspension.

15. What are the conditions and timing for the restoration of a permanent license?

The conditions and timing for permanent license restoration are different for first and multiple offenders. First offenders must wait for passage of 90 days from the effective date of suspension and receipt of notice of program completion (the latter is often ignored in practice). Multiple offenders must wait for passage of 12 months and completion of program (note that a work permit can be obtained before full license restoration).

16. When discretion is allowed at any point in the sanction process, how is it applied?

No discretion is permitted in this process.

2.5.2 Delaware ALR Process Review

The following information on Delaware was obtained during the contractor's recent evaluation of Delaware's DUI Program (Knoebel, Ross, Schmidt, and Decina, 1995).

1. What are the conditions of DUI arrest (BAC level, test refusals, passive methods)?

The conditions of DUI arrest are: (1) probable cause to stop person; (2) a preponderance of evidence that person was driving under the influence of alcohol; (3) a BAC of 0.10% or above constitutes conducive evidence; or (4) a refusal to submit to chemical test.

2. When is the DUI offender's permanent license taken away?

At the time of the arrest, the officer takes the plastic license from the driver. A 15-day temporary (paper) license is given to the driver at that time.

3. Is it suspended or revoked?

If, as a result of the administrative hearing, the person is to lose their driving privileges, the license is revoked.

4. Is a temporary license issued?

A temporary license is issued at the time of the arrest if the officer takes the plastic license from the driver. If the driver does not have his license in his/her possession, no temporary license is issued.

5. How long is the temporary license good for?

A temporary license is good for 15 days initially. If the person requests an administrative hearing, the temporary license is extended for 60 days. If for some reason no decision has been made within the 60-day period, the temporary license is extended until a determination is made concerning the driver's privileges.

6. What is the process for requesting an administrative hearing?

The administrative hearing request must be in writing and must be submitted to the Department of Motor Vehicles (DMV) within 15 days following the date of arrest. The DMV also has a form which can be filled out to request a hearing if the person chooses to appear at the DMV to complete the form. No requests are taken by telephone. None are taken after the 15th day.

7. *Is action stayed until a hearing is held?*

Yes, action is stayed until a hearing is held. No action will be taken with reference to the administrative revocation until the hearing is held and it is determined that the hearing is to be ruled against the driver.

8. *Is police presence required at the hearing?*

Police presence is required at the administrative hearing. (As per *Sweeney v. Motor Vehicle Commissioner*, 257 A. 2nd 764, Del. Super, 1969.)

9. *What are the consequences if police fail to appear?*

The hearing is ruled in favor of the person if the police do not appear.

10. *Are hearings permitted by telephone?*

Hearings are not permitted by telephone.

11. *Can testimony be submitted by affidavit?*

Testimony can not be submitted by affidavit.

12. *What are the possible results of a hearing (e.g., suspension upheld, license restored)?*

The possible results of a hearing are: (1) revocation of the license is initiated; or (2) no action taken and the license is sent back to person.

13. *What percent of DUI administrative actions are appealed and what are the success rates?*

Approximately 2% of all administrative hearings are appealed and out of the 2%, less than 1/2% are ruled against DMV and thus have to be reinstated.

14. *What is the length of license revocation (if no hearing or hearing supports revocation)?*

Revocation periods for the first offender are 3 months for test failure or 1 year for test refusal. Second offender revocation periods are 1 year for test failure or 18 months for test refusal. Third offense revocation is 18 months for test failure or 2 years for test refusal.

15. *What are the conditions (e.g., employment only) and timing for obtaining a hardship/restricted license?*

Only first offender elections through the court system are allowed a conditional license. The driver may make application for a conditional license with the completion of 16 hours of a program (and payment of same); license must have been surrendered to DMV for at least 90 days; and they must have completed a favorable background review. Fee is \$10. An application form is completed. No follow up is done. There are no specific requirements for approval of the conditional license.

16. Must all DUI offenders attend school? When?

DUI offenders must attend school or a treatment program. They must contact the evaluation agency within 72 hours of the court decision requiring this attendance. They will be evaluated as soon as possible and enrolled in an appropriate program as soon as space becomes available.

17. For how long?

First offenders must attend 16 hours of class. Multiple offenders, those with more than 0.20% BAC, and chronic offenders must attend a more intensive program lasting 18 months.

18. Must the DUI offender perform community service?

DUI offenders do not need to perform community service.

19. How does community service affect the length of license revocation?

Community service has no effect on the length of license revocation.

20. What are the conditions and timing for the restoration of permanent license?

Restoration of the permanent license will be made when: (1) a minimum revocation time has been served; (2) all fines are paid; (3) a background review is favorable; (4) the recommended program is completed successfully; and (5) a reinstatement fee is paid.

21. When discretion is allowed at any point in the sanction process, how is it applied?

All revocation periods, school requirements and reinstatement procedures are outlined by law. There is no discretion allowed in these areas. The only time discretion is evident in the process is at the time of reinstatement when a background review is done. The extent of the review is discretionary as well as the results (recommendations) of the review.

2.5.3 Maryland ALR Process Review

The following information on Maryland was provided by Lucile Haislip, Assistant Director, Division of Administrative Adjudication.

1. What are the conditions of DUI arrest (BAC level, test refusals, passive methods)?

The conditions for DUI arrest are: (1) the police officer has probable cause to believe that the person was operating or attempting to operate a motor vehicle on the highways under the influence of intoxicating liquor or drugs; and (2) the driver took a breath test and failed (alcohol concentration of 0.10% or more) or refused to submit to a chemical test.

2. *When is the DUI offender's permanent license taken away?*

The DUI offender's permanent license is taken away by the police officer at the time of arrest.

3. *Is it suspended or revoked?*

The DUI offender's license is suspended.

4. *Is a temporary license issued?*

A temporary license is issued.

5. *How long is the temporary license good for?*

The temporary license is good for 45 days.

6. *What is the process for requesting an administrative hearing?*

To stop the suspension from becoming effective on the 46th day after arrest, an administrative hearing must be requested within 10 days from the order of suspension date. However, the DUI offender has 30 days in which to request an administrative hearing.

7. *Is action stayed until a hearing is held?*

Action can be delayed if a hearing is requested within 10 days.

8. *Is police presence required at the hearing?*

Police presence is required only if subpoenaed by administration due to questionable information on the order of suspension or if the administrative law judge requests the testimony of the police officer.

9. *What are the consequences if police fail to appear?*

If the arresting officer fails to appear at the hearing, the case is usually dismissed.

10. *Are hearings permitted by telephone?*

Hearings are not permitted by telephone.

11. *Can testimony be submitted by affidavit?*

Testimony can not be made by affidavit.

12. What are the possible results of a hearing (e.g., suspension upheld, license restored)?

The result of a hearing may be: (1) the suspension is upheld (person fails to appear or evidence supports suspension); (2) the full license is restored (evidence does not support suspension or police fail to appear if requested to attend); or (3) a restricted license is issued for employment/educational reasons if the suspension was the result of a first test failure.

13. What percent of DUI administrative actions are appealed and what are the success rates?

Approximately 70% of drivers arrested for DUI request administrative hearings. Approximately 5% of administrative law judge's decisions are appealed to the circuit court; the appeal success rates are not known.

14. What is the length of license suspension (if no hearing or hearing supports suspension)?

A first refusal results in a 120-day suspension; a second or subsequent refusal results in a 1-year suspension. A first test failure results in a 45-day suspension and a second test failure results in a 90-day suspension.

15. What are the conditions (e.g., employment only) and timing for obtaining a hardship/restricted license?

Maryland law does not allow for a restricted license or a modification of suspension when a person refuses a chemical test. For a test failure, a restricted license may be issued if proof is submitted to the administrative law judge that the person must drive in the course of employment or to attend school. The restricted license is valid from dawn to dusk.

16. Must all DUI offenders attend school? When? For how long?

Administrative law judges may require a DUI offender to attend a 12-hour alcohol education program (based on the prior driving record). Approximately 60% of DUI offenders are referred to such a program. The alcohol education program is a 12-hour program (typically held 2 hours/week for 6 consecutive weeks). The alcohol treatment counseling program is a 26-hour program and may be required for multiple offenders.

17. Must the DUI offender perform community service?

Community service could be a condition of a criminal sentence (court trial), but not of the administrative process.

18. How does community service affect the length of license suspension?

Community service has no effect on license suspension.

19. What are the conditions and timing for the restoration of permanent license?

Restoration of permanent license occurs when the suspension period has expired or restriction time has been served.

20. When discretion is allowed at any point in the sanction process, how is it applied?

Discretion is only applied by an administrative law judge on test failures where a restricted license or modification of suspension is permitted. No discretion is allowed on refusals.

2.5.4 Pennsylvania DUI Process Review

The following information on Pennsylvania was provided by Chester County Council on Addictive Diseases, Inc.

1. What are the conditions of DUI arrest?

Conditions of DUI arrest include: probable cause to stop vehicle and BAC>0.10%, refused chemical test, or BAC 0.05-0.09% and failed field sobriety tests.

2. When is the DUI offender's permanent license taken away?

Seven days after the DUI arrest, a preliminary hearing is held. At that time, a court date is set for 45-60 days in the future. If a DUI conviction is obtained or the offender is granted Accelerated Rehabilitative Disposition (ARD), the plastic license is surrendered at the time of the court date/trial.

3. Is it suspended or revoked?

The DUI offender's permanent license is suspended for first offenders and revoked for habitual offenders.

4. What is the length of license suspension/revocation?

ARD election (First Offender): Base license suspension is a function of the BAC:

0.05 - 0.14% BAC	3 months suspension
0.15 - 0.19% BAC	4 months suspension
0.20 - 0.24% BAC	5 months suspension (unknown BAC is placed in this category)
0.25 - 0.29% BAC	6 months suspension
0.30 - 0.34% BAC	7 months suspension
0.35% BAC and above	8 months suspension

50 hours of community service reduces the above suspension by 1 month. 100 hours of community service reduces the above suspension by 2 months. Participation in an ignition interlock program for 6 months reduces the above suspension by 2 months. A new Fast Track program waives community service/ignition interlock for those DUI offenders who finish the required alcohol highway safety class within 60 days.

First DUI conviction/test refusal: 12 months suspension (judicial and/or PennDOT discretion applied)

Second DUI conviction/test refusal: 12 months suspension minimum with a 2-year parole period (judicial and/or PennDOT discretion applied)

Third DUI conviction/test refusal (within a 5-year period): 5-year license revocation as an Habitual Offender. Any additional DUI convictions within the 5-year period add 2 years to the license revocation period.

5. *What fines are imposed for a DUI conviction?*

A \$300 minimum fine is imposed for a DUI conviction.

6. *What terms of imprisonment are served for a DUI offense?*

ARD election: None

First DUI conviction: 48 consecutive hours

Second DUI conviction: 30 days

Third DUI conviction: 90 days

Fourth DUI conviction: 1 year

The time period within which second, third, and fourth DUI convictions are determined is 7 years. An ARD election counts as a first conviction for determining the applicable jail time.

7. *What are the conditions (e.g., employment only) and timing for obtaining a hardship/restricted license (if one is available)?*

An occupational limited license may not be issued to anyone convicted of DUI, granted ARD for DUI, or whose license was suspended for refusing to submit to a chemical test.

8. *Must all DUI offenders attend school? When? For how long?*

All DUI offenders must attend school at some point after arrest, prior to completion of the probationary period. First offenders attend for 12.5 hours and multiple offenders attend for 15 hours.

9. *Must the DUI offender perform community service?*

Community service is not required.

10. *How does community service affect the length of license suspension?*

50 hours of community service reduces an ARD license suspension by 1 month. 100 hours of community service reduces an ARD license suspension by 2 months. Community service is now waived for ARD if the DUI offender completes the alcohol highway safety school within 60 days.

11. What are the conditions and timing for the restoration of the permanent license?

Restoration of the permanent license requires completion of all program requirements including: Court Reporting Network (CRN) evaluation; alcohol highway safety school; inpatient or outpatient treatment or counseling (if ordered); community service (if elected as part of ARD program); and prescribed license suspension period served. All requirements are at the discretion of PennDOT, the presiding Judge, and the Adult Probation Department.

12. When discretion is allowed at any point in the sanction process, how is it applied?

See question 11 above.

2.6 Methodology for Estimating Impact on Employment

The goal of the methodology is to obtain clear cause-and-effect linkages between variables. In this case, the researchers aimed to link any employment differences found among the four jurisdictions to the legal variable, which was hypothesized as potentially causal. It was expected that differences in employment levels for DUI offenders would be related to differences in administrative license consequences. In particular, it was expected that the states would line up with Delaware at one end, having the longest period of hard suspension; then California, with an initial period of hard suspension, followed by a longer one in which drivers could obtain limited licenses; then Maryland, where hardship licenses were obtainable at any time; and finally Pennsylvania, which lacks administrative license revocation.

The general problem for social science methodology is that the social world is filled with potentially causal factors and it is usually difficult to assert with confidence that any one factor or combination of factors is a necessary or sufficient cause of changes in another. The classic solution to this problem is the randomized group experiment, in which subjects are equated through randomization on all variables except the experimental one. If license revocation could be given out in various lengths according to random selection, it could be concluded that subsequent differences in employment were due to the license actions. However, in this case, and in legal studies more generally, it is not possible to apply laws and penalties in a random manner. Practical difficulties preclude this, and law application is governed by the principle that like cases should be treated alike, which is precisely what is not done when random differences are applied.

An alternative to randomization, when the latter is unavailable, is selection of cases in a way to maximize their comparability. Although the researcher has no control over application of the experimental condition, he or she may have control over selection of cases for the study. This "quasi-experiment" is not as good a method as randomization because some potentially valid alternative interpretations of differences often remain. However, it may represent the best that can be done in a situation, and is far better than

selecting cases haphazardly. The researchers used this principle in selecting the counties observed in Pennsylvania, Delaware, and Maryland. Counties were selected in these three neighboring states as a means of minimizing differences in population composition, climate, road network, and general culture. This match was confirmed by statistical analysis of the three jurisdictions. The counties were as close on the socio-economic indexes as reality permitted. Since there was no adjacent or even close state with the policy of a short hard suspension followed by a longer soft one, Marin County, California, was included in the study. Although regional differences remain a bothersome potential in explaining differences between California and the other three states, the county was selected to duplicate as closely as possible the socio-economic environment of the other three counties. The researchers believe they were successful in this attempt.

Control over irrelevant variables can also be attempted by statistical means. This also is not an ideal solution to the control problem because only those variables thought of and measured can be controlled, and it is always possible that something not envisaged produced the difference in question. An example of a statistical control would be to weight populations known to differ in racial composition in order to hold constant the influence of race on some other characteristic. Statistical controls were used in the analysis for such matters as age and gender.

As it turned out, there did not appear to be a systematic and important effect of the different DUI laws in the states studied. It was also assumed that criminal sanctions, treatment, etc. took place after the ALR period of evaluation, so their effects were not considered. Since there is little or no relationship to be explained, erroneous cause-and-effect conclusions are avoided. Regrettably, valid cause-and-effect conclusions are also avoided, but this represents the state of the world as it was observed.

Appendix F contains a detailed statistical explanation of the design of the evaluation that was used in this research project to estimate the impact of ALR on employment.

3.0 ANALYSIS AND INTERPRETATION OF RESEARCH FINDINGS

3.1 Who are the DUI Offenders and Their Victims?

As has been found in other studies, the DUI offenders were atypical of the general population. Even first offenders differ socio-demographically from the general population, and the multiple offenders were even less representative. Parameters of the DUI offender populations are compared with the "victim" samples and, where available, Census figures for the counties in question in Table 3-1.

Table 3-1. Characteristics of DUI Offenders, Crash Victims, and the General Population in the Four Study Sites

	Chester County, Pennsylvania				Anne Arundel County, Maryland			
	First Offenders	Multiple Offenders	Victims	General Population	First Offenders	Multiple Offenders	Victims	General Population
White (%)	93	90	90	92	87	79	--	86
College Grads (%)	26	17	42	35	26	17	--	25
Male (%)	76	91	54	48	86	87	--	50
Single (%)	54	38	38	N/A	45	54	--	N/A
Previously Married (%)	13	27	8	N/A	32	30	--	N/A
Mean Age	33	38	37	34	36	35	--	33
	Marin County, California				New Castle County, Delaware			
	First Offenders	Multiple Offenders	Victims	General Population	First Offenders	Multiple Offenders	Victims	General Population
White (%)	90	90	79	89	89	87	83	80
College Grads (%)	37	32	24	44	19	15	26	25
Male (%)	71	81	50	50	85	89	47	47
Single (%)	51	60	35	N/A	51	43	43	N/A
Previously Married (%)	24	28	6	N/A	16	21	10	N/A
Mean Age	37	38	37	38	35	37	38	35

The data indicate that DUI offenders are disproportionately male, living without families, less educated, and more working class, than either the victims or the general population. As mature men, they are very likely to be employed and to be susceptible to factors impinging on employment. Beyond this, it appears that the DUI offenders, especially the multiple offenders, are heavy drinkers in conjunction with driving. Not all

drivers have an equal chance of being apprehended for drunk driving. Tables 3-2 and 3-3 and Figures 3-1 and 3-2 describe the frequency with which first offenders and multiple offenders consumed one to two or three drinks less than 1 hour before driving in the 12 months prior to their DUI arrest. (All question numbers refer to the DUI Offender Questionnaire in Appendix A.) It seems reasonable to think that many offenders were from groups of single and divorced working-class men where heavy drinking is accepted.

Table 3-2. Frequency of Consumption of One to Two Beers/Mixed Drinks/Glasses Wine Less Than 1 Hour Before Driving During the 12 Months Prior to DUI Arrest (Question 25)

Frequency	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Never	27	4.7	9	3.9	36	4.5
Once in a while	381	66.5	106	45.9	487	60.6
More than once per week	139	24.3	86	37.2	225	28.0
Daily	26	4.5	30	13.0	56	7.0
Total	573	100.0	231	100.0	804	100.0

Figure 3-1. Frequency of Consumption of One to Two Beers/Mixed Drinks/Glasses Wine Less Than 1 Hour Before Driving During the 12 Months Prior to DUI Arrest

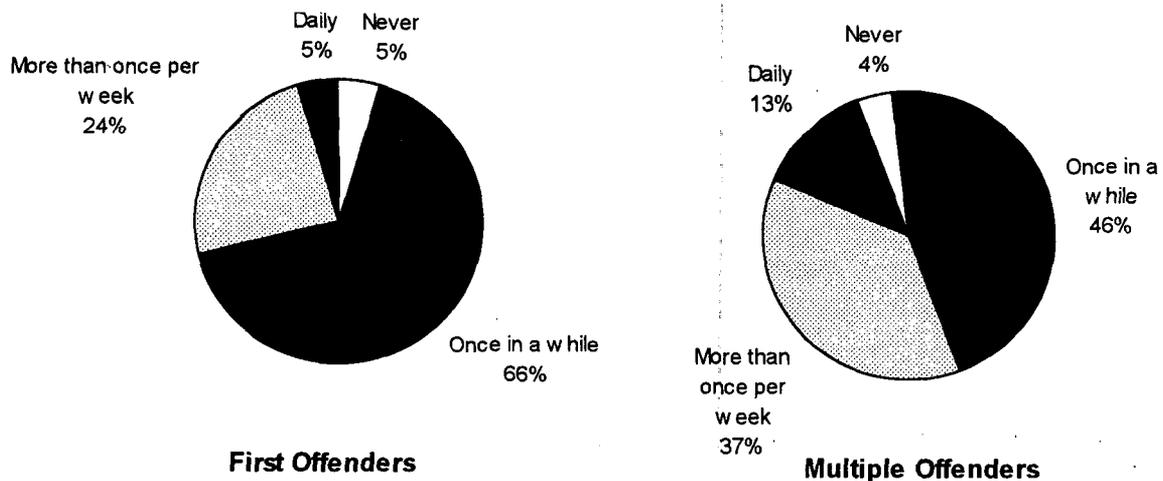
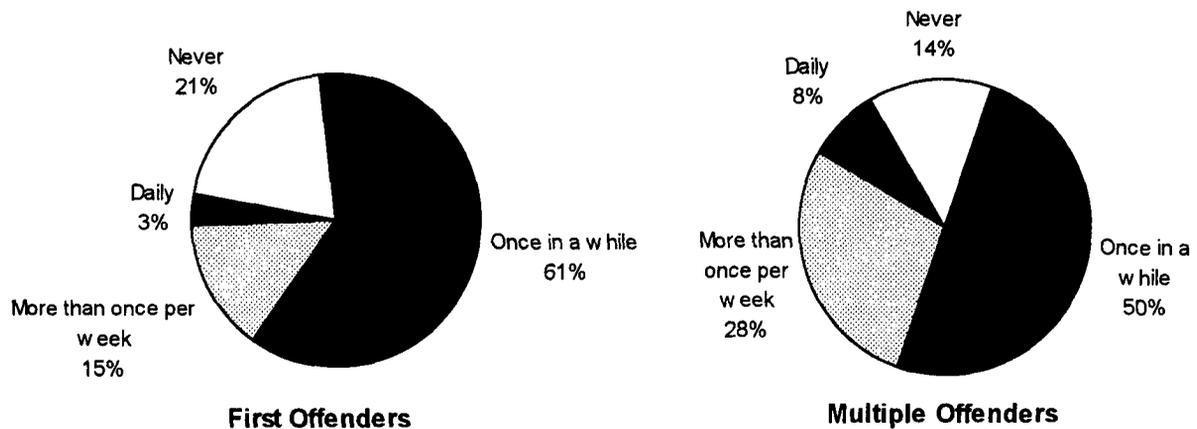


Table 3-3. Frequency of Consumption of Three Beers/Mixed Drinks/Glasses Wine Less Than 1 Hour Before Driving During the 12 Months Prior to DUI Arrest (Question 26)

Frequency	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Never	117	20.6	32	14.0	149	18.7
Once in a while	349	61.4	113	49.3	462	58.0
More than once per week	83	14.6	65	28.4	148	18.6
Daily	19	3.3	19	8.3	38	4.8
Total	568	100.0	229	100.0	797	100.0

Figure 3-2. Frequency of Consumption of Three Beers/Mixed Drinks/Glasses Wine Less Than 1 Hour Before Driving During the 12 Months Prior to DUI Arrest



It is important to know in what ways the DUIs are not atypical. They are not importantly different from the victims (or the general public) in average age and in racial composition.

The victim populations were socio-demographically close to the general population, a finding that might be expected in an auto-dependent society if victimization merely depends on using the public roads. One can picture victimization

in the sense used here, excluding impaired drivers, as the consequence of something like a random draw from the general population or the population of road users.

3.2 Impact on Jobs

This central question was examined in numerous ways for both DUI offenders and crash victims. The following analyses were performed for DUI offenders:

1. The DUI offenders were asked to rate the extent that their loss of license has interfered with work (for those DUI offenders who were working at the time of the DUI arrest).
2. The DUI offenders were asked to report income for the jobs they held from 1992-1994. An impact analysis was performed for first and multiple offenders which compared the change in income after DUI arrest for DUI offenders in each of the ALR states to the change in income after DUI arrest for DUI offenders in the non-ALR comparison state.
3. The DUI offenders were asked how much income they lost per week as a direct result of their DUI arrest/loss of license. The percent reduction in income from the income reported for the month of the DUI arrest was computed for all DUI offenders (where available). A t-test of difference between the percent reduction in each of the three ALR states and the percent reduction in the comparison non-ALR state was performed for both first and multiple offenders to determine whether the percent reduction was significantly greater in the ALR states.
4. The DUI offenders were asked to describe the effect of their most recent DUI arrest on their employment. These open-ended responses were coded into categories and summarized.
5. The activity the month after DUI arrest was examined for those DUI offenders who were working the month before their arrest to determine whether changes in employment were more pronounced in ALR states when compared to the non-ALR state.
6. A regression analysis was performed to predict income based on multiple explanatory variables to determine whether there was a strong relationship between income and ALR status.

The following additional analyses were performed for DUI crash victims:

1. The crash victims were asked to describe the effect of the DUI crash on their employment. These open-ended responses were coded into categories and summarized.
2. The crash victims were asked how much income they lost per week as a direct result of their DUI crash. The percent reduction in income from the income reported for the month of the DUI crash was computed for all DUI crash victims (where available). A t-test of difference between the percent reduction for DUI offenders and the percent reduction for DUI crash victims was performed to determine whether the percent reduction was significantly greater for crash victims or DUI offenders.
3. The activity the month after the DUI crash was examined for those crash victims who were working the month before their crash to determine whether changes in employment were more pronounced for crash victims when compared to DUI offenders.

The results of the above analyses are presented in the following two subsections for DUI offenders and DUI crash victims.

Impact on DUI Offenders

Table 3-4 and Figure 3-3 present the offenders' evaluation of the impact of the DUI arrest and loss of license on their jobs. Nearly half the offenders reported that the experience greatly interfered with their work. It can be seen from Table 3-5 that these were disproportionately people who claimed that their jobs required the use of a car, whether for commuting or even more so for those using a car in their work. Multiple offenders were in general more likely to report a great extent of interference than were first offenders, as might be expected given the heavier license penalties reported by this group. There does not seem to be an orderly pattern of responses among the states and therefore among different kinds and lengths of ALR.

Table 3-4. Extent Loss of License Has Interfered With Work (Question 39a)

Extent	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Not applicable	32	7.9	13	7.2	45	7.7
Not at all	109	27.0	42	23.2	151	25.9
To a little extent	29	7.2	12	6.6	41	7.0
To some extent	64	15.9	30	16.6	94	16.1
To a great extent	169	41.9	84	46.4	253	43.3
Total	403	100.0	181	100.0	584	100.0

Figure 3-3. License Loss Effect on Work

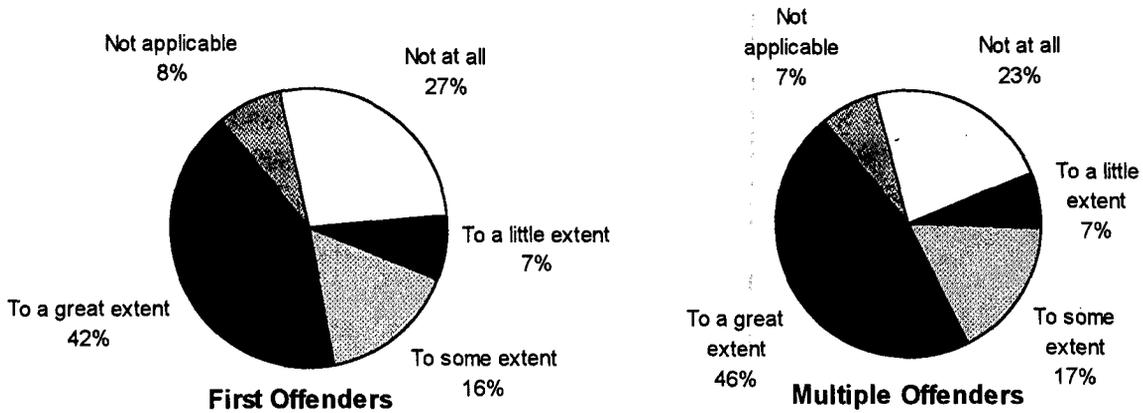


Table 3-5. Extent Loss of License Has Interfered With Work by Need for Vehicle/License (Question 39a)

Extent	Need Car/License to Perform Job		Need Car to Commute Only		No Need for Car or No Employment		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Not applicable	12	4.1	8	6.3	24	17.0	44	7.8
Not at all	53	18.1	36	28.3	59	41.8	148	26.4
To a little extent	15	5.1	10	7.9	12	8.5	37	6.6
To some extent	44	15.0	28	22.0	14	9.9	86	15.3
To a great extent	169	57.7	45	35.4	32	22.7	246	43.9
Total	293	100.0	127	100.0	141	100.0	561	100.0

Similar proportions of respondents claimed interference with activities other than work, such as shopping, attending church, and visiting the doctor. The highest proportions were with respect to social and recreational activities, where great interference was reported by at least half of the respondents in all states, first offenders as well as repeat offenders.

Relatively few people--fewer than 10 percent--reported having changed jobs at about the time of the DUI arrest. Of these, however, close to half attributed leaving to the DUI arrest. This was true for 32 percent of first offenders and 62 percent of the multiple offenders who had changed jobs. The numbers of job changers were insufficient to perform a valid analysis by state.

However, the above claims of interference with jobs were not supported in other data. The offenders were asked to report the beginning and end employment dates and average income for all jobs they held in 1992, 1993, and 1994. From this job history, the average monthly income was computed for each month in these 3 years for each DUI offender. Changes in income due to the DUI arrest were measured separately for first and multiple offenders in a monthly impact analysis (described in Appendix F) and are reported in Tables 3-6 and 3-7, respectively. The impact analysis regression model controlled for the effect of the DUI offender being in jail or attending school in any given month as well as the expected increase in monthly income over time. Monthly impact measures/significance levels were obtained for the 6 months after DUI arrest for three separate models (for both first and multiple offenders): Maryland versus Pennsylvania, California versus Pennsylvania, and Delaware versus Pennsylvania. Those impact measures that were significant at the 5% level are indicated with an asterisk in Tables 3-6 and 3-7.

The impact measure of "minus \$27" for the first month after DUI arrest for the Maryland vs. Pennsylvania first offender model in Table 3-6 is interpreted to mean that Maryland first offenders made \$27 less in the first month after their DUI arrest when compared to Pennsylvania first offenders in their first month after DUI arrest. Although this difference is in the direction expected by the hypothesis, the impact was not significant at the 5% level. In other words, this difference could occur by chance more than 5 percent of the time.

It is theorized that an effect on employment for first and multiple offenders, if any, should be evident in the first 3 months following the arrest. The following presents an analysis for each of the three ALR states when compared with the non-ALR state (Pennsylvania). Figures 3-4 and 3-5 illustrate this data in chart form.

For first offenders, the earnings comparison between Delaware and Pennsylvania was not significant, though in the same direction as that presented in the hypothesis (income was reduced more in the ALR state when compared to the non-ALR state). There was no significant impact on earnings for multiple offenders, and the differences were in the opposite direction from that presented in the hypothesis (post-arrest income was higher in the ALR state than in the non-ALR state).

The same patterns and lack of significance were found when offenders in Maryland were compared with those in Pennsylvania. The impact analysis for California first offenders showed a significant gain against Pennsylvania in earnings. No significant effect was noted for California multiple offenders in the first several months after arrest.

Table 3-6. First Offender Income Impact After DUI Arrest

The impact on employment of first offenders in each of the three ALR states (Maryland, California, and Delaware) was compared to the impact on employment of first offenders in the non-ALR comparison state (Pennsylvania) for each of the 6 months after DUI arrest. The value of (\$27) for Maryland versus Pennsylvania first offenders means that these Maryland first offenders made \$27 less in the first month after arrest when compared to Pennsylvania first offenders. It should be noted that many offenders in the ALR states may have had a temporary license during the first month after arrest.

	1st Month After Arrest	2nd Month After Arrest	3rd Month After Arrest	4th Month After Arrest	5th Month After Arrest	6th Month After Arrest
MD vs. PA First Offenders	(\$27)	\$9	(\$103)*	(61)	(\$9)	\$13
CA vs. PA First Offenders	\$241*	\$272*	\$250*	\$114	\$177	\$69
DE vs. PA First Offenders	(\$22)	(\$32)	(\$16)	(\$3)	(\$109)*	(\$134)*

* Impact significant at 5% level (could occur by chance less than 5% of the time).

Figure 3-4. Impact Analysis of ALR on First Offender Income

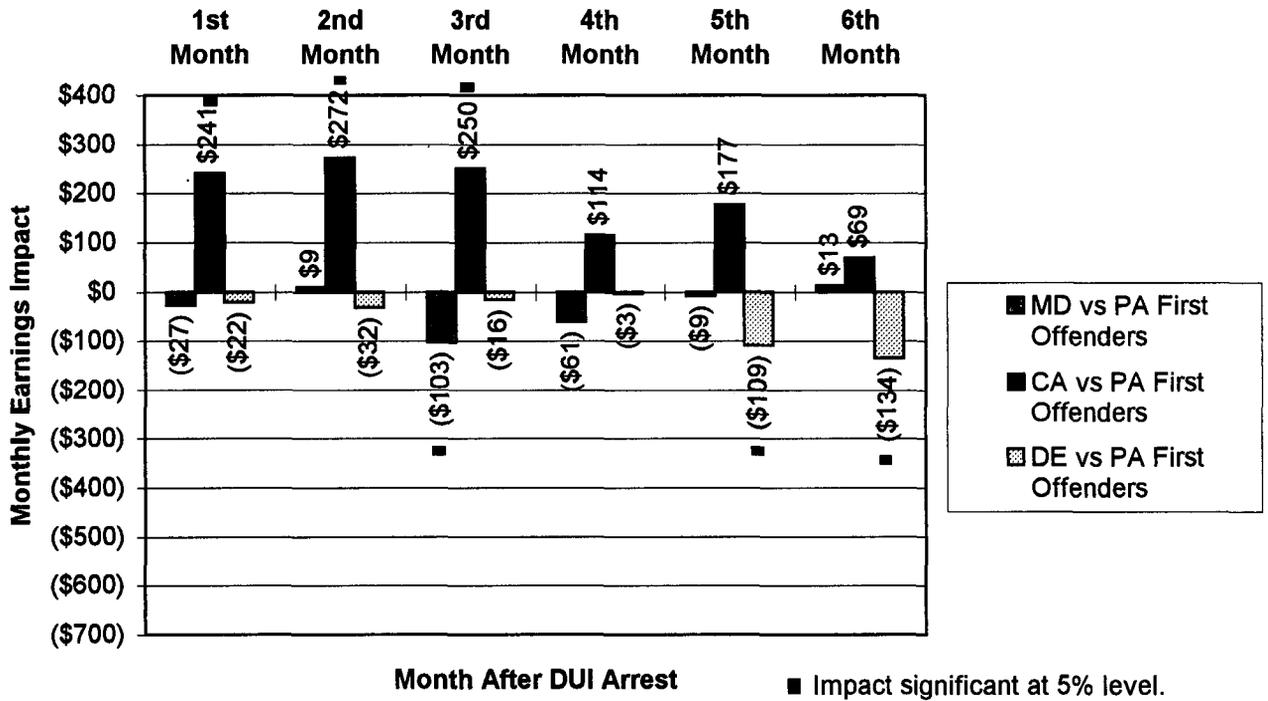


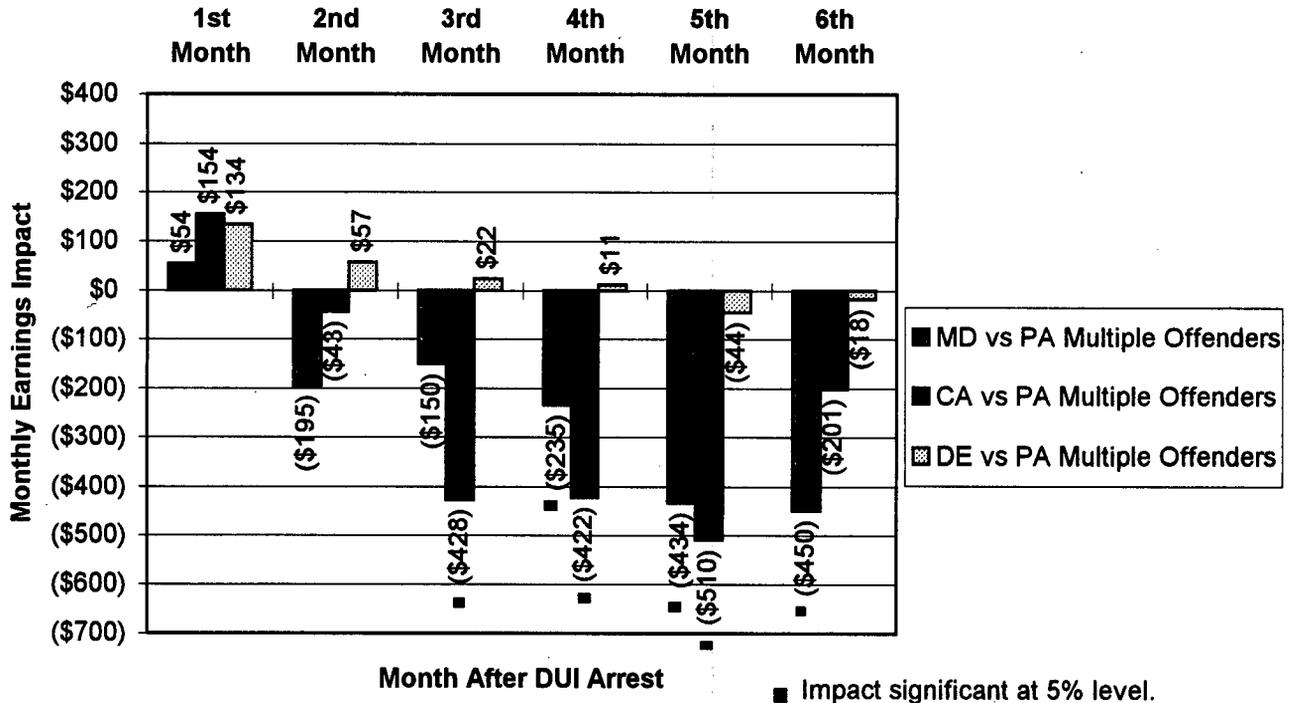
Table 3-7. Multiple Offender Income Impact After DUI Arrest

The impact on employment of multiple offenders in each of the three ALR states (Maryland, California, and Delaware) was compared to the impact on employment of multiple offenders in the non-ALR comparison state (Pennsylvania) for each of the 6 months after DUI arrest. The value of \$54 for Maryland versus Pennsylvania multiple offenders means that these Maryland multiple offenders made \$54 more in the first month after arrest when compared to Pennsylvania multiple offenders. It should be noted that many offenders in the ALR states may have had a temporary license during the first month after arrest.

	1st Month After Arrest	2nd Month After Arrest	3rd Month After Arrest	4th Month After Arrest	5th Month After Arrest	6th Month After Arrest
MD vs. PA Multiple Offenders	\$54	(\$195)	(\$150)	(\$235)*	(\$434)*	(\$450)*
CA vs. PA Multiple Offenders	\$154	(\$43)	(\$428)*	(\$422)*	(\$510)*	(\$201)
DE vs. PA Multiple Offenders	\$134	\$57	\$22	\$11	(\$44)	(\$18)

* Impact significant at 5% level (could occur by chance less than 5% of the time).

Figure 3-5. Impact Analysis of ALR on Multiple Offender Income



The offenders were asked how much income they lost per week as a direct result of their DUI arrest/loss of license. The percent reduction in income from the income reported for the month of the DUI arrest was computed for all offenders (where available). A t-test of difference between the percent income reduction in each of the three ALR states and the percent income reduction in the comparison non-ALR state was performed for both first and multiple offenders and is reported in Table 3-8. Since none of these six tests was significant at the 5% level (significance probability less than 0.05), there was no significant difference in the percent reduction in income resulting from the DUI arrest between ALR and non-ALR states for either first or multiple offenders. It was assumed that the offenders in ALR and non-ALR states experienced similar criminal sanctions. However, these sanctions probably took place after the period of ALR impact evaluation.

Table 3-8. Difference in Percent Reduction in Income Between ALR and Non-ALR States

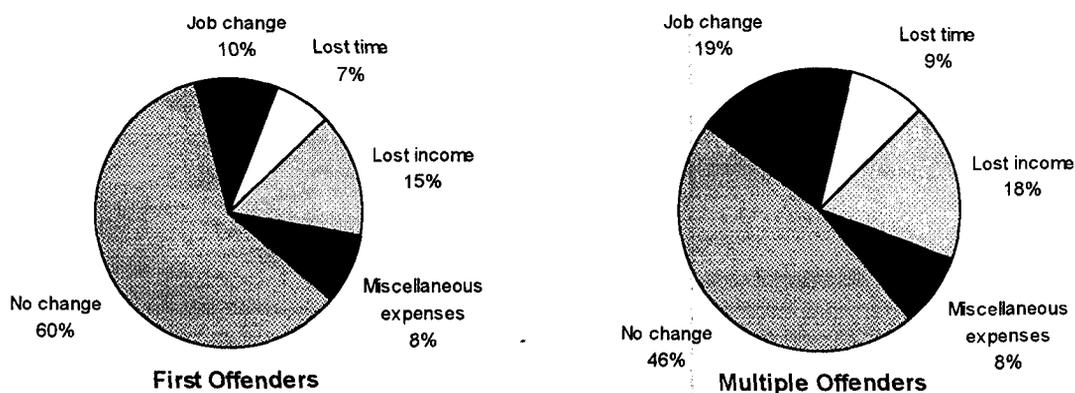
Group 1 Description	Group 1 % Reduction in Income	Group 2 Description	Group 2 % Reduction in Income	Significance Probability
PA first offenders	10.5%	MD first offenders	7.4%	.2945
PA first offenders	10.5%	CA first offenders	14.6%	.1543
PA first offenders	10.5%	DE first offenders	8.2%	.3609
PA multiple offenders	11.8%	MD multiple offenders	12.0%	.9707
PA multiple offenders	11.8%	CA multiple offenders	19.4%	.1595
PA multiple offenders	11.8%	DE multiple offenders	14.3%	.6409

The offenders were asked to describe the effect of their recent arrest on their employment and income. All open-ended responses were categorized as shown in Table 3-9 and Figure 3-6. Over 55 percent of the respondents stated there was no change in their employment or income after the DUI arrest.

Table 3-9. Stated Changes in Employment and Income as a Result of the DUI Arrest (Question 10)

Effect on Employment	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
No change	394	60.0	125	45.6	519	55.8
Job change	64	9.7	53	19.4	117	12.6
Lost time	48	7.3	25	9.1	73	7.8
Lost income	98	14.9	50	18.2	148	15.9
Miscellaneous expenses	53	8.1	21	7.7	74	7.9
Total	657	100.0	274	100.0	931	100.0

Figure 3-6. DUI Arrest Effect on Employment and Income



Another measure of the impact of ALR on employment is the change in the offender's activity from the month right before arrest to the month right after arrest for those who were working in the month before arrest. Table 3-10 shows this transition for the non-ALR state, the ALR states, and total. The percent still working the month after arrest (94 percent) was identical for DUI offenders in the three ALR states and the non-ALR state. However, many offenders in the ALR states may have had a temporary license during the first month after arrest. Attending school may well have been independent of arrest.

Table 3-10. Activity the Month After DUI Arrest for Those Working the Month Before Arrest (Question 9)

	Activity the Month After Arrest								Total Working Month Before Arrest
	Working		Attending School		Unemployed		Other		
	No.	%	No.	%	No.	%	No.	%	
DUI offenders in non-ALR state working the month before arrest	175	94	4	2	8	4	3	1	190
DUI offenders in ALR states working the month before arrest	472	94	5	1	20	4	3	1	500
All DUI offenders working the month before arrest	647	94	9	1	28	4	6	1	690

Finally, a regression analysis, performed to predict income based on an array of explanatory variables, found strong significant relationships with gender, marital status, age, and education, but **not** with the state of residence (and therefore, probably not with ALR status).

In brief, expectations that earnings of offenders in ALR states should be disproportionately reduced were not supported by most of the above analyses.

Impact on DUI Crash Victims

Membership in the victim group was defined in terms of unimpaired survivors of alcohol-related crashes. Even though this analysis compared people who were in crashes with a broader group of DUIs, most of whom were not, the evidence does not support the idea that the employment of victims is more impacted than that of the DUI offenders. Victims seldom reported a disability-related change in jobs—only 6 of 146 made this claim, and it is not necessarily the case that the disability was related to the victimization.

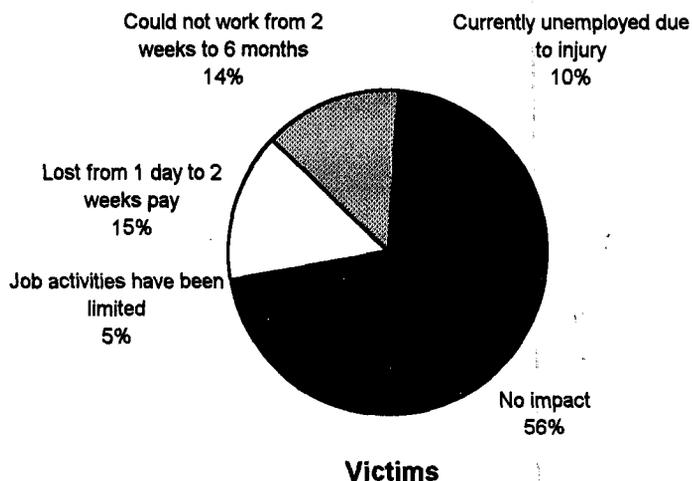
When the crash victims were asked to describe the impact on their employment that resulted from involvement in the alcohol-related crash, over 56 percent reported no impact. It is important to note that assuming self-selection bias, the more seriously injured/impacted

crash victims may have been more likely to return the questionnaire. The open-ended responses were coded as shown in Table 3-11 and Figure 3-7.

Table 3-11. Stated Changes in Employment and Income as a Result of DUI Crash (Question 5)

Effect on Employment	Number Crash Victims	Percent
No impact	82	56.2
Job activities have been limited	7	4.8
Lost from 1 day to 2 weeks pay	22	15.0
Could not work from 2 weeks to 6 months	21	14.4
Currently unemployed due to injury	14	9.6
Total	146	100.0

Figure 3-7. DUI Crash Victim Employment and Income Changes



The crash victims were asked how much income they lost per week as a direct result of their DUI crash. The percent reduction in income from the income reported for the month of the DUI crash was computed for all DUI crash victims (where available). A t-test of difference between the percent reduction for DUI offenders and the percent reduction for DUI crash victims was performed. The percent reduction was actually greater for offenders (12.0 percent) compared to DUI crash victims (7.6 percent). However, with a significance probability of 0.0646, this difference failed to be significant at the 5% level.

Another measure of the impact of the crash on employment is the change in the crash victim's activity from the month right before the crash to the month right after the crash for those who were working in the month before the crash. Table 3-12 shows this transition for the three states and total. The percent still working the month after the crash was less for the victims (71 percent total) compared to the offenders (94 percent total).

3.3 Driving While Revoked

Although the respondents frequently claimed interference with work from the DUI and license revocation, many of them admitted to driving to work and for other social functions. Data are presented in Tables 3-13 and 3-14 and Figures 3-8 and 3-9 for those DUI offenders who lost their license. Particularly in the ALR states, large numbers of informants rated the probability that they would drive without a license as very likely, reaching nearly two-thirds for California multiple offenders.

Important numbers of DUI offenders who lost their license stated that they drive to work. The figure was higher in Maryland and California, where hardship licenses are available, but even in Delaware a fifth of first offenders and one in seven multiple offenders declared that they continue to drive to work. Taxis and public transportation were an important alternative only in California, where experience suggests that these might be more viable options. However, the main alternative in general was driving with others, perhaps relatives or neighbors. Driving with others was the most frequent form of transportation everywhere for shopping, church attendance, and especially social and recreational activities. A majority of respondents in all circumstances lived in households where there was at least one other licensed driver, who might be able to provide this service.

Table 3-12. Activity the Month After DUI Crash for Those Working the Month Before Crash (Question 6)

	Activity the Month After Crash								Total Working Month Before Crash
	Working		Attending School		Unemployed		Disabled		
	No.	%	No.	%	No.	%	No.	%	
DUI crash victims in PA working the month before crash	37	79	1	2	2	4	7	15	47
DUI crash victims in CA working the month before crash	14	56	0	0	1	4	10	40	25
DUI crash victims in DE working the month before crash	27	71	3	8	0	0	8	21	38
All DUI crash victims working the month before crash	78	71	4	4	3	2	25	23	110

Table 3-13. DUI Offender's Likelihood of Driving Without a License (Question 37)

Likelihood	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Not at all likely	266	55.6	89	43.2	355	51.9
Unlikely	41	8.6	22	10.7	63	9.2
Somewhat likely	30	6.3	14	6.8	44	6.4
Very likely	141	29.5	81	39.3	222	32.5
Total	478	100.0	206	100.0	684	100.0

Figure 3-8. Likelihood of Driving Without a License

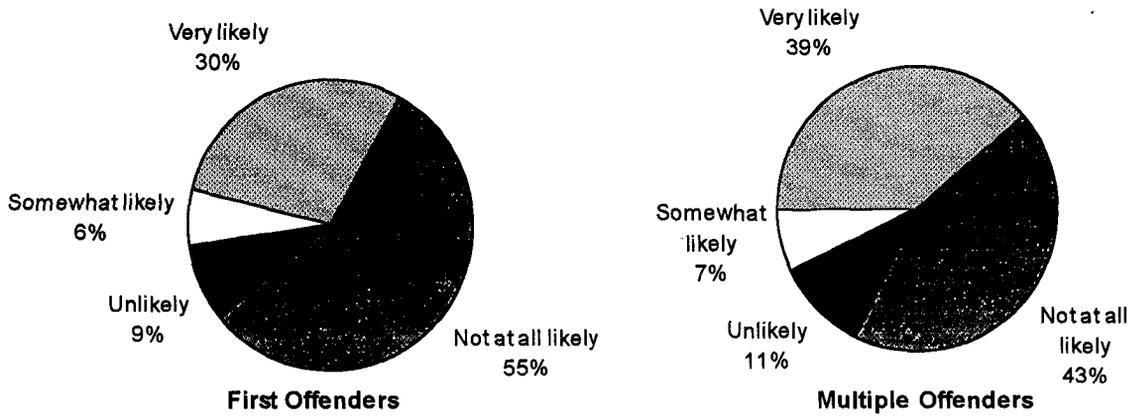
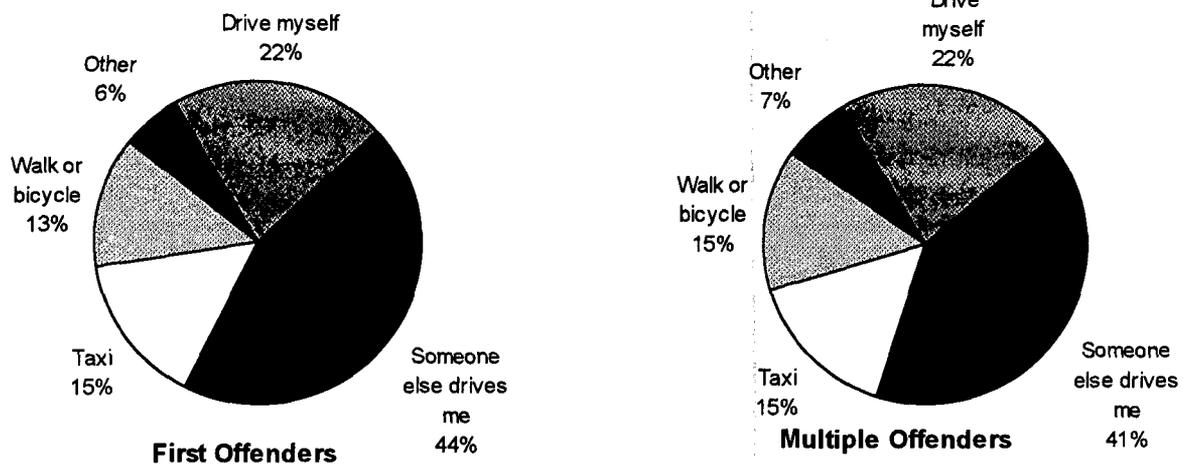


Table 3-14. DUI Offender's Transportation Arrangements for Work While Waiting for License Reinstatement (Question 40a)

Arrangement	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Drive myself	110	21.5	52	22.3	162	21.1
Someone else drives me	226	44.1	95	40.9	321	43.2
Taxi or public transportation	78	15.2	36	15.5	114	15.3
Walk or bicycle	69	13.5	34	14.6	103	13.8
Other/not applicable	29	5.7	16	6.9	45	6.0
Total	512	100.0	233	100.0	745	100.0

Figure 3-9. Transportation Arrangement for DUI Offender

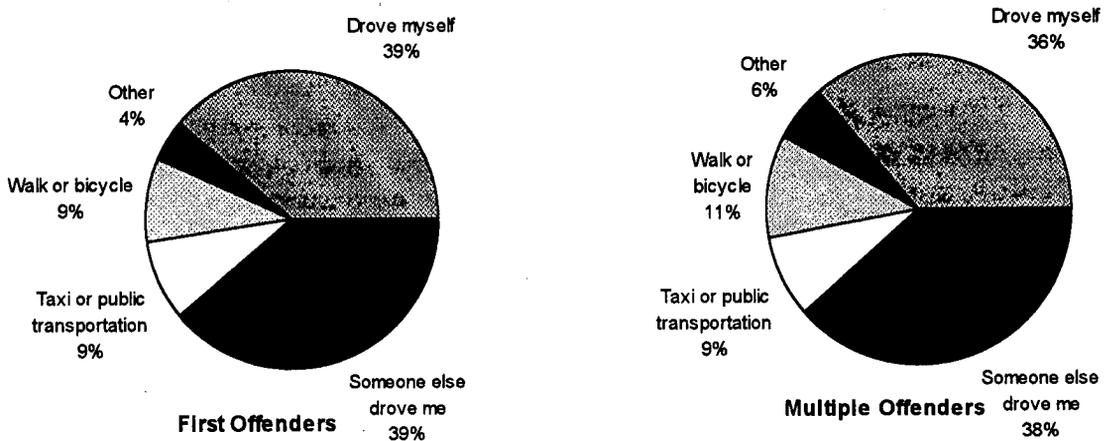


In Table 3-15 and Figure 3-10, it can be seen that more than a third of respondents who lost their license reported that they drove on the most recent day they worked. Maryland and California had the highest proportions, which reached a majority for California multiple offenders. Even in Delaware, which does not issue hardship licenses, important proportions drove, though fewer than in the other states.

Table 3-15. Method of Transportation for DUI Offender's Most Recent Day of Work (Question 40g)

Method of Transportation	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Drove myself	162	38.8	66	36.1	228	38.0
Someone else drove me	162	38.8	70	38.3	232	38.7
Taxi or public transportation	36	8.6	16	8.7	52	8.7
Walk or bicycle	38	9.2	20	10.9	58	7.6
Other/not applicable	19	4.6	11	6.0	30	5.0
Total	417	100.0	183	100.0	600	100.0

Figure 3-10. Most Recent Work Day Transportation



These declarations are supported by reports of having driven to the educational or therapy program. This was most common in California and Maryland, where it may be related to the availability of hardship licenses. Again, public transportation was seldom used and the major alternative to driving one's self was to travel with someone else.

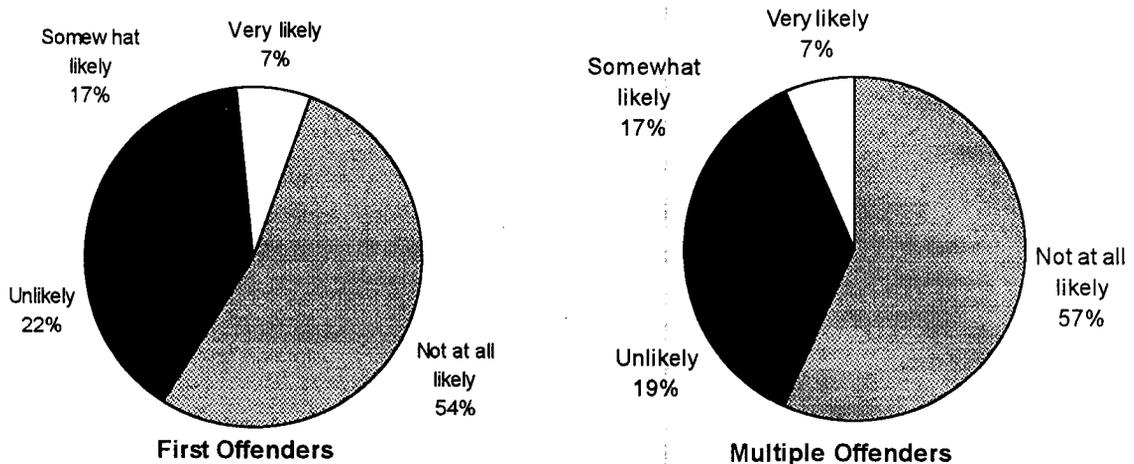
When all occasions for travel are considered for those DUI offenders without a license, 46 percent admitted that they drove (48 percent of first offenders and 41 percent of multiple offenders). Driving without a license was most common in California (65 percent overall) and least common in Delaware (30 percent overall).

Driving while unlicensed is likely to be encouraged by the belief that there is little danger of being caught. As can be seen in Table 3-16 and Figure 3-11, majorities of both first and multiple offenders rated the risk as low, and only seven percent of the sample said that being caught is very likely during a month of unlicensed driving.

Table 3-16. Likelihood of Being Caught for Those DUI Offenders Who Drive Without a License (Question 38)

Likelihood of Being Caught	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Not at all likely	105	53.3	59	56.7	164	54.5
Unlikely	44	22.3	20	19.2	64	21.3
Somewhat likely	34	17.3	18	17.3	52	17.3
Very likely	14	7.1	7	6.7	21	7.0
Total	197	100.0	104	100.0	301	100.0

Figure 3-11. Likelihood of Being Caught Driving Unlicensed



3.4 The Functioning of ALR Systems

The following observations can be made about the experience of the drivers with the breath test and administrative process in Maryland, California, and Delaware. Table 3-17 and Figures 3-12 and 3-13 show that important minorities of offenders did not take breath tests at the time of arrest. Except in California, the proportions were higher for repeat offenders, representing almost half in Maryland.

One would have expected (as is the case for Maryland) that a large percent of DUI offenders who did not take a breath test at the time of arrest would have been charged with refusing the breath test. The following are some possible explanations for the lower percentages in Pennsylvania, California, and Delaware: (1) A significant percent of the DUI offenders who did not take a breath test in Pennsylvania, California, and Delaware could have had blood drawn for BAC analysis (and would not be charged with test refusal); (2) In Pennsylvania, the license suspension period is the same for test refusals and test failures, so these offenders may not be charged with test refusal; (3) In Delaware, drivers who refuse chemical testing must sign an "implied consent" form (not a "test refusal" form), so they may not recognize being charged with refusing the breath test; or (4) The DUI offenders did not understand what a refusal charge meant.

Table 3-17. DUI Offender Experience With the Breath Test at Time of Arrest

	% DUI Offenders Who Did Not Take a Breath Test at Time of Arrest (Question 27)	% DUI Offenders Who Did Not Take a Breath Test Who Were Charged With Refusing Test (Question 28)
PA first offenders	25%	8%
PA multiple offenders	31%	16%
MD first offenders	20%	85%
MD multiple offenders	43%	92%
CA first offenders	24%	12%
CA multiple offenders	24%	35%
DE first offenders	17%	8%
DE multiple offenders	26%	25%
All first offenders	22%	18%
All multiple offenders	29%	38%
Total	24%	25%

Figure 3-12. Percent DUI Offenders Who Did Not Take Breath Test

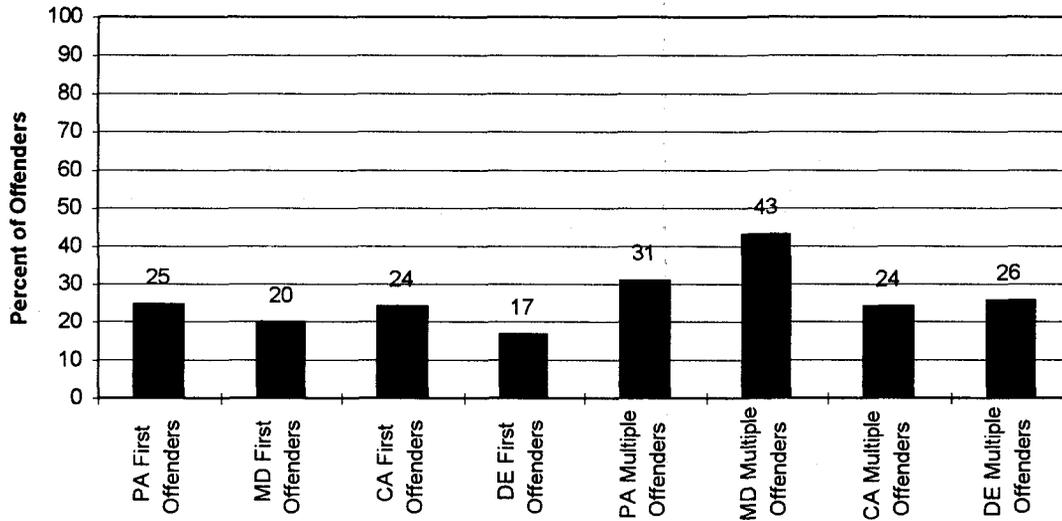


Figure 3-13. Percent DUI Offenders Who Did Not Take Breath Test Who Were Charged With Refusing Breath Test

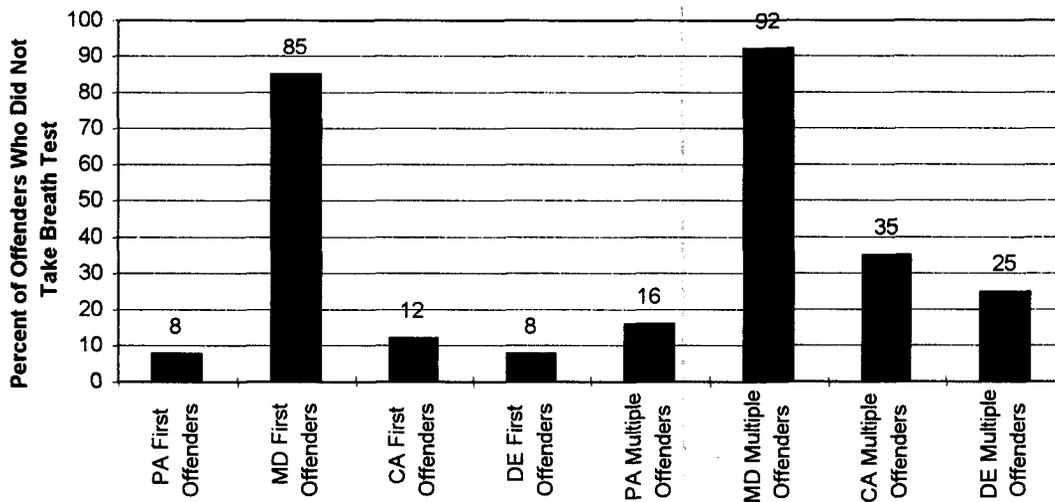


Table 3-18 and Figures 3-14 and 3-15 summarize the experience of DUI offenders in ALR states with the administrative process. Nearly a third of first offenders were ignorant of the possibility of administrative license revocation at the time of their offense. Unreasonable as it may be, this was also true of one out of six multiple offenders. Such people obviously could not have been deterred by the ALR law. Among the ALR states, Maryland produced the highest proportion of demands for hearings, with more than half saying they requested them. Maryland drivers also more frequently attended the hearings. They were more frequently rewarded by having their license returned. First offenders were more likely to succeed in all states. Only in Delaware are police required to attend all administrative hearings, which explains the difference in police attendance among the three states (see note at bottom of Table 3-18).

**Table 3-18. Experience/Knowledge of DUI Offenders
with the Administrative Process**

	Maryland		California		Delaware	
	First Offenders	Multiple Offenders	First Offenders	Multiple Offenders	First Offenders	Multiple Offenders
% Requesting Administrative Hearing (Question 30)	65%	59%	25%	21%	33%	38%
% of Those Requesting Hearing Who Attended Administrative Hearing (Question 31)	98%	83%	63%	47%	75%	88%
% of Those Requesting Hearing for Which Arresting Police Attended Administrative Hearing (Question 32)*	10%	47%	7%	15%	55%	71%
% of Those Requesting & Attending Administrative Hearing Whose License Was Returned (Question 33)	47%	40%	13%	8%	34%	18%
% of DUI Offenders Aware of Administrative License Revocation Laws Before Arrest (Question 29)	67%	84%	66%	80%	68%	72%

* In California, police are not required to attend administrative hearings. In Maryland, police need only attend the administrative hearings if they are subpoenaed. In Delaware, police must attend all administrative hearings.

Figure 3-14. Administrative Process Experience

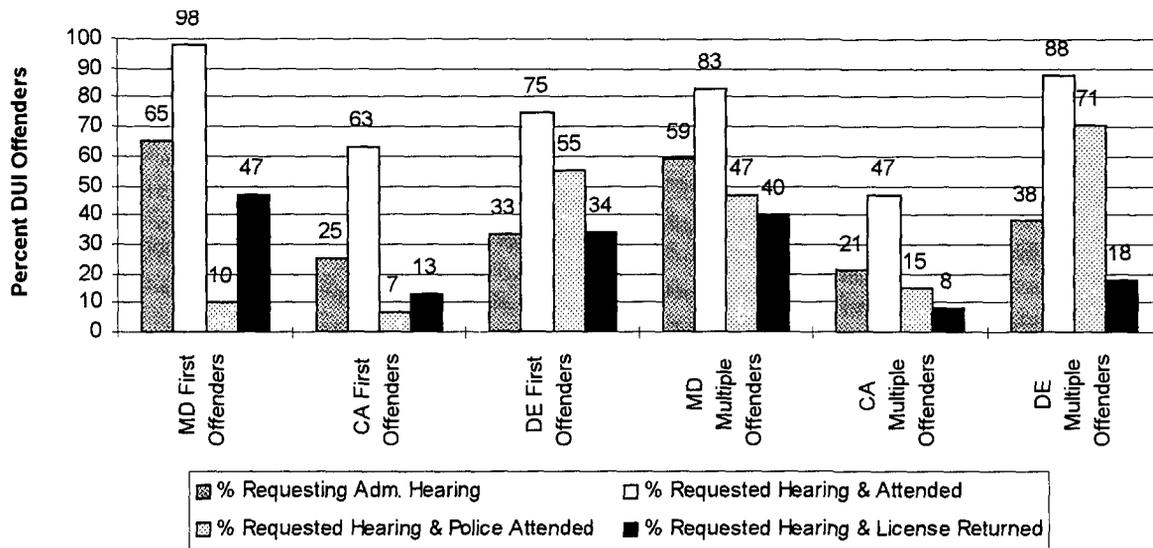
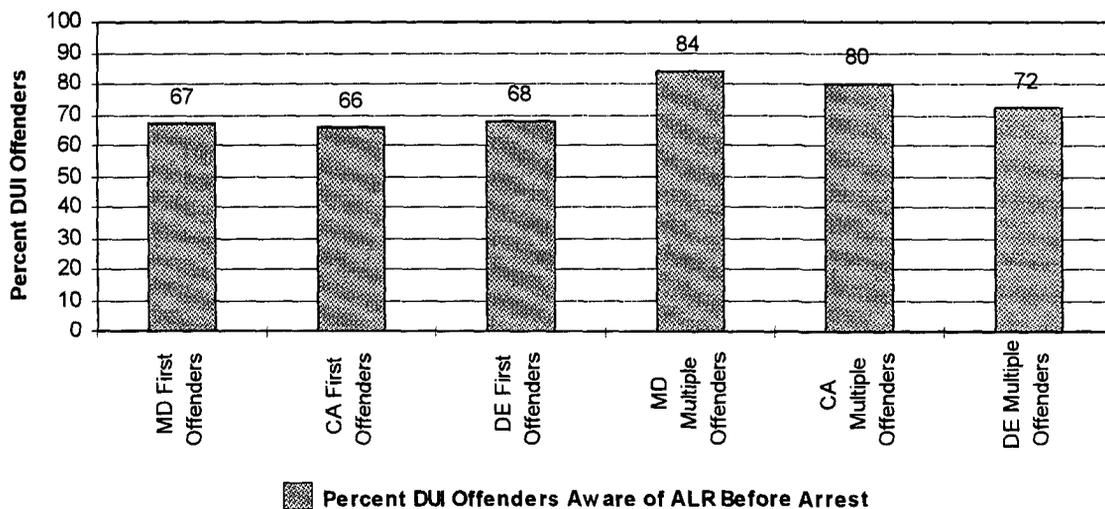


Figure 3-15. Awareness of Administrative Process Before DUI Arrest

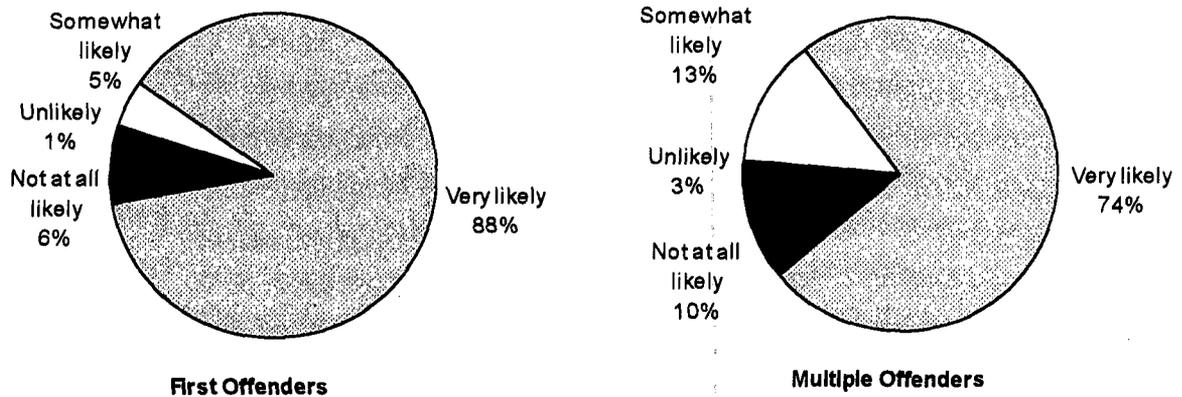


DUI offenders expect to get back into the system as shown in Table 3-19 and Figure 3-16. However, nontrivial proportions of multiple offenders (13 percent) indicated a low probability of relicensing.

Table 3-19. Likelihood DUI Offender Will Get License Back When Suspension/Revocation Ends (Question 36)

Likelihood	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Not at all likely	30	6.4	19	9.6	49	7.3
Unlikely	6	1.3	6	3.0	12	1.8
Somewhat likely	22	4.7	26	13.1	48	7.2
Very likely	412	87.7	147	74.2	559	83.7
Total	470	100.0	198	100.0	668	100.0

Figure 3-16. Likelihood Licenses Returned



3.5 Other Findings Related to Safety Among DUI Offenders

On average, 2 percent of first offenders and 21 percent of multiple offenders were driving while unlicensed at the time of their arrest. Table 3-20 shows the number of DUI offenders possessing a valid license at the time of their DUI arrest.

Table 3-20. DUI Offenders With Valid License at Their Most Recent DUI Arrest (Question 4)

Valid License?	First Offenders		Multiple Offender		Total	
	Number	Percent	Number	Percent	Number	Percent
Yes	563	98.1	181	79.0	744	92.7
No	11	1.9	48	21.0	59	7.3
Total	574	100.0	229	100.0	803	100.0

Many repeat offenders (nearly one in six) had more than one prior offense on their record in the past year, and declared priors were as high as five in 5 years. Table 3-21 summarizes the percent of multiple offenders with more than one prior DUI arrest.

Table 3-21. Prior DUI Arrest Records (Questions 7 and 8)

Percent of Multiple Offenders With More Than One Prior Arrest	State				
	Pennsylvania	Maryland	California	Delaware	Total
In last year	18%	21%	15%	13%	16%
In last five years	81%	100%	78%	67%	80%

Multiple offenders were more likely to fail to wear seat belts. This accords with the understanding that repeat DUI offenders tend to engage in other unsafe driving behaviors. Table 3-22 summarizes the number of DUI offenders who reported wearing a seat belt at the time of their DUI arrest.

Table 3-22. DUI Offenders Who Reported Wearing Seat Belt at the Time of DUI Arrest (Question 23)

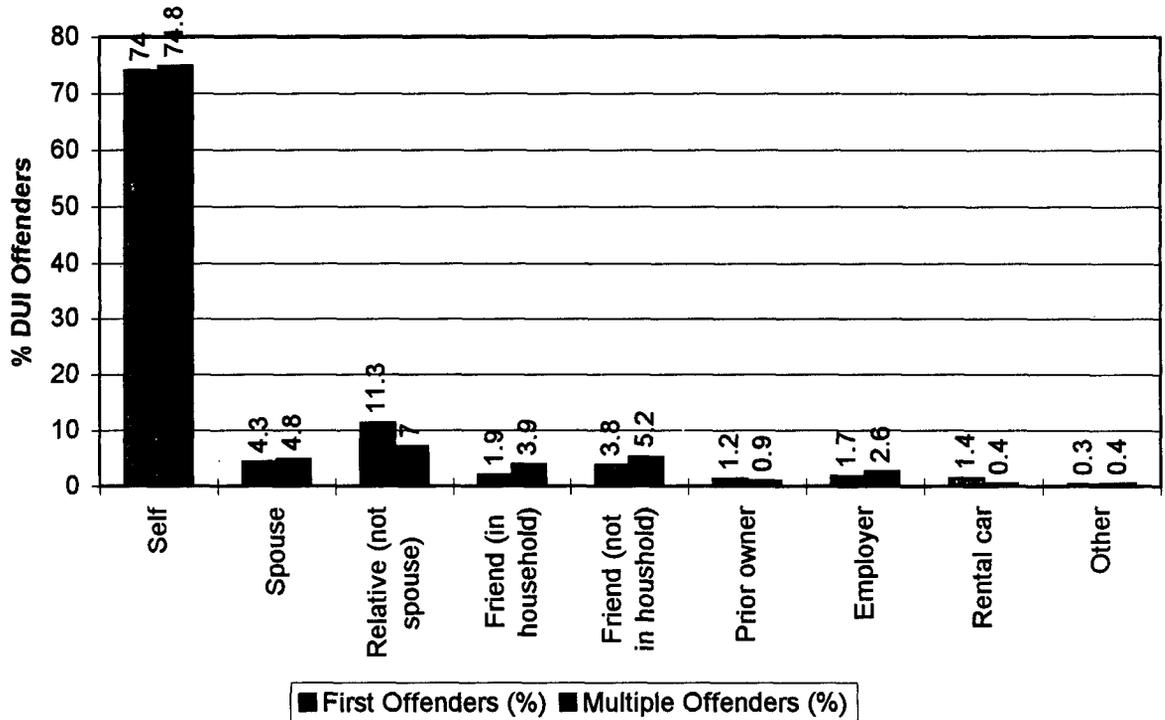
Wearing Seat Belt?	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Yes	400	70.2	136	59.6	536	67.2
No	170	29.8	92	40.2	262	32.8
Total	570	100.0	228	100.0	798	100.0

Registration of vehicles in the name of persons other than the DUI offender was relatively uncommon, even for multiple offenders. It was expected that this would occur as a means of avoiding insurance surcharges, but the expectations were disconfirmed. Table 3-23 and Figure 3-17 display the ownership of the car driven by the DUI offender at the time of DUI arrest.

Table 3-23. Ownership of the Vehicle Driven at the Time of DUI Arrest (Question 22)

Owner	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Self	426	74.0	172	74.8	598	74.2
Spouse	25	4.3	11	4.8	36	4.5
Relative (other than spouse)	65	11.3	16	7.0	81	10.0
Friend (living in same household)	11	1.9	9	3.9	20	2.5
Friend (not living in same household)	22	3.8	12	5.2	34	4.2
Prior owner	7	1.2	2	0.9	9	1.1
Employer	10	1.7	6	2.6	16	2.0
Rental car	8	1.4	1	0.4	9	1.1
Other	2	0.3	1	0.4	3	0.4
Total	576	100.0	230	100.0	806	100.0

Figure 3-17. Vehicle Ownership

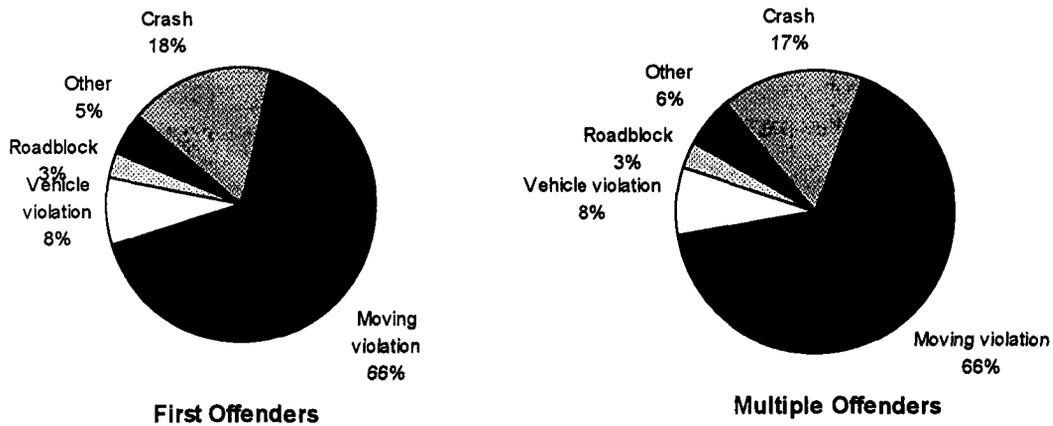


Crashes accompanied 17 percent of all DUI arrests. The vast bulk of arrests were based on moving violations or equipment violations. One implication of this fact is that the experiences of DUI offenders as a group are incommensurate with those of crash victims. Table 3-24 and Figure 3-18 summarize the reasons police stopped the DUI offender at the time of DUI arrest.

**Table 3-24. Reason Police Stopped Vehicle at the Time of DUI Arrest
(Question 24)**

Reason Stopped	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
Crash	102	17.8	38	16.5	140	17.4
Moving violation	380	66.2	152	66.1	532	66.2
Vehicle violation (e.g., expired inspection sticker, tail light out, no head lights)	46	8.0	18	7.8	64	8.0
Roadblock or sobriety checkpoint	18	3.1	7	3.0	25	3.1
Other	28	4.9	15	6.5	43	5.3
Total	574	100.0	230	100.0	804	100.0

Figure 3-18. Reasons Police Stopped Vehicle



Most offenders lived in households with other employed persons. One implication of this is that even if the DUI offender were to lose his/her employment, most of the households would be able to count on the income of others for survival. Table 3-25 tabulates the number of currently employed household members other than the DUI offender.

Table 3-25. Number Currently Employed Household Members of the DUI Offender (Question 49)

Number Employed	First Offenders		Multiple Offenders		Total	
	Number	Percent	Number	Percent	Number	Percent
None	181	32.6	72	32.4	253	32.6
One	211	38.0	91	41.0	302	38.9
Two or more	163	29.4	59	26.6	222	28.6
Total	555	100.0	222	100.0	777	100.0

3.6 Administration of Surveys to Spanish Speaking DUI Offenders

In the course of pretesting, it was found that some DUI offenders, mainly immigrants from Mexico, had difficulty comprehending English. Marin County, California and Chester County, Pennsylvania addressed this problem with special classes in the Spanish language. The DUI offender questionnaire was translated into Spanish in an attempt to reach this group.

The Spanish questionnaire met several obstacles in practice, and in the end the attempt was abandoned. The translation was a good one for the purpose, being done by a native New Mexico Hispanic sociologist. However, it turned out that members of the target group were often illiterate in Spanish as well as English. Short of individual interviews, which were judged too expensive, the group administration required the instructors to read the questions. In at least some circumstances the instructors seemed to hint at the "correct" answers, thus influencing the supposedly independent responses.

The Spanish questionnaire raised a problem that was not recognized at the time the interview was prepared, which is that the conception of jobs and employment does not correspond with the understanding of some segments of society. Many of the Mexican immigrants in the sample did not have jobs in the sense that is generally understood. For example, some workers, especially in agriculture, worked at a different "job" every day. The questions would not be meaningful in that situation. Furthermore, many of the Hispanics, and doubtless some of the English speakers, never possessed a driver's license and thus could not have been greatly influenced by that sanction. (However, all drove.) The questions concerning license revocation made little sense to them. Other, similar, problems were discovered, such as the fact that many Spanish speakers in Pennsylvania lived in company dormitories, and lacked understanding of the journey to work.

Although an attempt was made to administer the Spanish questionnaire despite these problems, the necessity to read and explain each question made these sessions lengthy and intrusive. The answers received were difficult to understand. The effort was abandoned and the data from the Spanish classes were not included in the final results. Of course, problems such as functional illiteracy and different understandings of employment probably affect some members of the mainstream classes, but it is impossible to identify the misleading cases.

The experience interviewing the Chester County, Pennsylvania Hispanic class on Sunday morning, September 25, 1994 is illustrative of the problems encountered with this group. Although 35 were registered for the class, only 14 people attended. As anticipated, these people were not able to complete a paper-and-pencil survey on their own. The instructor read every question to them and waited for them to record their answers on the questionnaire. One man could neither read nor write, but his neighbor volunteered to listen to his answer (after the instructor read each question) and write his answer on his questionnaire. The administration of the questionnaire in this manner took 80 minutes (compared to the 15-20 minutes when everyone read the questions and answered them on

their own). Some components of the questionnaire were foreign to the Hispanic class (e.g., understanding the word "county", following skip patterns, circling answers, and providing scale responses for questions). Many of these people ride with someone to work, so a vehicle is not important for their employment. Although they are supposed to get a valid Pennsylvania license within 90 days of coming from Mexico, few ever do.

3.7 Victim Survey Results

The following summarizes the results of the victim survey, in addition to the impact on employment already discussed in Section 3.2. It must be remembered that these results are for a relatively small sample of victims (approximately 150) and they represent a very small percentage of the injuries in alcohol-related crashes. The majority of the injuries are suffered by the DUI offenders who cause these crashes (based on absolute numbers). In the following analysis, the question numbers noted on the tables refer to the Victim Questionnaire in Appendix C.

Membership in the victim group was defined in terms of unimpaired survivors of alcohol-related crashes. Over 75 percent of the victims were drivers of another vehicle involved in the crash (but not charged with DUI), as shown in Table 3-26.

Table 3-26. Involvement of Victims in the DUI Crash (Question 2)

Involvement	Victims Not Treated at Hospital		Victims Treated at Hospital		Total	
	Number	Percent	Number	Percent	Number	Percent
Passenger in vehicle of driver charged with DUI	3	4.6	5	6.3	8	5.5
Driver of another vehicle (not charged with DUI)	57	87.7	53	66.3	110	75.9
Passenger in another vehicle (driver not charged with DUI)	2	3.1	22	27.5	24	16.6
Pedestrian	3	4.6	0	0.0	3	2.1
Total	65	100.0	80	100.0	145	100.0

Over 27 percent of the victims were uninjured and nearly half did not require medical treatment. Only about 15 percent required hospitalization. Table 3-27 summarizes the injury severity of the victims by state and total.

Table 3-27. Injury Severity of Crash Victims (Question 3)

Injury Severity	Pennsylvania		California		Delaware		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Not injured	24	44.4	2	5.9	14	24.1	40	27.4
Injured, but not treated at hospital	6	11.1	8	23.5	12	20.7	26	17.8
Treated for injuries at hospital, but no overnight stay required	18	33.3	17	50.0	22	37.9	57	39.0
Hospitalized for less than 1 week	4	7.4	2	5.9	8	13.8	14	9.6
Hospitalized for more than 1 week	2	3.7	5	14.7	2	3.4	9	6.2
Total	54	100.0	34	100.0	58	100.0	146	100.0

Most of the damage was to vehicles. More than 57 percent of the crash victims reported that their vehicle was damaged such that it could not be driven away from the crash scene, as shown in Table 3-28.

Table 3-28. Damage to Vehicle Resulting from DUI Crash (Question 4)

Vehicle Damage	Pennsylvania		California		Delaware		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Do not drive	1	1.9	4	11.8	1	1.8	6	4.2
No loss of vehicle regularly driven	13	24.5	1	2.9	10	17.5	24	16.7
Vehicle damaged, but still able to drive	14	26.4	6	17.6	11	19.3	31	21.5
Vehicle damaged so could not drive away from crash, but since repaired	5	9.4	5	14.7	13	22.8	23	16.0
Vehicle totaled in crash	20	37.7	18	52.9	22	38.6	60	41.7
Total	53	100.0	34	100.0	57	100.0	144	100.0

Table 3-29 compares the remaining results from the crash victim survey with comparable results from the DUI offender survey. Ten percent fewer crash victims were employed at the time of their DUI crash as compared to DUI offenders employed at the time of their DUI arrest. A larger percent of crash victims was employed in professional jobs than DUI offenders. The average tenure of crash victims at their current job was 8 months longer than the average tenure of DUI offenders at their current job. The DUI offenders worked more hours per week and earned slightly more per week than the crash victims. This may be a reflection of the overtime compensation afforded in the more common blue collar jobs of DUI offenders. Another explanation of the higher earnings of DUI offenders is that DUI offenders are predominantly males, and males on average tend to earn more than females. Both groups reported an almost identical weekly reduction in income (under \$100/week) as a result of the DUI crash or loss of license.

Table 3-29. Comparison of Crash Victim Survey and DUI Offender Survey Results

Crash victim survey question	Crash victim survey response	DUI offender survey question	DUI offender survey response
Employed at time of crash (Question 9)	80.8%	Employed at time of DUI arrest (Question 13)	91.8%
Professional employment at current job (Question 7c)	27.1%	Professional employment at current job (Question 11d)	16.0%
Average tenure (months) at current job (Question 7a/b)	72 months	Average tenure (months) at current job (Question 11a/b)	64 months
Average weekly hours worked at current job (Question 7d)	38 hours/week	Average weekly hours worked at current job (Question 11g)	45 hours/week
Average weekly gross earnings at current job (Question 7e)	\$670/week	Average weekly gross earnings at current job (Question 11h)	\$717/week
Average total uncompensated lost wages for those employed at time of crash (Question 10a)	\$682	N/A	N/A
Average difference between regular pay and disability pay for those employed at time of crash & injured in crash (Question 10b)	\$150	N/A	N/A
Average weekly reduction in income for those employed at time of crash (Question 10c)	\$99	Average weekly reduction in income for those employed at time of DUI arrest (Question 20)	\$95

4.0 SUMMARY AND RECOMMENDATIONS

This research indicates that employment consequences of administrative license revocation on DUI offenders are mainly restricted to the need to find alternative transportation. This is generally achieved by riding with others. Offenders see this as an inconvenience, but lost income is uncommon. An impact on established travel patterns is also noticed with regard to functions like shopping and especially for social and recreational purposes. This finding is a general one and is not related to the nature and length of revocation.

Some adaptation to loss of license is accomplished by depending on others, such as family and co-workers. Some is accomplished by driving while unlicensed; it is difficult to control this behavior through law because the population views the risk of apprehension as low.

Alcohol-involved crashes have a great impact on seriously injured victims. However, the proportion of DUI crashes producing serious injury is quite low. Most DUI is crash-free, and most crashes do not involve injury. Thus, the vast bulk of the impact of DUI falls on the offenders and not the "victims."

Some important experience regarding the study of DUI offenders was obtained in the course of this project. The method of obtaining information from offenders at alcohol highway safety schools and alcohol treatment programs worked very well for both first and multiple offenders literate in English. The schools and treatment programs were interested in the research study and were therefore cooperative and accommodating of the research requirements. A very high participation rate was obtained from the offenders. (Of course, they were somewhat of a captive audience and were not actually told that participation in the survey was voluntary.)

Another implication of this research study is that the needs of Spanish speaking DUI offenders may not be adequately addressed by the current alcohol education and treatment program methods. This group is very different from the DUI offenders for whom English is the primary language, in terms of culture, education, employment, and driving experience. A Spanish version of the DUI offender questionnaire was developed for administration in the special classes conducted in Spanish in California and Pennsylvania. The Spanish questionnaire met several obstacles in practice, and in the end the attempt was abandoned when it turned out that members of the target group were often illiterate in Spanish as well as English, and were not able to complete a paper-and-pencil survey on their own. Also, some components of the questionnaire were foreign to the Hispanic classes.

The Spanish speaking respondents raised a problem that was not recognized at the time the interview was prepared, which is that our conception of jobs and employment does not correspond with the understanding of some segments of society. Many of the Mexican immigrants in the sample worked at a different "job" every day. Furthermore, many of the

Hispanics never possessed a driver's license and thus could not have been greatly influenced by that sanction. The questions concerning license revocation made little sense to them. Other, similar, problems were discovered, such as the fact that many Spanish speakers in Pennsylvania lived in company dormitories and lacked understanding of the journey to work.

This research has also found that administrative license systems differ in their efficiency. In some places, represented by Maryland, hearings are almost routinely requested and they often result in return of the license. In others, including both California and Delaware, few requests are made and few are successful in canceling the penalty. A partial explanation may be found, as in Delaware and to a limited extent in Maryland, in the policy of demanding police attendance at hearings and restoring the license of drivers if police do not attend.

Policy recommendations based on these findings are:

1. One should not expect loss of jobs and income from administrative license revocation as great as 90 days for first offenders. Since such revocation has safety benefits, continued support for the adoption of administrative license revocation policies is recommended.
2. The data indicate no strong reason to prefer one form or duration of ALR over another, from the viewpoint of minimizing economic consequences.
3. Because the population perceives the risk of apprehension for unlicensed driving as very low, more should be done to increase the rate of detection, and such efforts should be widely publicized.
4. States should facilitate license reinstatement at the end of the sanction period to encourage drivers to reenter the licensing system.
5. Since the public is still not familiar with administrative license revocation, more resources should be devoted to publicizing this remedial action in order to achieve general deterrence.

The data in this study show that administrative license revocation does not have a major impact on the DUI offender's job and income. An important reason for this is the willingness of offenders deprived of licenses to continue driving. Although they may drive more safely than they did when licensed, presumably even greater safety might be accomplished if the license revocation were more visibly enforced. However, to the extent that the revocation is complied with, there may occur a greater impact on jobs and income than noted. This general issue requires exploration.

Several issues amenable to future research have been identified in the course of this project. A first topic for further research concerns whether driving would be further

reduced with vehicle sanctions, i.e., policies designed to separate would-be drunk driving offenders from access to vehicles. A good model might be Minnesota's license plate confiscation law, applicable to all vehicles driven or owned by multiple offenders. Alan Rodgers (1994) has shown that this law decreases DUI recidivism, but he did not explore the economic consequences of this policy.

A second topic which was not addressed because of contract specifications, but which is related, concerns the direct economic impact of the DUI conviction in the matter of fines, legal expenses, program fees, and insurance surcharges. These costs are quite likely to exceed the income impacts investigated in this report. One should explore differences in these costs by the financial status of the offenders. It is likely that these costs reduce the ability of the offenders to gain access to vehicles and therefore lower DUI recidivism as a collateral matter.

More is needed on enforcing the prohibition of driving while suspended or revoked. What is or would be the impact of increasing checkpoints, whether as an aspect of sobriety checkpoints or separate operations (which could be held during the day and at different kinds of sites)? Would a requirement for licenses to be displayed in windshields produce less unlicensed driving? Technological "fixes" have been suggested, things like making licenses readable by roadside scanners identifying the age and sex of the owners so that police could identify probable unlicensed drivers. Would stiffer penalties deter unlicensed drivers more than they do the general population of potential DUIs?

Finally, the population in this study very largely declares expectations of becoming relicensed, an outcome desirable at first glance because both knowledge and control efforts are enhanced by relicensing. However, the degree to which these expectations are fulfilled is unknown, and the actual consequences of relicensing are not known. A panel study might follow a set of unlicensed drivers over time to check when and how they achieve relicensing, and compare those who do get licensed with those who do not in terms of subsequent driving history. It is possible that a failure to get relicensed is favorable for traffic safety due to the increased effort of the illegal driver to avoid detection.

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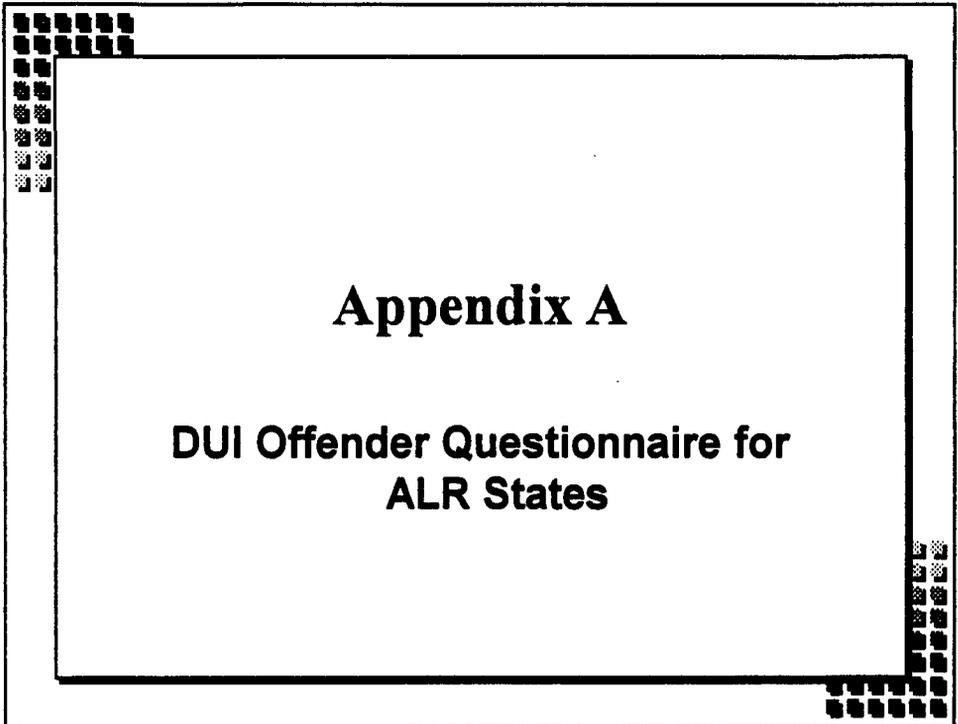
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Appendix A

DUI Offender Questionnaire for ALR States

STUDY OF EFFECTS OF LICENSE REVOCATION ON EMPLOYMENT - 1994
Questionnaire for ALR States - Final Version 6

Interview Date: _____ / _____ /94

There is an interest in finding out how your most recent DUI (driving under the influence) or DWI (driving while intoxicated) arrest has affected your life, especially your employment. In this questionnaire, this arrest is called "your most recent DUI arrest." The results of this anonymous survey will be used to make recommendations concerning state DUI/DWI laws. Thank you for your contribution to this study.

Section 1. Introduction

Q1. Which of the following best describes the reason you are attending today's program? *[PLEASE CIRCLE THE MOST APPROPRIATE ANSWER.]*

1. DUI/DWI arrest
2. Self referral
3. Employee assistance program referral
4. Other (please specify: _____)

>>>> IF YOU ARE NOT HERE TODAY BECAUSE OF A DUI/DWI ARREST, PLEASE SKIP TO Q41 ON PAGE 9. <<<<

Q2. In what county and state do you currently live?

County: _____ State: _____

Q3. What was the date (month and year) and location of your most recent DUI arrest (the one that has resulted in your attendance at this program)?

_____/_____/_____ (Location: City/town/township/borough, state)
(Month) (Year)

Q4. Did you have a license at the time of this most recent DUI arrest?

1. Yes
2. No *[If No, SKIP to Q6.]*

Q5. When did you first lose your license because of this most recent DUI arrest (month and year)?

_____/_____/_____ OR I have not yet lost my license or started my license suspension.
(Month) (Year) *[PLEASE CIRCLE THE ABOVE LINE IF APPROPRIATE.]*

Q6. Was this most recent DUI arrest your *FIRST* DUI arrest since you started driving?

1. Yes *[If FIRST DUI arrest, SKIP to Q9.]*
2. No

Q7. How many total DUI arrests (including this most recent one) have you had in the last year? _____

Q8. How many total DUI arrests (including this most recent one) have you had in the last 5 years? _____

STUDY OF EFFECTS OF LICENSE REVOCATION ON EMPLOYMENT - 1994
Questionnaire for ALR States - Final Version 6

Section 2. Employment, Schooling, Job Search, and Not Employed Periods in 1992/1993/1994

Q9. We would now like you to tell us (to the best of your ability) about your employment from January 1st of 1992 to the present. On the monthly 1992/1993/1994 calendar below, please enter a number from the following list (1-7) in each month block to show your activity that month. If more than one activity applied in a month, enter the numbers for all applicable activities for the month. Choose from these seven categories:

1. Employment (any activity from which you received income, including full-time employment, part-time employment, self employment, and military service)
2. School attendance (high school, college, trade school)
3. Unemployment, during which time you were searching for a job
4. Not working of your own choice (i.e., you were NOT searching for a job)
5. Disability
6. Retirement
7. Jail

Please enter at least one number (from 1-7) in all applicable months below:

	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1992												
1993												
1994												

If you did NOT enter a "1" (employment) in any month block above, SKIP TO Q21 ON PAGE 6.

Q10. What changes took place in your employment and income because of your DUI and/or loss of license?
[IF YOU NEED MORE ROOM, PLEASE WRITE ON THE BACK OF THIS PAGE.]

We would now like you to provide some additional information on the following pages for all jobs you held from January 1, 1992 to the present (those jobs corresponding to all "1s" on the monthly calendar above). Please follow these additional instructions:

1. Enter overlapping time periods if appropriate. For example, if you held two part-time jobs at the same time, provide information on both jobs.
2. If you changed jobs while working for the same employer during 1992, 1993, or 1994, please provide information on these two jobs separately.

STUDY OF EFFECTS OF LICENSE REVOCATION ON EMPLOYMENT - 1994

Questionnaire for ALR States - Final Version 6

Please answer the following for your current job (or most recent job if currently NOT employed).

Q11a. When did you start work at your current job (or most recent job if you are currently NOT employed)?

Month: _____ Year: 19_____

Q11b. When did you stop working at the job you referred to in Q11a?

Month: _____ Year: 19_____ OR I am currently still employed at this job.

Q11c. Which of the following best describes the industry or type of employer of your current job (or most recent job if you are currently NOT employed)? *[CIRCLE THE MOST APPROPRIATE ANSWER.]*

- | | | |
|------------------|------------------------------------|----------------------------------|
| 1. Agriculture | 5. Transportation | 9. Finance/insurance/real estate |
| 2. Mining | 6. Utilities | 10. Services |
| 3. Construction | 7. Wholesale trade | 11. Local/state government |
| 4. Manufacturing | 8. Retail trade | 12. Federal government |
| 13. Military | 14. Other (please specify: _____) | |

Q11d. Which of the following best describes the type of work you do at your current job (or most recent job if you are currently NOT employed)? *[CIRCLE THE MOST APPROPRIATE ANSWER.]*

- | | | | |
|------------------------------------|------------------------|---------------------------------|-------------------------|
| 1. Professional | 4. Sales: High-Level | 7. Service (e.g., food service) | 10. Professional driver |
| 2. Technical | 5. Sales: Clerical | 8. Craft/skilled worker | 11. Laborer |
| 3. Managerial | 6. Non-Sales: Clerical | 9. Machine operator | |
| 12. Other (please specify: _____) | | | |

Q11e. What is/was your most recent one-way average commute distance from home to work for your current job (or most recent job)?

_____ miles one-way (average)

Q11f. How would you describe your need to drive at your current job (or most recent job)? *[CIRCLE ALL THAT APPLY.]*

- | | |
|--|---|
| 1. I don't require a vehicle to do my job. | 4. I drive my own vehicle as part of my job every day. |
| 2. I use my own vehicle to commute to work only. | 5. I drive another vehicle as part of my job sometimes. |
| 3. I drive my own vehicle as part of my job sometimes. | 6. I drive another vehicle as part of my job every day. |

Q11g. In an average week, how many hours do/did you work at your current job (or most recent job)?

_____ hours/week (average)

Q11h. In an average week, what are/were your gross earnings at your current job (or most recent job)?

\$ _____ /week average gross earnings (before taxes or withholdings)

Q11i. If you are not still working at this job, why did you leave? *[CIRCLE ONE.]*

- | | | | |
|-----------------------|------------------------|--|-------------------------|
| 1. Better opportunity | 3. Medical/disability | 5. Relocation | 7. Return to school |
| 2. Layoff/termination | 4. DUI/loss of license | 6. Resignation/unsatisfactory job conditions | 8. End of temporary job |

STUDY OF EFFECTS OF LICENSE REVOCATION ON EMPLOYMENT - 1994

Questionnaire for ALR States - Final Version 6

Please answer the following for the job you held before the one you just described on the last page.

Q12a. (SKIP TO Q13 IF NO MORE JOBS HELD.) When did you start work at this next most recent job?

Month: _____ Year: 19 _____

Q12b. When did you stop working at this next most recent job?

Month: _____ Year: 19 _____ OR I am currently still employed at this job.

Q12c. Which of the following best describes the industry or type of employer of this next most recent job? *[CIRCLE THE MOST APPROPRIATE ANSWER.]*

- | | | |
|------------------|------------------------------------|----------------------------------|
| 1. Agriculture | 5. Transportation | 9. Finance/insurance/real estate |
| 2. Mining | 6. Utilities | 10. Services |
| 3. Construction | 7. Wholesale trade | 11. Local/state government |
| 4. Manufacturing | 8. Retail trade | 12. Federal government |
| 13. Military | 14. Other (please specify: _____) | |

Q12d. Which of the following best describes the type of work you did at this next most recent job? *[CIRCLE THE MOST APPROPRIATE ANSWER.]*

- | | | | |
|------------------------------------|------------------------|---------------------------------|-------------------------|
| 1. Professional | 4. Sales: High-Level | 7. Service (e.g., food service) | 10. Professional driver |
| 2. Technical | 5. Sales: Clerical | 8. Craft/skilled worker | 11. Laborer |
| 3. Managerial | 6. Non-Sales: Clerical | 9. Machine operator | |
| 12. Other (please specify: _____) | | | |

Q12e. What was your most recent one-way average commute distance from home to work for this next most recent job?

_____ miles one-way (average)

Q12f. How would you describe your need to drive at this next most recent job? *[CIRCLE ALL THAT APPLY.]*

- | | |
|--|---|
| 1. I don't require a vehicle to do my job. | 4. I drive my own vehicle as part of my job every day. |
| 2. I use my own vehicle to commute to work only. | 5. I drive another vehicle as part of my job sometimes. |
| 3. I drive my own vehicle as part of my job sometimes. | 6. I drive another vehicle as part of my job every day. |

Q12g. In an average week, how many hours did you work at this next most recent job?

_____ hours/week (average)

Q12h. In an average week, what were your gross earnings at this next most recent job?

\$ _____ /week average gross earnings (before taxes or withholdings)

Q12i. If you are not still working at this job, why did you leave? *[CIRCLE ONE.]*

- | | | | |
|-----------------------|------------------------|--|-------------------------|
| 1. Better opportunity | 3. Medical/disability | 5. Relocation | 7. Return to school |
| 2. Layoff/termination | 4. DUI/loss of license | 6. Resignation/unsatisfactory job conditions | 8. End of temporary job |

STUDY OF EFFECTS OF LICENSE REVOCATION ON EMPLOYMENT - 1994

Questionnaire for ALR States - Final Version 6

Q36. On a scale from 1 to 5, how likely is it that you will (or did) get your license when your suspension/revocation ends (or ended)?

Not at all Likely 1.....2.....3.....4.....5 Very Likely [CIRCLE A NUMBER FROM 1 TO 5.]

Q37. How likely is it that you will drive while you don't have a license?

Not at all Likely 1.....2.....3.....4.....5 Very Likely [CIRCLE A NUMBER FROM 1 TO 5.]

Q38. [SKIP to Q39 IF YOU ANSWERED "Not at all Likely" to Q37.] Considering how you drive when you don't have a license, how likely is it that you will be caught during one month?

Not at all Likely 1.....2.....3.....4.....5 Very Likely [CIRCLE A NUMBER FROM 1 TO 5.]

Q39. On a scale from 0 to 5, to what extent has your loss of license interfered with the following? [CIRCLE A NUMBER FROM 0 TO 5 FOR EACH ACTIVITY.]

	<u>Not Applicable</u>	<u>Not at All</u>	<u>Somewhat</u>	<u>Very Much</u>		
a. Work	0.....	1.....	2.....	3.....	4.....	5
b. Social/recreational activities	0.....	1.....	2.....	3.....	4.....	5
c. Shopping	0.....	1.....	2.....	3.....	4.....	5
d. Medical appointments	0.....	1.....	2.....	3.....	4.....	5
e. Religious services/activities	0.....	1.....	2.....	3.....	4.....	5

Q40. Since you lost your license, what transportation arrangements do you use frequently for the following? [CIRCLE ALL NUMBERS THAT APPLY FOR EACH ACTIVITY.]

	<u>1. Drive Myself</u>	<u>2. Someone Else Drives Me</u>	<u>3. Taxi or Public Transportation</u>	<u>4. Walk or Bicycle</u>	<u>5. Other/ Not Applicable</u>
a. Work	1.....	2.....	3.....	4.....	5
b. Social/recreational activities	1.....	2.....	3.....	4.....	5
c. Shopping	1.....	2.....	3.....	4.....	5
d. Medical appointments	1.....	2.....	3.....	4.....	5
e. Religious services/activities	1.....	2.....	3.....	4.....	5
f. How did you get here today?	1.....	2.....	3.....	4.....	5
g. How did you get to work on the last day you worked?	1.....	2.....	3.....	4.....	5

STUDY OF EFFECTS OF LICENSE REVOCATION ON EMPLOYMENT - 1994
Questionnaire for ALR States - Final Version 6

Section 5. Background Information

Q41. On average, how many miles do you drive per year when you have a full license to drive?

_____ miles/year (average)

Q42. How many miles did you drive last week?

_____ miles last week

Q43. In which of the following ethnic groups would you classify yourself? [CIRCLE ONE.]

- | | | |
|---|--------------------|---------------------------|
| 1. White, not of Hispanic Origin | 3. Hispanic | 5. Asian/Pacific Islander |
| 2. African-American, not of Hispanic Origin | 4. Native American | |

Q44. What is your date of birth (month and year)?

_____/_____
(Month) (Year)

Q45. What is your highest level of education? [CIRCLE ONE.]

- | | |
|---------------------------------|--|
| 1. Junior high school (or less) | 5. Some college, but no degree |
| 2. Some high school | 6. Associates or 2-year college degree |
| 3. High school graduate | 7. Bachelors or 4-year college degree |
| 4. Trade school certificate | 8. Masters or doctorate degree |

Q46. What is your gender? [CIRCLE ONE.]

- | | |
|---------|-----------|
| 1. Male | 2. Female |
|---------|-----------|

Q47. What is your current marital status? [CIRCLE ONE.]

- | | | |
|------------|--------------|------------|
| 1. Single | 3. Divorced | 5. Widowed |
| 2. Married | 4. Separated | |

Q48. Other than yourself, how many people live in your household who currently have a valid driver's license?

_____ other people in my household currently have a valid driver's license.

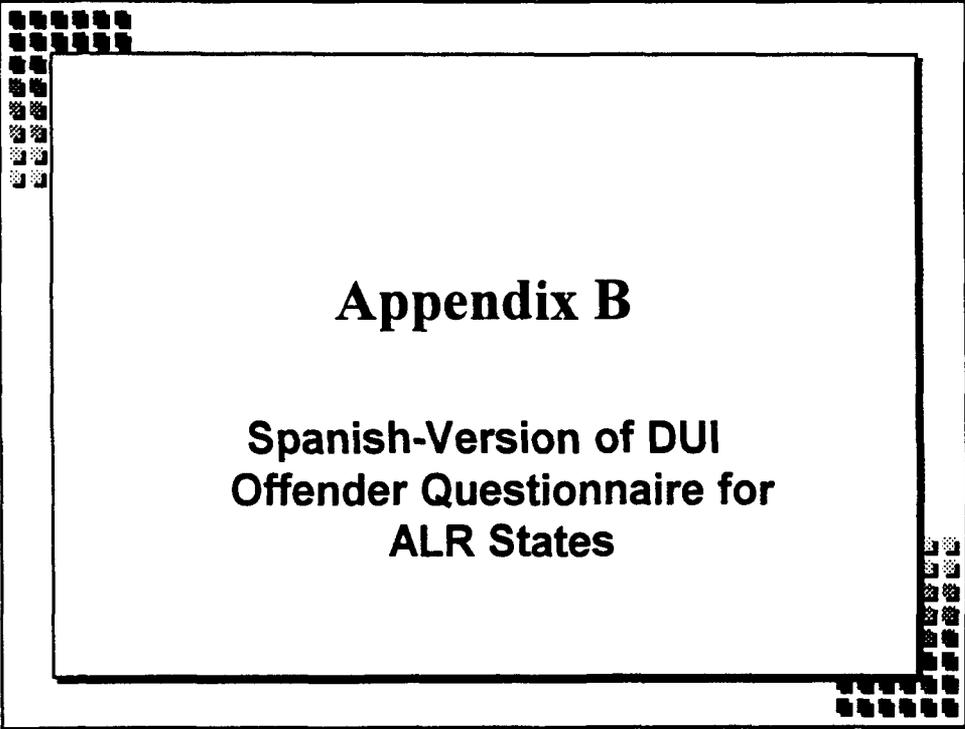
Q49. Other than yourself, how many people live in your household who are currently employed?

_____ other people in my household are currently employed.

Q50. [If you answered "0" to Q49, SKIP Q50.] What is the combined weekly gross earnings (before taxes and withholdings) of these other people who live in your household who are currently employed?

\$ _____/week gross earnings from other people in my household who are currently employed

THANK YOU VERY MUCH FOR PARTICIPATING IN OUR SURVEY.



Appendix B

**Spanish-Version of DUI
Offender Questionnaire for
ALR States**

ESTUDIO DEL IMPACTO DE REVOCACIÓN DE LICENCIA EN EL EMPLEO-1994
Cuestionario para estados con ALR - Versión 6 Final

Fecha de la Entrevista: ____/____/94

Tenemos interés en descubrir como su arresto reciente por manejar (guiar) bajo la influencia del alcohol (MI) o manejar ebrio (ME) ha afectado su vida, especialmente su empleo. En esta encuesta, este arresto se llama "su arresto (ME) más reciente." Los resultados de esta investigación anónima van a ser utilizados para proponer recomendaciones respecto (ME) y las leyes estatales. Muchas gracias por su contribución a este estudio.

Sección 1. Introducción

P1. ¿Cuál de los siguientes elementos describe mejor la razón por su asistencia en el programa de hoy? *[FAVOR DE PONER UN CÍRCULO EN LA RESPUESTA MÁS APROPRIADA.]*

1. Arresto por (MI/ME)
2. Voluntario a si mismo
3. Referido por un programa de asistencia para empleados
4. Otra razón (favor dedecir: _____)

> > > SI NO ESTA AQUÍ HOY POR RAZÓN DE UN ARRESTO POR (MI/ME), FAVOR DE PASAR A P41 EN PÁGINA 9. < < < <

P2. ¿En que condado y estado vive ud. hoy?

Condado: _____ Estado: _____

P3. ¿Qué era la fecha (mes y año) y la localidad de su arresto más reciente (el que ha resultado en su presencia en este programa)?

_____/_____/_____ (Mes) (Año) (Localidad: Ciudad/pueblo/municipio, estado)

P4. ¿Tuvo ud. la licencia de manejar al tiempo de su arresto (ME) más reciente?

1. Sí
2. No *[Si No, PASE a P6.]*

P5. ¿Cuándo perdió su licencia al principio por este arresto (ME) más reciente (mes y año)?

_____/_____/_____ O No he perdido la licencia ni empezado la suspensión.
(Mes) (Año) *[FAVOR DE PONER UN CÍRCULO EN ESTA LÍNEA SI APROPRIADO.]*

P6. ¿Fue este arresto (ME) más reciente su **PRIMER** arresto (ME) desde que empezó a manejar (guiar)?

1. Sí *[SI ES EL PRIMER ARRESTO (ME), PASE A P9.]*
2. No

P7. ¿Cuántos (ME) en total (incluso éste más reciente) ha tenido ud. en este año pasado?

P8. ¿Cuántos arrestos (ME) en total (incluso éste más reciente ha tenido ud. en los ultimos 5 años)?

ESTUDIO DEL IMPACTO DE REVOCACIÓN DE LICENCIA EN EL EMPLEO-1994
Cuestionario para estados con ALR - Versión 6 Final

**Sección 2. Empleo, Instrucción, Busca de Empleo, y Períodos
Sin Trabajo en 1992/1993/1994**

P9. ¿Quisiéramos que ud. nos dijera (segun su capacidad) acerca de su empleo desde el 1 de enero 1992 hasta el presente. En el calendario mensual 1992/1993/1994 abajo, ponga por favor el número de la siguiente lista (1-7) en cada bloque para indicar su actividad ese mes Si mas que un actividad aplica por un mes, ponga los números para todos la actividades aplicable por cada mes. Escoge de estas 7 categorias:

1. Empleo (cualquier actividad de que la recibió ingresos incluso empleo de tiempo pleno, trabajo por horas, empleo de si mismo, y servicio militar)
2. Asistencia a la escuela (colegio, universidad, instituto vocacional)
3. Desempleo, mientras buscaba trabajo
4. Sin empleo por su elección (no buscaba trabajo)
5. Incapacidad
6. Retiro
7. Cárcel

Favor de poner un número por lo menos (de 1-7) para cada mes abajo:

	ene	feb	mar	abril	may	jun	jul	ago	sept	oct	nov	dic
1992												
1993												
1994												

Si no indicó "1" (empleo) para ningún mes arriba, FAVOR DE PASAR A P21 EN PÁGINA 6.

P10. ¿Qué cambios sucedieron en su empleo e ingresos debido a su arresto (ME) y/o la pérdida de licencia? *[SI NECESITA MÁS ESPACIO, FAVOR DE ESCRIBIR AL REVES DE ESTA PÁGINA.]*

Ahora queremos que ud. nos provee más información en las proximas páginas para todos los trabajos que ud. tuvo desde el 1 de enero 1992 hasta el presente (trabajos que corresponden a todo los "1s" en el calendario mensual arriba). Favor de seguir con estas instrucciones adicionales:

1. Ponga los períodos de cobertura parcial si es apropiado. Por ejemplo si mantuvo dos trabajos de tiempo parcial, provee información alrededor de ambos trabajos.
2. Si ud. cambió trabajos mientras trabajaba por el mismo patrón durante 1992, 1993, o 1994, favor de proveer información de los dos trabajos por separado.

ESTUDIO DEL IMPACTO DE REVOCACIÓN DE LICENCIA EN EL EMPLEO-1994
Cuestionario para estados con ALR - Versión 6 Final

Favor de responder a las siguiente preguntas para su trabajo actual (o trabajo mas reciente si no esta empleado).

P11a. ¿Cuándo comenzó su trabajo actual (o el trabajo más reciente si no esta trabajando ahora)?

Mes: _____ Año: 19 _____

P11b. ¿Cuándo termino el trabajo referido en P11a?

Mes: _____ Año: 19 _____ O Estoy empleado todavía en este trabajo.

P11c. ¿Cuál de los siguientes mejor representa la industria o el dueño de su trabajo actual (o el trabajo más reciente si no tiene trabajo)? *[PONGA UN CÍRCULO EN EL NÚMERO APROPRIADO]*

- | | | |
|-----------------|------------------------------------|---------------------------------|
| 1. Agricultura | 5. Transportación | 9. Finanzas/seguros/propiedades |
| 2. Minería | 6. Servicios municipios | 10. Industria de servicios |
| 3. Construcción | 7. Ventas al por mayor | 11. Gobierno local/estatal |
| 4. Fabricación | 8. Comercio al por menor | 12. Gobierno federal |
| 13. Militar | 14. Otro (favor de indicar: _____) | |

P11d. ¿Cuál de los siguiente describe mejor el tipo de trabajo que tiene ud. ahora (o en el trabajo más reciente si no tiene trabajo ahora)? *[FAVOR DE PONER UN CÍRCULO EN LA RESPUESTA APROPRIADA]*

- | | | | |
|----------------------------------|------------------------|--|------------------------|
| 1. Profesional | 4. Ventas: Alto Nivel | 7. Servicios (eje., productos de comida) | 10. Chofer Profesional |
| 2. Técnico | 5. Ventas: Dependiente | 8. Artesano | |
| 3. Administración | 6. Oficinista | 9. Maquinista | 11. Obrero |
| 12. Otro (favor de decir: _____) | | | |

P11e. ¿Qué distancia maneja para su trabajo actual? O sea, ¿qué es/era el promedio distancia, en una dirreción de su vaje diario desde la casa al lugar de trabajo?

_____ millas en una dirreción promedio

P11f. ¿Cómo describiría su necesidad de manejar (guiar) para su trabajo actual (o trabajo mas reciente)? *[PONGA CÍRCULOS EN TODOS QUE APPLICAN.]*

1. No es necesario manejar para hacer mi trabajo.
2. Uso mi vehículo solamente para viajar al trabajo.
3. Es necesario manejar mi vehículo en el trabajo de vez en cuando.
4. Es necesario manejar mi vehículo como parte de mi trabajo cada día.
5. Manejo otro vehículo en mi trabajo de vez en cuando.
6. Manejo otro vehículo en mi trabajo cada día.

P11g. En una semana típica, ¿cuántas horas trabaja/trabajaba en su trabajo actual (o trabajo mas reciente)?

_____ horas/semana (promedio)

P11h. En una semana típica, ¿que son/eran sus sueldos brutos en su trabajo actual (o trabajo mas reciente)?

\$ _____ /semana ingresos brutos promedio (antes de impuestos o retenciones)

P11i. Si es que ya no tiene este trabajo, ¿por qué lo dejó? *[PONGA UN CÍRCULO EN UN NÚMERO.]*

- | | |
|--|----------------------------------|
| 1. Mejor oportunidad | 7. Regresar al escuela |
| 2. Me despidieron | 8. Trabajo temporario se terminó |
| 3. Razón médica/incapacidad | |
| 4. Pérdida de licencia, ME | |
| 5. Mudanza | |
| 6. Dejé mi trabajo/insatisfecho con las condiciones de trabajo | |

ESTUDIO DEL IMPACTO DE REVOCACIÓN DE LICENCIA EN EL EMPLEO-1994
Cuestionario para estados con ALR - Versión 6 Final

Favor de dar respuestas para las siguientes preguntas en relación del trabajo que tuvo antes del trabajo referido en la página antes.

P12a. (PASE A P13 SI NO TUVO TRABAJO ANTES) ¿Cuándo comenzó el trabajo anterior del más reciente?

Mes: _____ Año: 19 _____

P12b. ¿Cuándo terminó el empleo en el trabajo anterior del más reciente?

Mes: _____ Año: 19 _____ O Todavía estoy empleado con este trabajo.

P12c. ¿Cuál de los siguientes elementos representa mejor la industria o dueño del trabajo anterior del más reciente? [PONGA CÍRCULO EN LA RESPUESTA APROPRIADA.]

- | | | |
|-----------------|--------------------------------------|--------------------------------|
| 1. Agricultura | 5. Transportación | 9. Finanza/seguros/propiedades |
| 2. Minería | 6. Servicios municipales | 10. Industria de servicios |
| 3. Construcción | 7. Comercio al por mayor | 11. Gobierno local/estatal |
| 4. Fabricación | 8. Ventas al por menor | 12. Gobierno federal |
| 13. Militar | 14. Otro: (favor de explicar: _____) | |

P12d. ¿Cuál de los siguientes elementos mejor describe el tipo de trabajo que hizo en el trabajo anterior del más reciente? [PONGA CÍRCULO EN LA RESPUESTA APROPRIADA.]

- | | | | |
|-------------------------------------|------------------------|--|------------------------|
| 1. Profesional | 4. Ventas: Nivel Alto | 7. Servicios (eje. productos de comida | 10. Chofer Profesional |
| 2. Técnico | 5. Ventas: Dependiente | 8. Artesano | |
| 3. Administración | 6. Oficinista | 9. Maquinista | 11. Obrero |
| 12. Otro (favor de explicar: _____) | | | |

P12e. ¿Para este trabajo anterior del más reciente, ¿qué es/era el promedio de distancia, en una dirección en su viaje diario de la casa al lugar de trabajo?

_____ millas en una dirección (promedio)

P12f. ¿Cómo describiría su necesidad de manejar (guiar) en este trabajo anterior del más reciente? [PONGA UN CÍRCULO EN TODOS QUE APLICAN.]

1. No es necesario manejar para hacer mi trabajo.
2. Uso mi vehículo solamente para viajar al trabajo.
3. Es necesario manejar mi vehículo en el trabajo de vez en cuando.
4. Es necesario manejar mi vehículo como parte de mi trabajo cada día.
5. Manejo otro vehículo en mi trabajo de vez en cuando.
6. Manejo otro vehículo en mi trabajo cada día.

P12g. En una semana típica, ¿cuántas horas trabajaba en este trabajo anterior del más reciente?

_____ horas/semana (promedio)

P12h. En una semana típica, ¿qué era sus sueldos brutos en este trabajo anterior del más reciente?

\$ _____ /semana ingresos brutos promedio (antes de impuestos o retenciones)

P12i. Si es que ya no tiene este trabajo, ¿por qué lo dejó? [PONGA UN CÍRCULO EN UNO.]

- | | |
|--|----------------------------------|
| 1. Mejor oportunidad | 7. Regresar al escuela |
| 2. Me despidieron | 8. Trabajo temporario se terminó |
| 3. Razón médica/incapacidad | |
| 4. Pérdida de licencia, ME | |
| 5. Mudanza | |
| 6. Dejé mi trabajo/insatisfecho con las condiciones de trabajo | |

ESTUDIO DEL IMPACTO DE REVOCACIÓN DE LICENCIA EN EL EMPLEO-1994
Cuestionario para estados con ALR - Versión 6 Final

> > > > SI UD. NO HA PERDIDO SU LICENCIA POR RAZÓN DE SU ARRESTO (ME) MÁS RECIENTE, FAVOR DE PASAR A P41 EN PÁGINA 9. < < < <

P27. ¿Tomó ud. el examen de aliento en su arresto (ME) más reciente?

1. Sí [Si Sí, PASE A P29.] 2. No

P28. ¿Lo acusaron por rehusar el examen de aliento?

1. Sí 2. No

P29. Antes de su arresto (ME) más reciente, ¿sabía ud. que pudiera perder la licencia por falta de tomar o por rehusar el examen de aliento, aunque no lo hubieran encontrado culpable por ME en la corte?

1. Sí 2. No

P30. ¿Pidió ud. una audiencia (vista) administrativa con el Departamento de Vehículo Automotrices para que se devolvieran la licencia?

1. Sí 2. No [Si No, PASE A P34.]

P31. ¿Asistió ud. a la audiencia administrativa?

1. Sí 2. No

P32. ¿El agente de policía que lo arrestó también asistió a la audiencia?

1. Sí 2. No

P33. ¿Qué fue el resultado de la audiencia administrativa?

1. Perdí la licencia 2. Me devolvieron la licencia [Si eligió número 2, PASE a P41 en PÁGINA 9.]

P34. ¿Cuándo se comenzó oficialmente la suspensión/revocación ME de su licencia?

_____/_____
(Mes) (Año)

P35. ¿Cuánto tiempo va durar (o duró) esta suspensión/revicacuón por su arresto (ME) más reciente?

_____ días, o

_____ semanas, o

_____ mes(es), o

_____ años(s)

[PONGA UN NÚMERO PARA LA APROPRIADO PERÍODO (eje., 3 meses o 1 año).]

ESTUDIO DEL IMPACTO DE REVOCACIÓN DE LICENCIA EN EL EMPLEO-1994
Cuestionario para estados con ALR - Versión 6 Final

P36. En una escala de 1 a 5, ¿qué es (o era) la probabilidad que van a devolver su licencia cuando se termina(ó) la suspensión/ revocación?

No es probable 1.....2.....3.....4.....5 Muy probable [PONGA UN CÍRCULO EN UN NÚMERO 1 A 5.]

P37. ¿Qué es la probabilidad que ud. todavía va manejar aunque no tenga la licencia?

No es probable 1.....2.....3.....4.....5 Muy probable [PONGA UN CÍRCULO EN UN NÚMERO 1 A 5.]

P38. [SI RESPONDIÓ A P37 CON "NO ES PROBABLE" PASE A Q37.] Considerando su modo de manejar cuando no tiene la licencia, ¿qué es la probabilidad que la policía lo van a capturar durante un mes?

No es probable 1.....2.....3.....4.....5 Muy probable [PONGA UN CÍRCULO EN UN NÚMERO 1 A 5.]

P39. En una escala de 0 a 5, ¿hasta que punto la pérdida de licencia ha estorbarado los siguiente actividades? [PONGA UN CÍRCULO EN UN NÚMERO 0 A 5 PARA CADA ACTIVIDAD.]

	No Aplicable	Nada	Algo	Mucho
a. Trabajo	0.....	1.....	2.....	3.....4.....5
b. Actividades sociales	0.....	1.....	2.....	3.....4.....5
c. Compras	0.....	1.....	2.....	3.....4.....5
d. Consultas médicas	0.....	1.....	2.....	3.....4.....5
e. Actividades religiosos	0.....	1.....	2.....	3.....4.....5

P40. Desde que perdió la licencia, ¿qué modo de transportación usa con frecuencia para los siguientes actividades [PONGA UN CÍRCULO EN TODOS LOS NÚMEROS QUE APLICAN.]

	1. Yo mismo Manejo	2. Otra persona Maneja	3. Taxi o Trans- portación Pública	4. Caminar o bicicleta	5. Otro/ No Aplica
a. Trabajo	1.....	2.....	3.....	4.....	5
b. Actividas sociales/ recreativas	1.....	2.....	3.....	4.....	5
c. Compras	1.....	2.....	3.....	4.....	5
d. Consultas médicas	1.....	2.....	3.....	4.....	5
e. Servicios/actividades religiosas	1.....	2.....	3.....	4.....	5
f. ¿Cómo vino ud. aquí hoy?	1.....	2.....	3.....	4.....	5
g. ¿Cómo llegó al trabajo el último día que trabajo?	1.....	2.....	3.....	4.....	5

ESTUDIO DEL IMPACTO DE REVOCACIÓN DE LICENCIA EN EL EMPLEO-1994
Cuestionario para estados con ALR - Versión 6 Final

Sección 5. Información Antecedente

P41. En promedio, ¿cuántas millas maneja al año cuando tiene la licencia de manejar?

_____ millas/año (promedio)

P42. ¿Cuántas millas manejó la semana pasada?

_____ millas la semana pasada

P43. ¿En cuál de los siguientes grupos étnicos se clasificaría? *[PONGA UN CÍRCULO EN UNO.]*

- | | |
|-----------------------------------|---------------------------------|
| 1. Anglosajón, no Hispano | 4. Indio/Nativo Americano |
| 2. Africano-Americano, no Hispano | 5. Asiático/Isleño del Pacífico |
| 3. Hispano | |

P44. ¿Qué es la fecha de su nacimiento (mes y año)?

_____/_____
(Mes) (Año)

P45. ¿Cuál es su nivel de educación *[PONGA UN CÍRCULO EN UNO.]*

- | | |
|------------------------------|------------------------------------|
| 1. 8 años o menos | 5. Algo de universidad, sin título |
| 2. Algo de la secundaria | 6. Título asociado (2 años) |
| 3. Graduado de la secundaria | 7. Bachiller (4 años) |
| 4. Certificado vocacional | 8. Maestría o el doctorado |

P46. ¿Cuál es su género (sexo)? *[PONGA UN CÍRCULO EN UNO.]*

- | | |
|----------|-----------|
| 1. Varón | 2. Hembra |
|----------|-----------|

P47. ¿Cuál es su estado matrimonial? *[PONGA UN CÍRCULO EN UNO.]*

- | | | |
|------------|---------------|-------------|
| 1. Soltero | 3. Divorciado | 5. Viudo(a) |
| 2. Casado | 4. Separado | |

P48. **Aparte de ud., ¿cuántas personas en la casa donde vive actualmente tienen una válida licencia de manejar?**

_____ otra gente in mi casa con licencia válida.

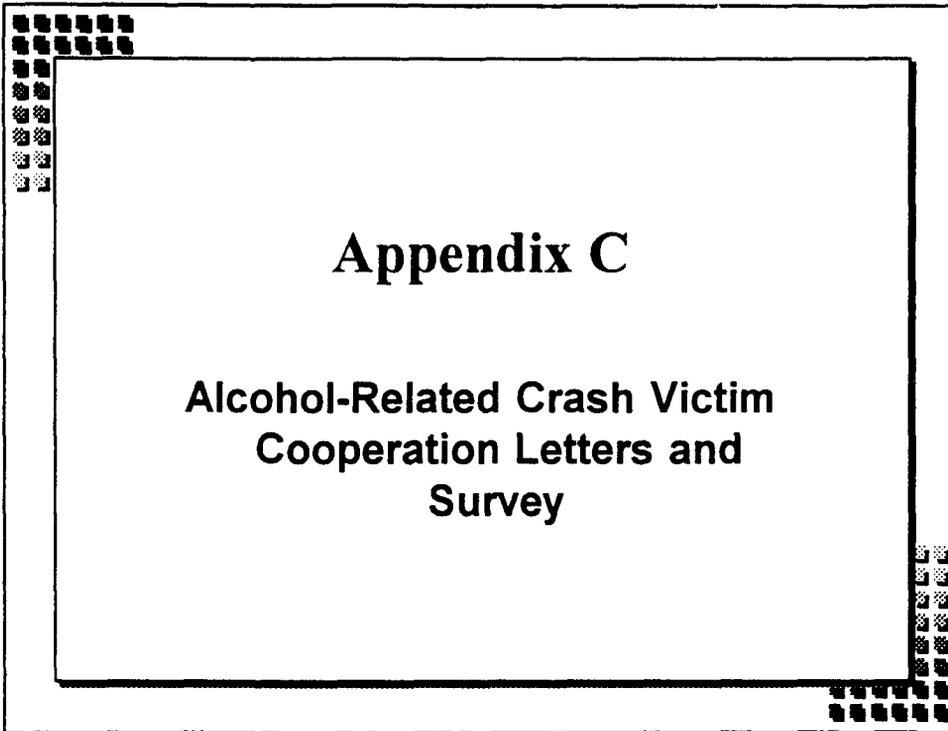
P49. **Aparte de ud., ¿cuántas personas en la casa donde vive actualmente están empleados?**

_____ personas otras en mi casa actualmente empleados

P50. *[Si ud. respondió "0" a P49, No hay que responder a P50.]* Todo combinado, ¿qué son los ingresos brutos (antes de impuestos y retenciones) de estas otras personas en la casa donde vive que estan empleados actualmente?

\$ _____/semana, ingresos brutos de otra gente en mi casa actualmente empleados

MUCHAS GRACIAS POR SU PARTICIPACIÓN EN NUESTRA INVESTIGACIÓN.



Appendix C

**Alcohol-Related Crash Victim
Cooperation Letters and
Survey**

OFFICE OF THE DIRECTOR
DEPARTMENT OF MOTOR VEHICLES
P. O. BOX 932328
SACRAMENTO, CA 94232-3280



February 10, 1995

[REDACTED]

Dear [REDACTED]

We are cooperating in a study to learn more about the impact of alcohol-related accidents on their victims. Our records indicate that you were recently a victim of such an accident, and we would appreciate your participating in the study by completing the enclosed short questionnaire and returning it in the postpaid envelope to KETRON, the contractor who will be analyzing the results of the survey.

This is an anonymous study. There is no place on the questionnaire for your name or other identifier. We have not given your name and address to anyone, and your participation in the study is completely voluntary. However, we hope you will cooperate so that national policy can be informed by the experience of victims.

Should you have any questions about completing the survey, please feel free to call KETRON toll-free at (800) 982-7645 and ask for assistance with the accident victim survey.

Thank you in advance for your participation.

Sincerely,


FRANK S. ZOLIN
Director

Enclosure



STATE OF DELAWARE
DEPARTMENT OF PUBLIC SAFETY
DIVISION OF STATE POLICE
P.O. Box 430
DOVER, DELAWARE 19903

February 20, 1995

Dear Delaware Motorist:

We are cooperating in a study to learn more about the impact of alcohol-related accidents on their victims. Our records indicate that you were recently a victim of such an accident, and we would appreciate your participating in the study by completing the enclosed short questionnaire and returning it in the postpaid envelope to KETRON, the contractor who will be analyzing the results of the survey.

This is an anonymous study. There is no place on the questionnaire for your name or other identifier. We have not given your name and address to anyone, and your participation in the study is completely voluntary. However, we hope you will cooperate so that national policy can be informed by the experience of victims.

Should you have any questions about completing the survey, please feel free to call KETRON toll-free at (800) 982-7645 and ask for assistance with the accident victim survey.

Thank you in advance for your participation.

Very truly yours,

A handwritten signature in cursive script that reads "Alan D. Ellingsworth".

Colonel Alan D. Ellingsworth
Superintendent



DISTRICT ATTORNEY'S OFFICE OF CHESTER COUNTY

17 NORTH CHURCH STREET, SUITE 218

COURTHOUSE ANNEX

WEST CHESTER, PENNSYLVANIA 19380-3086

TELEPHONE: 610-344-6801

FAX: 610-344-5905

Anthony A. Sarcione
District Attorney

Charles Zagorskie
Chief County Detective

April 19, 1995

[REDACTED]

We are cooperating in a study to learn more about the impact of alcohol-related accidents on their victims. Our records indicate that you were a victim of such an accident within the last 2 years. You may have been a driver or a passenger in a vehicle that was struck by a drunk driver or your parked vehicle could have been damaged by a drunk driver. We would appreciate your participating in the study by completing the enclosed short questionnaire and returning it in the postpaid envelope to KETRON, the local contractor who will be analyzing the results of the survey.

This is an anonymous study. There is no place on the questionnaire for your name or other identifier. Your participation in the study is completely voluntary. However, we hope you will cooperate so that national policy can be informed by the experience of victims.

Should you have any questions about completing the survey, please feel free to call KETRON at (610) 648-9000 or toll-free at (800) 982-7645 and ask for assistance with the accident victim survey. Thank you in advance for your participation.

Sincerely,

Anthony A. Sarcione
District Attorney

Enclosure

"Victim" Questionnaire

Q1. What was the date (month and year) of the alcohol-related accident in which you were involved?

_____/_____
(Month) (Year)

Q2. Which of the following best describes the way you were involved in the accident? *[CIRCLE ONE.]*

1. I was the driver of a vehicle, and I was charged with DUI.
2. I was a passenger in the vehicle of a driver, who was charged with DUI.
3. I was the driver of another vehicle involved in the accident, and I was not charged with DUI.
4. I was a passenger in a vehicle involved in the accident, whose driver was not charged with DUI.
5. I was a pedestrian.

Q3. Which of the following best describes the injuries you received in the accident? *[CIRCLE ONE.]*

1. I was not injured in the accident.
2. I was injured, but I was not treated for my injuries at a hospital.
3. I was treated for my injuries at a hospital, but I did not stay overnight in the hospital.
4. I was treated for my injuries at a hospital, and I stayed in the hospital for less than 1 week.
5. I was treated for my injuries at a hospital, and I stayed in the hospital for more than 1 week.

Q4. Which of the following best describes the damage to the vehicle you regularly drive because of the accident? *[CIRCLE ONE.]*

1. I do not drive a vehicle on a regular basis.
2. I had no loss of use of the vehicle I regularly drive because of the accident.
3. The vehicle I regularly drive was damaged in the accident, but I was still able to drive the vehicle.
4. My vehicle was damaged in the accident such that I could not drive it away from the accident scene, but it has been repaired.
5. My vehicle was damaged in the accident such that I could not drive it away from the accident scene, and it has not been repaired.

Q5. What changes took place in your employment and income because of your involvement in the alcohol-related accident?

"Victim" Questionnaire

Q6. We would now like you to tell us about your employment (to the best of your ability) from January 1st of 1993 to the present. On the following monthly 1993/1994/1995 calendar, please enter a number from the following list (1-6) in each month block to show your activity that month:

1. Employment (any activity from which you received income, including full-time employment, part-time employment, self employment, or military service)
2. School attendance (high school, college, or trade school)
3. Unemployment, during which time you were searching for a job
4. Not working of your own choice (i.e., you were NOT searching for a job)
5. Disability or hospitalization
6. Retirement

Please enter at least one number (from 1-6) in all applicable months below:

	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1993												
1994												
1995												

If you did NOT enter a "1" (employment) in any month block above, SKIP TO Q11 ON PAGE 4.

We would now like you to provide some additional information for all jobs you held from January 1, 1993 to the present (those jobs corresponding to all "1s" on the monthly calendar above). Enter overlapping time periods if appropriate. For example, if you held two part-time jobs at the same time, provide information on both jobs.

PLEASE ANSWER THE FOLLOWING FOR YOUR CURRENT JOB (OR YOUR MOST RECENT JOB IF YOU ARE CURRENTLY NOT EMPLOYED).

Q7a. When did you start work at your current job (or most recent job if you are currently NOT employed)?

Month: _____ Year: 19 _____

Q7b. When did you stop working at the job you referred to in Q7a?

Month: _____ Year: 19 _____ OR I am currently still employed at this job.

Q7c. Which of the following best describes the type of work you do at your current job (or most recent job if you are currently NOT employed)? *[CIRCLE ONE.]*

- | | |
|-----------------------------------|---------------------------------|
| 1. Professional | 7. Service (e.g., food service) |
| 2. Technical | 8. Craft/skilled worker |
| 3. Managerial | 9. Machine operator |
| 4. Sales: High-Level | 10. Professional driver |
| 5. Sales: Clerical | 11. Laborer |
| 6. Non-Sales: Clerical | |
| 12. Other (please specify: _____) | |

"Victim" Questionnaire

Q7d. In an average week, how many hours do/did you work at your current job (or most recent job)?

_____ hours/week (average)

Q7e. In an average week, what are/were your gross earnings at your current job (or most recent job)?

\$ _____ /week average gross earnings (before taxes or withholdings)

Q7f. If you are not still working at this job, why did you leave? [CIRCLE ONE.]

- | | |
|-----------------------|--|
| 1. Better opportunity | 5. Resignation/unsatisfactory job conditions |
| 2. Layoff/termination | 6. Return to school |
| 3. Medical/disability | 7. End of temporary job |
| 4. Relocation | 8. Retirement |

SKIP TO Q9 IF YOU ONLY HELD ONE JOB IN 1993-1995. Otherwise, please answer the following questions for the job you held prior to or at the same time as the job you just described in Q7. This second job is referred to as your "next most recent job" in the following questions. If you had more than 2 jobs in 1993-1995, please answer Questions Q8a through Q8f for each additional job on a separate piece of paper and enclose with your completed survey.

Q8a. When did you start work at your next most recent job?

Month: _____ Year: 19 _____

Q8b. When did you stop working at this next most recent job?

Month: _____ Year: 19 _____ OR I am currently still employed at this job.

Q8c. Which of the following best describes the type of work you did at this next most recent job? [CIRCLE ONE.]

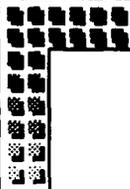
- | | |
|-----------------------------------|---------------------------------|
| 1. Professional | 7. Service (e.g., food service) |
| 2. Technical | 8. Craft/skilled worker |
| 3. Managerial | 9. Machine operator |
| 4. Sales: High-Level | 10. Professional driver |
| 5. Sales: Clerical | 11. Laborer |
| 6. Non-Sales: Clerical | |
| 12. Other (please specify: _____) | |

Q8d. In an average week, how many hours do/did you work at this next most recent job?

_____ hours/week (average)

Q8e. In an average week, what are/were your gross earnings at this next most recent job?

\$ _____ /week average gross earnings (before taxes or withholdings)



Appendix D

DUI Offender Survey Statistical Tabulation by State and DUI Offender Type



Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q3) NUMBER OF MONTHS FROM DUI ARREST TO INTERVIEW

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
3 months or less	43	4	12	8	70	17	30	1	155	30	185
Column Percent	25.6	6.2	12.5	21.1	40.9	20.5	20.8	2.1	26.8	12.9	22.8
Between 4 and 6 months	42	4	29	8	69	13	49	2	189	27	216
Column Percent	25.0	6.2	30.2	21.1	40.4	15.7	34.0	4.3	32.6	11.6	26.6
More than 6 months	83	57	55	22	32	53	65	44	235	176	411
Column Percent	49.4	87.7	57.3	57.9	18.7	63.9	45.1	93.6	40.6	75.5	50.6
Total	168	65	96	38	171	83	144	47	579	233	812

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q4) DID YOU HAVE A LICENSE AT THE TIME OF THIS MOST RECENT DUI ARREST?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	162	56	93	33	168	61	140	31	563	181	744
Column Percent	98.2	86.2	96.9	89.2	98.8	75.3	97.9	67.4	98.1	79.0	92.7
No	3	9	3	4	2	20	3	15	11	48	59
Column Percent	1.8	13.8	3.1	10.8	1.2	24.7	2.1	32.6	1.9	21.0	7.3
Total	165	65	96	37	170	81	143	46	574	229	803

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q5) NUMBER OF MONTHS FROM LOSS OF LICENSE TO INTERVIEW

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Have not lost license	38	9	45	13	11	4	12	--	106	26	132
Column Percent	22.8	15.3	48.4	39.4	6.5	6.2	8.5	--	18.6	13.4	17.3
3 months or less	64	9	11	4	93	12	54	1	222	26	248
Column Percent	38.3	15.3	11.8	12.1	54.7	18.5	38.3	2.7	38.9	13.4	32.4
Between 4 and 6 months	18	10	17	3	41	18	35	5	111	36	147
Column Percent	10.8	16.9	18.3	9.1	24.1	27.7	24.8	13.5	19.4	18.6	19.2
More than 6 months	47	31	20	13	25	31	40	31	132	106	238
Column Percent	28.1	52.5	21.5	39.4	14.7	47.7	28.4	83.8	23.1	54.6	31.1
Total	167	59	93	33	170	65	141	37	571	194	765

NOTE: This question was not asked of DUI offenders who did NOT have a license at the time of their most recent DUI arrest.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q6) WAS THIS MOST RECENT DUI ARREST YOUR FIRST DUI ARREST SINCE YOU STARTED DRIVING?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	168	--	96	--	171	--	144	--	579	--	579
Column Percent	100.0	--	100.0	--	100.0	--	100.0	--	100.0	--	71.9
No	--	63	--	38	--	79	--	46	--	226	226
Column Percent	--	100.0	--	100.0	--	100.0	--	100.0	--	100.0	28.1
Total	168	63	96	38	171	79	144	46	579	226	805

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q7) HOW MANY TOTAL DUI ARRESTS (INCLUDING THIS MOST RECENT ONE) HAVE YOU HAD IN THE LAST YEAR?

RESPONSE	STATE					Total
	Pennsylva- nia	Maryland	California	Delaware	Total	
	OFFENDER TYPE	OFFENDER TYPE	OFFENDER TYPE	OFFENDER TYPE	OFFENDER TYPE	
	Multiple	Multiple	Multiple	Multiple	Multiple	
1	52	28	67	40	187	187
Column Percent	82.5	73.7	83.8	87.0	82.4	82.4
2	11	8	12	6	37	37
Column Percent	17.5	21.1	15.0	13.0	16.3	16.3
3	--	2	1	--	3	3
Column Percent	--	5.3	1.3	--	1.3	1.3
Total	63	38	80	46	227	227

NOTE: This question was only asked of multiple DUI offenders.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q8) HOW MANY TOTAL DUI ARRESTS (INCLUDING THIS MOST RECENT ONE) HAVE YOU HAD IN THE LAST 5 YEARS?

RESPONSE	STATE				Total	Total
	Pennsylvania	Maryland	California	Delaware		
	OFFENDER TYPE					
	Multiple	Multiple	Multiple	Multiple	Multiple	
1	12	--	18	15	45	45
Column Percent	19.4	--	22.5	32.6	19.9	19.9
2	43	27	60	26	156	156
Column Percent	69.4	71.1	75.0	56.5	69.0	69.0
3	7	7	2	5	21	21
Column Percent	11.3	18.4	2.5	10.9	9.3	9.3
4	--	3	--	--	3	3
Column Percent	--	7.9	--	--	1.3	1.3
5	--	1	--	--	1	1
Column Percent	--	2.6	--	--	0.4	0.4
Total	62	38	80	46	226	226

NOTE: This question was only asked of multiple DUI offenders.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total

Q11D) WHICH OF THE FOLLOWING BEST DESCRIBES THE TYPE OF WORK YOU DO AT YOUR CURRENT JOB (OR MOST RECENT JOB IF YOU ARE CURRENTLY NOT EMPLOYED)?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
01) Professional	25	4	14	6	40	13	20	3	99	26	125
Column Percent	15.5	6.6	14.7	17.1	24.0	16.5	14.4	6.5	17.6	11.8	16.0
02) Technical	14	3	8	--	15	8	12	4	49	15	64
Column Percent	8.7	4.9	8.4	--	9.0	10.1	8.6	8.7	8.7	6.8	8.2
03) Managerial	14	6	13	5	21	10	18	1	66	22	88
Column Percent	8.7	9.8	13.7	14.3	12.6	12.7	12.9	2.2	11.7	10.0	11.2
04) Sales: High-Level	13	4	6	1	21	9	12	1	52	15	67
Column Percent	8.1	6.6	6.3	2.9	12.6	11.4	8.6	2.2	9.3	6.8	8.6
05) Sales: Clerical	6	2	1	1	5	--	4	--	16	3	19
Column Percent	3.7	3.3	1.1	2.9	3.0	--	2.9	--	2.8	1.4	2.4
06) Non-Sales: Clerical	3	--	--	--	1	1	1	1	5	2	7
Column Percent	1.9	--	--	--	0.6	1.3	0.7	2.2	0.9	0.9	0.9
07) Service (e.g., food service)	23	7	10	3	24	7	14	6	71	23	94
Column Percent	14.3	11.5	10.5	8.6	14.4	8.9	10.1	13.0	12.6	10.4	12.0
08) Craft/skilled worker	25	24	23	8	13	14	31	18	92	64	156
Column Percent	15.5	39.3	24.2	22.9	7.8	17.7	22.3	39.1	16.4	29.0	19.9
09) Machine operator	7	4	3	2	3	1	4	7	17	14	31
Column Percent	4.3	6.6	3.2	5.7	1.8	1.3	2.9	15.2	3.0	6.3	4.0
10) Professional driver	5	--	6	1	6	2	4	--	21	3	24
Column Percent	3.1	--	6.3	2.9	3.6	2.5	2.9	--	3.7	1.4	3.1
11) Laborer	18	5	7	7	10	3	13	4	48	19	67
Column Percent	11.2	8.2	7.4	20.0	6.0	3.8	9.4	8.7	8.5	8.6	8.6
13) No employment 1992-1994	8	2	4	1	8	11	6	1	26	15	41
Column Percent	5.0	3.3	4.2	2.9	4.8	13.9	4.3	2.2	4.6	6.8	5.2
Total	161	61	95	35	167	79	139	46	562	221	783

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total

Q11D) WHICH OF THE FOLLOWING BEST DESCRIBES THE TYPE OF WORK YOU DO AT YOUR CURRENT JOB (OR MOST RECENT JOB IF YOU ARE CURRENTLY NOT EMPLOYED)?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
01) Professional	25	4	14	6	40	13	20	3	99	26	125
Column Percent	15.5	6.6	14.7	17.1	24.0	16.5	14.4	6.5	17.6	11.8	16.0
02) Technical	14	3	8	--	15	8	12	4	49	15	64
Column Percent	8.7	4.9	8.4	--	9.0	10.1	8.6	8.7	8.7	6.8	8.2
03) Managerial	14	6	13	5	21	10	18	1	66	22	88
Column Percent	8.7	9.8	13.7	14.3	12.6	12.7	12.9	2.2	11.7	10.0	11.2
04) Sales: High-Level	13	4	6	1	21	9	12	1	52	15	67
Column Percent	8.1	6.6	6.3	2.9	12.6	11.4	8.6	2.2	9.3	6.8	8.6
05) Sales: Clerical	6	2	1	1	5	--	4	--	16	3	19
Column Percent	3.7	3.3	1.1	2.9	3.0	--	2.9	--	2.8	1.4	2.4
06) Non-Sales: Clerical	3	--	--	--	1	1	1	1	5	2	7
Column Percent	1.9	--	--	--	0.6	1.3	0.7	2.2	0.9	0.9	0.9
07) Service (e.g., food service)	23	7	10	3	24	7	14	6	71	23	94
Column Percent	14.3	11.5	10.5	8.6	14.4	8.9	10.1	13.0	12.6	10.4	12.0
08) Craft/skilled worker	25	24	23	8	13	14	31	18	92	64	156
Column Percent	15.5	39.3	24.2	22.9	7.8	17.7	22.3	39.1	16.4	29.0	19.9
09) Machine operator	7	4	3	2	3	1	4	7	17	14	31
Column Percent	4.3	6.6	3.2	5.7	1.8	1.3	2.9	15.2	3.0	6.3	4.0
10) Professional driver	5	--	6	1	6	2	4	--	21	3	24
Column Percent	3.1	--	6.3	2.9	3.6	2.5	2.9	--	3.7	1.4	3.1
11) Laborer	18	5	7	7	10	3	13	4	48	19	67
Column Percent	11.2	8.2	7.4	20.0	6.0	3.8	9.4	8.7	8.5	8.6	8.6
13) No employment 1992-1994	8	2	4	1	8	11	6	1	26	15	41
Column Percent	5.0	3.3	4.2	2.9	4.8	13.9	4.3	2.2	4.6	6.8	5.2
Total	161	61	95	35	167	79	139	46	562	221	783

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q11F) HOW WOULD YOU DESCRIBE YOUR NEED TO DRIVE AT YOUR CURRENT JOB (OR MOST RECENT JOB)?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) I don't require a vehicle to do my job.	38	22	18	11	26	18	29	22	111	73	184
Column Percent	18.1	25.0	15.0	22.0	13.3	21.2	15.7	32.8	15.6	25.2	18.4
2) I use my own vehicle to commute to work only.	66	21	34	11	49	20	55	17	204	69	273
Column Percent	31.4	23.9	28.3	22.0	25.0	23.5	29.7	25.4	28.7	23.8	27.3
3) I drive my own vehicle as part of my job sometimes.	26	12	18	5	34	14	24	8	102	39	141
Column Percent	12.4	13.6	15.0	10.0	17.3	16.5	13.0	11.9	14.3	13.4	14.1
4) I drive my own vehicle as part of my job every day.	38	15	22	12	50	19	28	11	138	57	195
Column Percent	18.1	17.0	18.3	24.0	25.5	22.4	15.1	16.4	19.4	19.7	19.5
5) I drive another vehicle as part of my job sometimes.	22	9	8	6	18	6	20	3	68	24	92
Column Percent	10.5	10.2	6.7	12.0	9.2	7.1	10.8	4.5	9.6	8.3	9.2
6) I drive another vehicle as part of my job every day.	20	9	20	5	19	8	29	6	88	28	116
Column Percent	9.5	10.2	16.7	10.0	9.7	9.4	15.7	9.0	12.4	9.7	11.6
Total	210	88	120	50	196	85	185	67	711	290	1001

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q111) IF YOU ARE NOT STILL WORKING AT THIS JOB, WHY DID YOU LEAVE?

RESPONSE	STATE										Total	
	Pennsylvania		Maryland		California		Delaware		Total			
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE			
	First	Multiple										
01) Better opportunity	--	1	1	--	--	1	--	--	--	2	1	3
Column Percent	--	12.5	10.0	--	--	6.3	--	--	--	4.5	3.8	4.3
02) Layoff/termination	3	1	4	--	2	3	2	1	11	5	16	
Column Percent	30.0	12.5	40.0	--	12.5	23.1	25.0	50.0	25.0	19.2	22.9	
03) Medical/disability	1	--	1	--	2	2	1	--	5	2	7	
Column Percent	10.0	--	10.0	--	12.5	15.4	12.5	--	11.4	7.7	10.0	
04) DUI/loss of license	2	5	2	3	6	7	4	1	14	16	30	
Column Percent	20.0	62.5	20.0	100.0	37.5	53.8	50.0	50.0	31.8	61.5	42.9	
05) Relocation	1	--	--	--	--	--	--	--	1	--	1	
Column Percent	10.0	--	--	--	--	--	--	--	2.3	--	1.4	
06) Resignation/unsatisfactory job conditions	--	--	--	--	--	--	1	--	1	--	1	
Column Percent	--	--	--	--	--	--	12.5	--	2.3	--	1.4	
07) Return to school	1	--	1	--	1	1	--	--	3	1	4	
Column Percent	10.0	--	10.0	--	6.3	7.7	--	--	6.8	3.8	5.7	
08) End of temporary job	--	--	--	--	3	--	--	--	3	--	3	
Column Percent	--	--	--	--	18.8	--	--	--	6.8	--	4.3	
09) Retired	2	1	1	--	1	--	--	--	4	1	5	
Column Percent	20.0	12.5	10.0	--	6.3	--	--	--	9.1	3.8	7.1	
Total	10	8	10	3	16	13	8	2	44	26	70	

NOTE: This question was only asked of DUI offenders with job information who were not still working at their most recent job.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q12C) WHICH OF THE FOLLOWING BEST DESCRIBES THE INDUSTRY OR TYPE OF EMPLOYER OF YOUR NEXT MOST RECENT JOB?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
01) Agriculture	--	--	1	--	1	--	--	1	2	1	3
Column Percent	--	--	3.2	--	2.0	--	--	6.7	1.1	1.4	1.2
03) Construction	6	6	3	3	2	4	9	5	20	18	38
Column Percent	10.5	23.1	9.7	20.0	4.0	28.6	20.9	33.3	11.0	25.7	15.1
04) Manufacturing	2	4	1	--	3	--	3	1	9	5	14
Column Percent	3.5	15.4	3.2	--	6.0	--	7.0	6.7	5.0	7.1	5.6
05) Transportation	--	2	3	--	2	--	--	--	5	2	7
Column Percent	--	7.7	9.7	--	4.0	--	--	--	2.8	2.9	2.8
06) Utilities	--	--	1	1	2	1	--	1	3	3	6
Column Percent	--	--	3.2	6.7	4.0	7.1	--	6.7	1.7	4.3	2.4
07) Wholesale trade	--	--	2	1	2	--	1	--	5	1	6
Column Percent	--	--	6.5	6.7	4.0	--	2.3	--	2.8	1.4	2.4
08) Retail trade	7	6	5	4	4	2	6	1	22	13	35
Column Percent	12.3	23.1	16.1	26.7	8.0	14.3	14.0	6.7	12.2	18.6	13.9
09) Finance/insurance/real estate	3	--	1	--	8	3	3	--	15	3	18
Column Percent	5.3	--	3.2	--	16.0	21.4	7.0	--	8.3	4.3	7.2
10) Services	38	7	12	6	25	4	19	6	94	23	117
Column Percent	66.7	26.9	38.7	40.0	50.0	28.6	44.2	40.0	51.9	32.9	46.6
11) Local/state government	1	--	--	--	--	--	1	--	2	--	2
Column Percent	1.8	--	--	--	--	--	2.3	--	1.1	--	0.8
12) Federal government	--	--	1	--	--	--	--	--	1	--	1
Column Percent	--	--	3.2	--	--	--	--	--	0.6	--	0.4
13) Military	--	--	1	--	1	--	1	--	3	--	3
Column Percent	--	--	3.2	--	2.0	--	2.3	--	1.7	--	1.2
14) Other	--	1	--	--	--	--	--	--	--	1	1
Column Percent	--	3.8	--	--	--	--	--	--	--	1.4	0.4
Total	57	26	31	15	50	14	43	15	181	70	251

NOTE: This question includes job information for all jobs other than the current job (where more than one job was worked in 1992-1994).

Effects of Administrative License Revocation on Employment

DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q12D) WHICH OF THE FOLLOWING BEST DESCRIBES THE TYPE OF WORK YOU DID AT YOUR NEXT MOST RECENT JOB?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
01) Professional	9	--	3	2	13	2	7	2	32	6	38
Column Percent	16.1	--	9.7	13.3	26.0	14.3	16.3	13.3	17.8	8.6	15.2
02) Technical	2	3	3	--	6	1	1	3	12	7	19
Column Percent	3.6	11.5	9.7	--	12.0	7.1	2.3	20.0	6.7	10.0	7.6
03) Managerial	4	1	4	2	6	--	11	--	25	3	28
Column Percent	7.1	3.8	12.9	13.3	12.0	--	25.6	--	13.9	4.3	11.2
04) Sales: High-Level	2	2	3	--	5	3	1	--	11	5	16
Column Percent	3.6	7.7	9.7	--	10.0	21.4	2.3	--	6.1	7.1	6.4
05) Sales: Clerical	4	2	1	1	1	--	3	--	9	3	12
Column Percent	7.1	7.7	3.2	6.7	2.0	--	7.0	--	5.0	4.3	4.8
06) Non-Sales: Clerical	2	--	--	1	2	--	2	--	6	1	7
Column Percent	3.6	--	--	6.7	4.0	--	4.7	--	3.3	1.4	2.8
07) Service (e.g., food service)	14	3	5	2	12	3	7	3	38	11	49
Column Percent	25.0	11.5	16.1	13.3	24.0	21.4	16.3	20.0	21.1	15.7	19.6
08) Craft/skilled worker	9	6	5	4	2	4	7	4	23	18	41
Column Percent	16.1	23.1	16.1	26.7	4.0	28.6	16.3	26.7	12.8	25.7	16.4
09) Machine operator	1	1	--	--	1	--	--	1	2	2	4
Column Percent	1.8	3.8	--	--	2.0	--	--	6.7	1.1	2.9	1.6
10) Professional driver	1	--	3	1	--	--	--	--	4	1	5
Column Percent	1.8	--	9.7	6.7	--	--	--	--	2.2	1.4	2.0
11) Laborer	8	8	4	2	2	1	4	2	18	13	31
Column Percent	14.3	30.8	12.9	13.3	4.0	7.1	9.3	13.3	10.0	18.6	12.4
Total	56	26	31	15	50	14	43	15	180	70	250

NOTE: This question includes job information for all jobs other than the current job (where more than one job was worked in 1992-1994).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q12F) HOW WOULD YOU DESCRIBE YOUR NEED TO DRIVE AT YOUR NEXT MOST RECENT JOB?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) I don't require a vehicle to do my job.	11	8	7	5	13	1	6	5	37	19	56
Column Percent	17.2	22.9	21.9	25.0	22.0	5.3	10.3	27.8	17.4	20.7	18.4
2) I use my own vehicle to commute to work only.	27	12	14	7	22	8	23	5	86	32	118
Column Percent	42.2	34.3	43.8	35.0	37.3	42.1	39.7	27.8	40.4	34.8	38.7
3) I drive my own vehicle as part of my job sometimes.	9	3	2	4	9	3	6	1	26	11	37
Column Percent	14.1	8.6	6.3	20.0	15.3	15.8	10.3	5.6	12.2	12.0	12.1
4) I drive my own vehicle as part of my job every day.	7	4	4	2	11	4	10	3	32	13	45
Column Percent	10.9	11.4	12.5	10.0	18.6	21.1	17.2	16.7	15.0	14.1	14.8
5) I drive another vehicle as part of my job sometimes.	6	3	1	2	2	1	7	3	16	9	25
Column Percent	9.4	8.6	3.1	10.0	3.4	5.3	12.1	16.7	7.5	9.8	8.2
6) I drive another vehicle as part of my job every day.	4	5	4	--	2	2	6	1	16	8	24
Column Percent	6.3	14.3	12.5	--	3.4	10.5	10.3	5.6	7.5	8.7	7.9
Total	64	35	32	20	59	19	58	18	213	92	305

NOTE: This question includes job information for all jobs other than the current job (where more than one job was worked in 1992-1994).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q12I) IF YOU ARE NOT STILL WORKING AT THIS JOB, WHY DID YOU LEAVE?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		OFFENDER TYPE		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
01) Better opportunity	19	2	10	5	23	5	7	6	59	18	77
Column Percent	42.2	9.1	43.5	38.5	51.1	41.7	22.6	46.2	41.0	30.0	37.7
02) Layoff/termination	6	5	5	3	7	--	8	2	26	10	36
Column Percent	13.3	22.7	21.7	23.1	15.6	--	25.8	15.4	18.1	16.7	17.6
03) Medical/disability	--	--	--	1	--	--	3	--	3	1	4
Column Percent	--	--	--	7.7	--	--	9.7	--	2.1	1.7	2.0
04) DUI/loss of license	3	6	1	2	3	4	2	3	9	15	24
Column Percent	6.7	27.3	4.3	15.4	6.7	33.3	6.5	23.1	6.3	25.0	11.8
05) Relocation	2	2	1	--	6	2	1	--	10	4	14
Column Percent	4.4	9.1	4.3	--	13.3	16.7	3.2	--	6.9	6.7	6.9
06) Resignation/unsatisfactory job conditions	5	3	1	--	5	1	3	2	14	6	20
Column Percent	11.1	13.6	4.3	--	11.1	8.3	9.7	15.4	9.7	10.0	9.8
07) Return to school	6	1	2	1	--	--	3	--	11	2	13
Column Percent	13.3	4.5	8.7	7.7	--	--	9.7	--	7.6	3.3	6.4
08) End of temporary job	3	3	3	1	1	--	1	--	8	4	12
Column Percent	6.7	13.6	13.0	7.7	2.2	--	3.2	--	5.6	6.7	5.9
09) Retired	--	--	--	--	--	--	1	--	1	--	1
Column Percent	--	--	--	--	--	--	3.2	--	0.7	--	0.5
10) Bankruptcy	1	--	--	--	--	--	1	--	2	--	2
Column Percent	2.2	--	--	--	--	--	3.2	--	1.4	--	1.0
11) Military service	--	--	--	--	--	--	1	--	1	--	1
Column Percent	--	--	--	--	--	--	3.2	--	0.7	--	0.5
Total	45	22	23	13	45	12	31	13	144	60	204

NOTE: This question includes job information for all jobs other than the current job (where more than one job was worked in 1992-1994).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q13) WERE YOU EMPLOYED AT THE TIME OF YOUR MOST RECENT DUI ARREST?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	145	55	85	32	153	70	125	43	508	200	708
Column Percent	89.5	90.2	92.4	88.9	93.9	90.9	93.3	93.5	92.2	90.9	91.8
No	17	6	7	4	10	7	9	3	43	20	63
Column Percent	10.5	9.8	7.6	11.1	6.1	9.1	6.7	6.5	7.8	9.1	8.2
Total	162	61	92	36	163	77	134	46	551	220	771

NOTE: This question was not asked of DUI offenders who had no employment from 1992-1994.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q14) HOW WOULD YOU RATE YOUR OVERALL SATISFACTION WITH THE JOB YOU HELD AT THE TIME OF YOUR MOST RECENT DUI ARREST?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Dissatisfied	8	7	13	3	15	6	11	6	47	22	69
Column Percent	6.3	15.2	16.0	10.0	10.6	9.8	9.6	15.0	10.1	12.4	10.7
Neutral	15	12	10	9	18	11	15	4	58	36	94
Column Percent	11.7	26.1	12.3	30.0	12.8	18.0	13.0	10.0	12.5	20.3	14.6
Satisfied	105	27	58	18	108	44	89	30	360	119	479
Column Percent	82.0	58.7	71.6	60.0	76.6	72.1	77.4	75.0	77.4	67.2	74.6
Total	128	46	81	30	141	61	115	40	465	177	642

NOTE: This question was not asked of DUI offenders who had no employment from 1992-1994 or who were not employed at the time of their DUI arrest.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q15) WERE YOU SELF-EMPLOYED AT THE TIME OF YOUR DUI ARREST?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	20	14	13	13	34	23	10	6	77	56	133
Column Percent	14.7	28.0	15.7	39.4	24.1	35.4	8.7	15.0	16.2	29.8	20.1
No	116	36	70	20	107	42	105	34	398	132	530
Column Percent	85.3	72.0	84.3	60.6	75.9	64.6	91.3	85.0	83.8	70.2	79.9
Total	136	50	83	33	141	65	115	40	475	188	663

NOTE: This question was not asked of DUI offenders who had no employment from 1992-1994 or who were not employed at the time of their DUI arrest.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q16) DOES/DID YOUR EMPLOYER KNOW ABOUT YOUR DUI ARREST?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	87	32	46	17	62	28	74	26	269	103	372
Column Percent	74.4	84.2	65.7	85.0	55.9	62.2	71.2	76.5	66.9	75.2	69.0
No	30	6	24	3	49	17	30	8	133	34	167
Column Percent	25.6	15.8	34.3	15.0	44.1	37.8	28.8	23.5	33.1	24.8	31.0
Total	117	38	70	20	111	45	104	34	402	137	539

NOTE: This question was not asked of DUI offenders who had no employment from 1992-1994 or who were not employed at the time of their DUI arrest.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q17) HOW DID YOUR EMPLOYER FIND OUT ABOUT YOUR DUI ARREST?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) I told my employer.	78	26	37	15	58	26	70	25	243	92	335
Column Percent	88.6	81.3	78.7	83.3	93.5	92.9	93.3	96.2	89.3	88.5	89.1
2) A co-worker told my employer.	3	2	--	--	2	1	4	--	9	3	12
Column Percent	3.4	6.3	--	--	3.2	3.6	5.3	--	3.3	2.9	3.2
3) My employer read about it in the newspaper.	6	2	3	1	--	1	--	--	9	4	13
Column Percent	6.8	6.3	6.4	5.6	--	3.6	--	--	3.3	3.8	3.5
4) The Department of Motor Vehicles notified my employer.	--	1	4	2	1	--	--	--	5	3	8
Column Percent	--	3.1	8.5	11.1	1.6	--	--	--	1.8	2.9	2.1
5) Other	1	1	3	--	1	--	1	1	6	2	8
Column Percent	1.1	3.1	6.4	--	1.6	--	1.3	3.8	2.2	1.9	2.1
Total	88	32	47	18	62	28	75	26	272	104	376

NOTE: This question was not asked of DUI offenders who had no employment from 1992-1994 or who were not employed at the time of their DUI arrest.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q18) DOES/DID YOUR EMPLOYER (AT THE TIME OF YOUR DUI ARREST) KNOW THAT YOU LOST YOUR LICENSE?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) Yes	76	24	22	12	55	26	63	26	216	88	304
Column Percent	65.5	61.5	31.4	60.0	50.9	57.8	60.0	76.5	54.1	63.8	56.6
2) No	29	9	14	4	49	17	33	8	125	38	163
Column Percent	25.0	23.1	20.0	20.0	45.4	37.8	31.4	23.5	31.3	27.5	30.4
3) I have not yet lost my license.	11	6	34	4	4	2	9	--	58	12	70
Column Percent	9.5	15.4	48.6	20.0	3.7	4.4	8.6	--	14.5	8.7	13.0
Total	116	39	70	20	108	45	105	34	399	138	537

NOTE: This question was not asked of DUI offenders who had no employment from 1992-1994 or who were not employed at the time of their DUI arrest.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q19) TO WHAT EXTENT HAS YOUR INCOME BEEN REDUCED AS A DIRECT RESULT OF YOUR DUI ARREST OR LOSS OF LICENSE?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Not at all	85	17	63	21	79	20	72	23	299	81	380
Column Percent	63.0	32.7	76.8	65.6	54.1	29.4	61.0	57.5	62.2	42.2	56.5
To a little extent	7	3	4	1	10	10	7	1	28	15	43
Column Percent	5.2	5.8	4.9	3.1	6.8	14.7	5.9	2.5	5.8	7.8	6.4
To some extent	15	10	4	2	22	12	17	6	58	30	88
Column Percent	11.1	19.2	4.9	6.3	15.1	17.6	14.4	15.0	12.1	15.6	13.1
To a great extent	28	22	11	8	35	26	22	10	96	66	162
Column Percent	20.7	42.3	13.4	25.0	24.0	38.2	18.6	25.0	20.0	34.4	24.1
Total	135	52	82	32	146	68	118	40	481	192	673

NOTE: This question was not asked of DUI offenders who had no employment from 1992-1994 or who were not employed at the time of their DUI arrest.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q22) IN WHOSE NAME WAS THE VEHICLE YOU WERE DRIVING AT THE TIME OF YOUR MOST RECENT DUI ARREST REGISTERED?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) My own name	121	40	70	29	137	69	98	34	426	172	598
Column Percent	72.0	61.5	72.9	80.6	81.1	84.1	68.5	72.3	74.0	74.8	74.2
2) Spouse	8	5	3	1	8	3	6	2	25	11	36
Column Percent	4.8	7.7	3.1	2.8	4.7	3.7	4.2	4.3	4.3	4.8	4.5
3) Relative (other than spouse)	28	7	10	3	9	--	18	6	65	16	81
Column Percent	16.7	10.8	10.4	8.3	5.3	--	12.6	12.8	11.3	7.0	10.0
4) Friend (living in same household)	2	5	3	--	2	2	4	2	11	9	20
Column Percent	1.2	7.7	3.1	--	1.2	2.4	2.8	4.3	1.9	3.9	2.5
5) Friend (not living in same household)	5	2	5	3	4	4	8	3	22	12	34
Column Percent	3.0	3.1	5.2	8.3	2.4	4.9	5.6	6.4	3.8	5.2	4.2
6) Prior owner	--	1	--	--	3	1	4	--	7	2	9
Column Percent	--	1.5	--	--	1.8	1.2	2.8	--	1.2	0.9	1.1
7) Employer	4	4	1	--	2	2	3	--	10	6	16
Column Percent	2.4	6.2	1.0	--	1.2	2.4	2.1	--	1.7	2.6	2.0
8) Rental car	--	--	3	--	4	1	1	--	8	1	9
Column Percent	--	--	3.1	--	2.4	1.2	0.7	--	1.4	0.4	1.1
9) Other	--	1	1	--	--	--	1	--	2	1	3
Column Percent	--	1.5	1.0	--	--	--	0.7	--	0.3	0.4	0.4
Total	168	65	96	36	169	82	143	47	576	230	806

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q23) WERE YOU WEARING YOUR SEAT BELT AT THE TIME OF YOUR DUI ARREST?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	98	24	64	21	149	69	89	22	400	136	536
Column Percent	59.8	38.1	66.7	56.8	88.7	85.2	62.7	46.8	70.2	59.6	67.2
No	66	39	32	16	19	12	53	25	170	92	262
Column Percent	40.2	61.9	33.3	43.2	11.3	14.8	37.3	53.2	29.8	40.4	32.8
Total	164	63	96	37	168	81	142	47	570	228	798

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q24) WHAT DID THE POLICE SAY WAS THE REASON FOR STOPPING YOUR VEHICLE WHEN THE DUI ARREST WAS MADE?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Accident	44	14	13	6	18	9	27	9	102	38	140
Column Percent	26.2	21.9	13.5	16.2	10.7	11.0	19.1	19.1	17.8	16.5	17.4
Moving violation	108	41	72	29	116	52	84	30	380	152	532
Column Percent	64.3	64.1	75.0	78.4	68.6	63.4	59.6	63.8	66.2	66.1	66.2
Vehicle violation (e.g., expired inspection sticker, tail light out, no headlights)	11	3	5	2	19	8	11	5	46	18	64
Column Percent	6.5	4.7	5.2	5.4	11.2	9.8	7.8	10.6	8.0	7.8	8.0
Roadblock or sobriety checkpoint	2	3	1	--	7	4	8	--	18	7	25
Column Percent	1.2	4.7	1.0	--	4.1	4.9	5.7	--	3.1	3.0	3.1
Other	3	3	5	--	9	9	11	3	28	15	43
Column Percent	1.8	4.7	5.2	--	5.3	11.0	7.8	6.4	4.9	6.5	5.3
Total	168	64	96	37	169	82	141	47	574	230	804

Effects of Administrative License Revocation on Employment

DUI Offender Questionnaire

Frequency Tables by State, Offender Type, and Total

Q25) HOW FREQUENTLY IN THE YEAR BEFORE YOUR MOST RECENT DUI ARREST DID YOU CONSUME 1-2 BEERS/MIXED DRINKS/GLASSES WINE LESS THAN 1 HOUR BEFORE DRIVING?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) Never	6	3	5	3	11	2	5	1	27	9	36
Column Percent	3.6	4.6	5.2	8.1	6.5	2.4	3.5	2.1	4.7	3.9	4.5
2) Once in a while	113	23	62	21	110	40	96	22	381	106	487
Column Percent	67.7	35.4	64.6	56.8	65.1	48.8	68.1	46.8	66.5	45.9	60.6
3) More than once per week	41	31	22	10	43	29	33	16	139	86	225
Column Percent	24.6	47.7	22.9	27.0	25.4	35.4	23.4	34.0	24.3	37.2	28.0
4) Daily	7	8	7	3	5	11	7	8	26	30	56
Column Percent	4.2	12.3	7.3	8.1	3.0	13.4	5.0	17.0	4.5	13.0	7.0
Total	167	65	96	37	169	82	141	47	573	231	804

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire

Frequency Tables by State, Offender Type, and Total
 Q26) HOW FREQUENTLY IN THE YEAR BEFORE YOUR MOST RECENT DUI ARREST DID YOU CONSUME 3 BEERS/MIXED DRINKS/GLASSES WINE LESS THAN 1 HOUR BEFORE DRIVING?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) Never	33	6	16	5	44	13	24	8	117	32	149
Column Percent	20.0	9.2	17.0	13.5	26.0	16.0	17.1	17.4	20.6	14.0	18.7
2) Once in a while	100	30	59	21	98	40	92	22	349	113	462
Column Percent	60.6	46.2	62.8	56.8	58.0	49.4	65.7	47.8	61.4	49.3	58.0
3) More than once per week	26	22	13	9	24	24	20	10	83	65	148
Column Percent	15.8	33.8	13.8	24.3	14.2	29.6	14.3	21.7	14.6	28.4	18.6
4) Daily	6	7	6	2	3	4	4	6	19	19	38
Column Percent	3.6	10.8	6.4	5.4	1.8	4.9	2.9	13.0	3.3	8.3	4.8
Total	165	65	94	37	169	81	140	46	568	229	797

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q27) DID YOU TAKE A BREATH TEST AT THE TIME OF YOUR MOST RECENT DUI ARREST?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	118	40	51	17	124	60	109	35	402	152	554
Column Percent	74.7	69.0	79.7	56.7	75.6	75.9	82.6	74.5	77.6	71.0	75.7
No	40	18	13	13	40	19	23	12	116	62	178
Column Percent	25.3	31.0	20.3	43.3	24.4	24.1	17.4	25.5	22.4	29.0	24.3
Total	158	58	64	30	164	79	132	47	518	214	732

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q28) WERE YOU CHARGED WITH REFUSING A BREATH TEST?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	3	3	11	11	5	6	2	3	21	23	44
Column Percent	7.5	15.8	84.6	91.7	12.2	35.3	8.7	25.0	17.9	38.3	24.9
No	37	16	2	1	36	11	21	9	96	37	133
Column Percent	92.5	84.2	15.4	8.3	87.8	64.7	91.3	75.0	82.1	61.7	75.1
Total	40	19	13	12	41	17	23	12	117	60	177

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment

DUI Offender Questionnaire

Frequency Tables by State, Offender Type, and Total

29) BEFORE YOUR DUI ARREST, DID YOU KNOW YOU COULD LOSE YOUR LICENSE FOR FAILING/REFUSING A BREATH TEST, EVEN IF YOU WERE NOT CONVICTED OF A DUI OFFENSE IN COURT?

RESPONSE	STATE						Total		Total
	Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple	First	Multiple	First	Multiple	First	Multiple	
Yes	42	26	108	61	88	34	238	121	359
Column Percent	66.7	83.9	66.3	80.3	67.7	72.3	66.9	78.6	70.4
No	21	5	55	15	42	13	118	33	151
Column Percent	33.3	16.1	33.7	19.7	32.3	27.7	33.1	21.4	29.6
Total	63	31	163	76	130	47	356	154	510

NOTE: This question was not asked of DUI offenders who had not lost their license.

NOTE: This question was not asked in Pennsylvania since this state does not have Administrative License Revocation.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total

Q30) DID YOU REQUEST AN ADMINISTRATIVE HEARING WITH THE DEPARTMENT OF MOTOR VEHICLES WHEN YOU LOST YOUR LICENSE TO GET YOUR LICENSE BACK?

RESPONSE	STATE						Total		Total
	Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple	First	Multiple	First	Multiple	First	Multiple	
Yes	41	17	41	16	43	18	125	51	176
Column Percent	65.1	58.6	25.0	20.8	33.1	38.3	35.0	33.3	34.5
No	22	12	123	61	87	29	232	102	334
Column Percent	34.9	41.4	75.0	79.2	66.9	61.7	65.0	66.7	65.5
Total	63	29	164	77	130	47	357	153	510

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: This question was not asked in Pennsylvania since this state does not have Administrative License Revocation.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q31) DID YOU ATTEND THE ADMINISTRATIVE HEARING?

RESPONSE	STATE						Total		Total
	Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple	First	Multiple	First	Multiple	First	Multiple	
Yes	39	15	26	7	32	15	97	37	134
Column Percent	97.5	83.3	63.4	46.7	74.4	88.2	78.2	74.0	77.0
No	1	3	15	8	11	2	27	13	40
Column Percent	2.5	16.7	36.6	53.3	25.6	11.8	21.8	26.0	23.0
Total	40	18	41	15	43	17	124	50	174

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: This question was not asked in Pennsylvania since this state does not have Administrative License Revocation.
 NOTE: This question was only asked of DUI offenders who requested an administrative hearing.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q32) DID THE ARRESTING POLICE ATTEND THE ADMINISTRATIVE HEARING?

RESPONSE	STATE						Total		Total
	Maryland		California		Delaware				
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple	First	Multiple	First	Multiple	First	Multiple	
Yes	4	8	3	2	23	12	30	22	52
Column Percent	9.8	47.1	7.3	15.4	54.8	70.6	24.2	46.8	30.4
No	37	9	38	11	19	5	94	25	119
Column Percent	90.2	52.9	92.7	84.6	45.2	29.4	75.8	53.2	69.6
Total	41	17	41	13	42	17	124	47	171

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: This question was not asked in Pennsylvania since this state does not have Administrative License Revocation.
 NOTE: This question was only asked of DUI offenders who requested an administrative hearing.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q33) WHAT WAS THE RESULT OF THE ADMINISTRATIVE HEARING?

RESPONSE	STATE						Total		Total
	Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple	First	Multiple	First	Multiple	First	Multiple	
1) I lost my license	20	9	33	11	27	14	80	34	114
Column Percent	52.6	60.0	86.8	91.7	65.9	82.4	68.4	77.3	70.8
2) I got my license back	18	6	5	1	14	3	37	10	47
Column Percent	47.4	40.0	13.2	8.3	34.1	17.6	31.6	22.7	29.2
Total	38	15	38	12	41	17	117	44	161

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: This question was not asked in Pennsylvania since this state does not have Administrative License Revocation.
 NOTE: This question was only asked of DUI offenders who requested an administrative hearing.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q34) MONTHS FROM SUSPENSION TO INTERVIEW

RESPONSE CATEGORY	STATE									Total		Total
	Pennsylvania		Maryland		California		Delaware		Total			
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE			
	First	Multiple										
Have not lost license	27	5	4	2	7	--	1	--	39	7	46	
Column Percent	17.5	8.8	9.1	8.0	4.4	--	0.8	--	8.1	3.5	6.8	
3 months or less	67	9	11	10	92	18	57	1	227	38	265	
Column Percent	43.5	15.8	25.0	40.0	57.9	24.7	46.7	2.3	47.4	19.2	39.1	
Between 4 and 6 months	16	13	12	3	35	19	27	5	90	40	130	
Column Percent	10.4	22.8	27.3	12.0	22.0	26.0	22.1	11.6	18.8	20.2	19.2	
More than 6 months	44	30	17	10	25	36	37	37	123	113	236	
Column Percent	28.6	52.6	38.6	40.0	15.7	49.3	30.3	86.0	25.7	57.1	34.9	
Total	154	57	44	25	159	73	122	43	479	198	677	

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q35) HOW LONG WILL (OR DID) THIS MOST RECENT DUI LICENSE SUSPENSION/REVOCATION LAST? (IN DAYS)

RESPONSE CATEGORY	STATE									Total		Total
	Pennsylvania		Maryland		California		Delaware		Total			
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE			
	First	Multiple										
Less than 1 month	--	--	4	1	--	--	--	--	4	1	5	
Column Percent	--	--	9.1	4.5	--	--	--	--	0.9	0.5	0.8	
Between 1 and 3 months	61	--	18	2	7	--	2	--	88	2	90	
Column Percent	39.6	--	40.9	9.1	4.5	--	1.7	--	18.8	1.0	13.5	
Between 3 and 12 months	84	44	20	16	140	33	88	26	332	119	451	
Column Percent	54.5	74.6	45.5	72.7	90.9	44.6	75.9	61.9	70.9	60.4	67.8	
More than 1 year	9	15	2	3	7	41	26	16	44	75	119	
Column Percent	5.8	25.4	4.5	13.6	4.5	55.4	22.4	38.1	9.4	38.1	17.9	
Total	154	59	44	22	154	74	116	42	468	197	665	

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q36) HOW LIKELY IS IT THAT YOU WILL (OR DID) GET YOUR LICENSE WHEN YOUR SUSPENSION/REVOCAION ENDS (OR ENDED)?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Not at All Likely	10	6	--	3	10	8	10	2	30	19	49
Column Percent	6.6	10.9	--	12.5	6.5	10.7	8.1	4.5	6.4	9.6	7.3
Inlikely	5	1	1	1	--	3	--	1	6	6	12
Column Percent	3.3	1.8	2.4	4.2	--	4.0	--	2.3	1.3	3.0	1.8
Somewhat likely	7	4	3	9	7	7	5	6	22	26	48
Column Percent	4.6	7.3	7.3	37.5	4.5	9.3	4.1	13.6	4.7	13.1	7.2
Very likely	129	44	37	11	138	57	108	35	412	147	559
Column Percent	85.4	80.0	90.2	45.8	89.0	76.0	87.8	79.5	87.7	74.2	83.7
Total	151	55	41	24	155	75	123	44	470	198	668

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q37) HOW LIKELY IS IT THAT YOU WILL DRIVE WHILE YOU DON'T HAVE A LICENSE?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Not at All Likely	115	32	26	16	55	14	70	27	266	89	355
Column Percent	73.2	55.2	59.1	57.1	35.7	18.7	56.9	60.0	55.6	43.2	51.9
Unlikely	10	7	3	1	17	8	11	6	41	22	63
Column Percent	6.4	12.1	6.8	3.6	11.0	10.7	8.9	13.3	8.6	10.7	9.2
Somewhat likely	6	5	2	2	15	5	7	2	30	14	44
Column Percent	3.8	8.6	4.5	7.1	9.7	6.7	5.7	4.4	6.3	6.8	6.4
Very likely	26	14	13	9	67	48	35	10	141	81	222
Column Percent	16.6	24.1	29.5	32.1	43.5	64.0	28.5	22.2	29.5	39.3	32.5
Total	157	58	44	28	154	75	123	45	478	206	684

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment

DUI Offender Questionnaire
Frequency Tables by State, Offender Type, and Total

Q38) CONSIDERING HOW YOU DRIVE WHEN YOU DON'T HAVE A LICENSE, HOW LIKELY IS IT THAT YOU WILL BE CAUGHT DURING ONE MONTH?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Not at All Likely	24	18	11	4	48	29	22	8	105	59	164
Column Percent	57.1	78.3	73.3	57.1	53.3	50.9	44.0	47.1	53.3	56.7	54.5
Unlikely	4	3	1	1	26	15	13	1	44	20	64
Column Percent	9.5	13.0	6.7	14.3	28.9	26.3	26.0	5.9	22.3	19.2	21.3
Somewhat likely	9	1	3	--	14	11	8	6	34	18	52
Column Percent	21.4	4.3	20.0	--	15.6	19.3	16.0	35.3	17.3	17.3	17.3
Very likely	5	1	--	2	2	2	7	2	14	7	21
Column Percent	11.9	4.3	--	28.6	2.2	3.5	14.0	11.8	7.1	6.7	7.0
Total	42	23	15	7	90	57	50	17	197	104	301

NOTE: This question was not asked of DUI offenders who had not lost their license.
NOTE: This question was NOT asked if Q37 answered as Not at All Likely.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q39A) TO WHAT EXTENT HAS YOUR LOSS OF LICENSE INTERFERED WITH WORK?

RESPONSE CATEGORY	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Not applicable	12	3	5	--	9	7	6	3	32	13	45
Column Percent	10.1	6.3	15.6	--	6.2	9.7	5.6	6.8	7.9	7.2	7.7
Not at all	34	12	13	5	38	14	24	11	109	42	151
Column Percent	28.6	25.0	40.6	29.4	26.2	19.4	22.4	25.0	27.0	23.2	25.9
To a little extent	6	3	3	3	8	3	12	3	29	12	41
Column Percent	5.0	6.3	9.4	17.6	5.5	4.2	11.2	6.8	7.2	6.6	7.0
To some extent	21	6	3	4	22	9	18	11	64	30	94
Column Percent	17.6	12.5	9.4	23.5	15.2	12.5	16.8	25.0	15.9	16.6	16.1
To a great extent	46	24	8	5	68	39	47	16	169	84	253
Column Percent	38.7	50.0	25.0	29.4	46.9	54.2	43.9	36.4	41.9	46.4	43.3
Total	119	48	32	17	145	72	107	44	403	181	584

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q39B) TO WHAT EXTENT HAS YOUR LOSS OF LICENSE INTERFERED WITH SOCIAL/RECREATIONAL ACTIVITIES?

RESPONSE CATEGORY	STATE									Total		Total
	Pennsylvania		Maryland		California		Delaware		Total			
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE			
	First	Multiple										
Not applicable	1	--	1	--	4	1	2	--	8	1	9	
Column Percent	0.9	--	2.9	--	2.7	1.4	1.9	--	2.0	0.6	1.5	
Not at all	16	5	5	4	19	9	9	8	49	26	75	
Column Percent	13.7	10.9	14.7	22.2	12.9	12.5	8.3	18.2	12.1	14.4	12.8	
To a little extent	8	2	2	--	9	5	7	3	26	10	36	
Column Percent	6.8	4.3	5.9	--	6.1	6.9	6.5	6.8	6.4	5.6	6.1	
To some extent	29	11	8	6	27	15	19	9	83	41	124	
Column Percent	24.8	23.9	23.5	33.3	18.4	20.8	17.6	20.5	20.4	22.8	21.2	
To a great extent	63	28	18	8	88	42	71	24	240	102	342	
Column Percent	53.8	60.9	52.9	44.4	59.9	58.3	65.7	54.5	59.1	56.7	58.4	
Total	117	46	34	18	147	72	108	44	406	180	586	

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q39C) TO WHAT EXTENT HAS YOUR LOSS OF LICENSE INTERFERED WITH SHOPPING?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Not applicable	6	3	1	--	9	3	4	1	20	7	27
Column Percent	5.1	6.7	2.9	--	6.1	4.3	3.6	2.3	4.9	4.0	4.6
Not at all	21	6	10	5	25	12	20	13	76	36	112
Column Percent	17.8	13.3	29.4	27.8	17.0	17.4	18.2	29.5	18.6	20.5	19.1
To a little extent	16	3	3	1	8	8	4	--	31	12	43
Column Percent	13.6	6.7	8.8	5.6	5.4	11.6	3.6	--	7.6	6.8	7.4
To some extent	27	10	4	4	23	12	15	11	69	37	106
Column Percent	22.9	22.2	11.8	22.2	15.6	17.4	13.6	25.0	16.9	21.0	18.1
To a great extent	48	23	16	8	82	34	67	19	213	84	297
Column Percent	40.7	51.1	47.1	44.4	55.8	49.3	60.9	43.2	52.1	47.7	50.8
Total	118	45	34	18	147	69	110	44	409	176	585

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q39D) TO WHAT EXTENT HAS YOUR LOSS OF LICENSE INTERFERED WITH MEDICAL APPOINTMENTS?

RESPONSE CATEGORY	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Not applicable	24	4	5	4	23	5	13	1	65	14	79
Column Percent	20.7	8.7	14.7	22.2	15.9	7.2	12.0	2.3	16.1	7.9	13.6
Not at all	27	8	10	4	34	15	26	16	97	43	140
Column Percent	23.3	17.4	29.4	22.2	23.4	21.7	24.1	36.4	24.1	24.3	24.1
To a little extent	12	2	3	1	11	6	2	6	28	15	43
Column Percent	10.3	4.3	8.8	5.6	7.6	8.7	1.9	13.6	6.9	8.5	7.4
To some extent	17	10	4	1	21	9	19	6	61	26	87
Column Percent	14.7	21.7	11.8	5.6	14.5	13.0	17.6	13.6	15.1	14.7	15.0
To a great extent	36	22	12	8	56	34	48	15	152	79	231
Column Percent	31.0	47.8	35.3	44.4	38.6	49.3	44.4	34.1	37.7	44.6	39.8
Total	116	46	34	18	145	69	108	44	403	177	580

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q39E) TO WHAT EXTENT HAS YOUR LOSS OF LICENSE INTERFERED WITH RELIGIOUS SERVICES/ACTIVITIES?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Not applicable	34	13	10	6	47	23	25	9	116	51	167
Column Percent	29.1	28.9	30.3	33.3	33.1	34.8	23.1	20.5	29.0	29.5	29.1
Not at all	33	11	10	3	38	13	28	14	109	41	150
Column Percent	28.2	24.4	30.3	16.7	26.8	19.7	25.9	31.8	27.3	23.7	26.2
To a little extent	11	--	--	1	5	2	2	3	18	6	24
Column Percent	9.4	--	--	5.6	3.5	3.0	1.9	6.8	4.5	3.5	4.2
To some extent	17	7	4	1	17	5	15	5	53	18	71
Column Percent	14.5	15.6	12.1	5.6	12.0	7.6	13.9	11.4	13.3	10.4	12.4
To a great extent	22	14	9	7	35	23	38	13	104	57	161
Column Percent	18.8	31.1	27.3	38.9	24.6	34.8	35.2	29.5	26.0	32.9	28.1
Total	117	45	33	18	142	66	108	44	400	173	573

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q40(COMBINED) SINCE YOU LOST YOUR LICENSE, HAVE YOU DRIVEN YOURSELF ANYWHERE?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Yes	51	15	21	6	101	51	39	9	212	81	293
Column Percent	39.5	29.4	55.3	26.1	64.7	65.4	33.3	20.5	48.2	41.3	46.1
No	78	36	17	17	55	27	78	35	228	115	343
Column Percent	60.5	70.6	44.7	73.9	35.3	34.6	66.7	79.5	51.8	58.7	53.9
Total	129	51	38	23	156	78	117	44	440	196	636

NOTE: This question was not asked of DUI offenders who had not lost their license.

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q40A) SINCE YOU LOST YOUR LICENSE, WHAT TRANSPORTATION ARRANGEMENTS DO YOU USE FREQUENTLY FOR WORK?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
) Drive myself	17	8	8	4	57	33	28	7	110	52	162
Column Percent	11.9	12.9	21.1	18.2	29.2	33.3	20.6	14.0	21.5	22.3	21.7
) Someone else drives me	84	31	22	15	51	21	69	28	226	95	321
Column Percent	58.7	50.0	57.9	68.2	26.2	21.2	50.7	56.0	44.1	40.8	43.1
) Taxi or public transportation	12	9	2	1	48	23	16	3	78	36	114
Column Percent	8.4	14.5	5.3	4.5	24.6	23.2	11.8	6.0	15.2	15.5	15.3
) Walk or bicycle	21	10	2	2	27	12	19	10	69	34	103
Column Percent	14.7	16.1	5.3	9.1	13.8	12.1	14.0	20.0	13.5	14.6	13.8
) Other / not applicable	9	4	4	--	12	10	4	2	29	16	45
Column Percent	6.3	6.5	10.5	--	6.2	10.1	2.9	4.0	5.7	6.9	6.0
Total	143	62	38	22	195	99	136	50	512	233	745

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: Respondents could provide more than one answer for this question (circle all that apply).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q40B) SINCE YOU LOST YOUR LICENSE, WHAT TRANSPORTATION ARRANGEMENTS DO YOU USE FREQUENTLY FOR SOCIAL/RECREATIONAL ACTIVITIES?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) Drive myself	4	1	4	2	28	20	16	4	52	27	79
Column Percent	2.9	1.6	10.5	6.7	13.9	21.5	12.6	7.5	10.3	11.3	10.7
2) Someone else drives me	101	40	25	17	102	44	85	32	313	133	446
Column Percent	74.3	64.5	65.8	56.7	50.5	47.3	66.9	60.4	62.2	55.9	60.2
3) Taxi or public transportation	8	7	3	5	33	20	7	4	51	36	87
Column Percent	5.9	11.3	7.9	16.7	16.3	21.5	5.5	7.5	10.1	15.1	11.7
4) Walk or bicycle	19	11	4	5	36	8	14	11	73	35	108
Column Percent	14.0	17.7	10.5	16.7	17.8	8.6	11.0	20.8	14.5	14.7	14.6
5) Other / not applicable	4	3	2	1	3	1	5	2	14	7	21
Column Percent	2.9	4.8	5.3	3.3	1.5	1.1	3.9	3.8	2.8	2.9	2.8
Total	136	62	38	30	202	93	127	53	503	238	741

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: Respondents could provide more than one answer for this question (circle all that apply).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q40C) SINCE YOU LOST YOUR LICENSE, WHAT TRANSPORTATION ARRANGEMENTS DO YOU USE FREQUENTLY FOR SHOPPING?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		OFFENDER TYPE		
	First	Multiple	First	Multiple	First	Multiple	First	Multiple	First	Multiple	
1) Drive myself	8	5	4	3	37	27	25	4	74	39	113
Column Percent	6.3	9.1	11.4	13.6	21.0	35.1	19.8	7.7	15.9	18.9	16.8
2) Someone else drives me	86	35	24	11	74	28	80	32	264	106	370
Column Percent	67.2	63.6	68.6	50.0	42.0	36.4	63.5	61.5	56.8	51.5	55.1
3) Taxi or public transportation	9	5	--	4	23	13	4	5	36	27	63
Column Percent	7.0	9.1	--	18.2	13.1	16.9	3.2	9.6	7.7	13.1	9.4
4) Walk or bicycle	19	8	3	3	37	7	13	9	72	27	99
Column Percent	14.8	14.5	8.6	13.6	21.0	9.1	10.3	17.3	15.5	13.1	14.8
5) Other / not applicable	6	2	4	1	5	2	4	2	19	7	26
Column Percent	4.7	3.6	11.4	4.5	2.8	2.6	3.2	3.8	4.1	3.4	3.9
Total	128	55	35	22	176	77	126	52	465	206	671

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: Respondents could provide more than one answer for this question (circle all that apply).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q40D) SINCE YOU LOST YOUR LICENSE, WHAT TRANSPORTATION ARRANGEMENTS DO YOU USE FREQUENTLY FOR MEDICAL APPOINTMENTS?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) Drive myself	9	7	6	4	44	30	22	6	81	47	128
Column Percent	7.0	12.5	16.2	15.4	25.9	35.7	18.8	11.8	17.9	21.7	19.1
2) Someone else drives me	82	37	22	11	67	31	70	29	241	108	349
Column Percent	64.1	66.1	59.5	42.3	39.4	36.9	59.8	56.9	53.3	49.8	52.2
3) Taxi or public transportation	7	6	2	4	23	16	6	6	38	32	70
Column Percent	5.5	10.7	5.4	15.4	13.5	19.0	5.1	11.8	8.4	14.7	10.5
4) Walk or bicycle	5	5	1	3	17	3	6	8	29	19	48
Column Percent	3.9	8.9	2.7	11.5	10.0	3.6	5.1	15.7	6.4	8.8	7.2
5) Other / not applicable	25	1	6	4	19	4	13	2	63	11	74
Column Percent	19.5	1.8	16.2	15.4	11.2	4.8	11.1	3.9	13.9	5.1	11.1
Total	128	56	37	26	170	84	117	51	452	217	669

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: Respondents could provide more than one answer for this question (circle all that apply).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q40E) SINCE YOU LOST YOUR LICENSE, WHAT TRANSPORTATION ARRANGEMENTS DO YOU USE FREQUENTLY FOR RELIGIOUS SERVICES/ACTIVITIES?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
a) Drive myself	5	1	4	1	24	16	15	4	48	22	70
Column Percent	4.0	2.0	11.4	3.8	16.4	21.1	14.0	8.7	11.6	11.1	11.5
b) Someone else drives me	61	30	17	10	44	23	57	23	179	86	265
Column Percent	48.8	60.0	48.6	38.5	30.1	30.3	53.3	50.0	43.3	43.4	43.4
c) Taxi or public transportation	5	3	3	3	11	10	2	4	21	20	41
Column Percent	4.0	6.0	8.6	11.5	7.5	13.2	1.9	8.7	5.1	10.1	6.7
d) Walk or bicycle	13	4	2	3	12	2	7	5	34	14	48
Column Percent	10.4	8.0	5.7	11.5	8.2	2.6	6.5	10.9	8.2	7.1	7.9
e) Other / not applicable	41	12	9	9	55	25	26	10	131	56	187
Column Percent	32.8	24.0	25.7	34.6	37.7	32.9	24.3	21.7	31.7	28.3	30.6
Total	125	50	35	26	146	76	107	46	413	198	611

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: Respondents could provide more than one answer for this question (circle all that apply).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q40F) HOW DID YOU GET HERE TODAY?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) Drive myself	40	9	18	6	84	36	17	5	159	56	215
Column Percent	32.8	17.6	51.4	30.0	54.2	48.0	15.2	11.4	37.5	29.5	35.0
2) Someone else drives me	70	34	11	12	41	22	83	33	205	101	306
Column Percent	57.4	66.7	31.4	60.0	26.5	29.3	74.1	75.0	48.3	53.2	49.8
3) Taxi or public transportation	3	5	1	--	18	12	3	3	25	20	45
Column Percent	2.5	9.8	2.9	--	11.6	16.0	2.7	6.8	5.9	10.5	7.3
4) Walk or bicycle	6	3	2	2	9	4	8	2	25	11	36
Column Percent	4.9	5.9	5.7	10.0	5.8	5.3	7.1	4.5	5.9	5.8	5.9
5) Other / not applicable	3	--	3	--	3	1	1	1	10	2	12
Column Percent	2.5	--	8.6	--	1.9	1.3	0.9	2.3	2.4	1.1	2.0
Total	122	51	35	20	155	75	112	44	424	190	614

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: Respondents could provide more than one answer for this question (circle all that apply).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q40G) HOW DID YOU GET TO WORK ON THE LAST DAY YOU WORKED?

RESPONSE	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) Drive myself	41	12	19	5	71	41	31	8	162	66	228
Column Percent	34.5	24.0	55.9	26.3	46.1	58.6	28.2	18.2	38.8	36.1	38.0
2) Someone else drives me	55	25	12	10	37	10	58	25	162	70	232
Column Percent	46.2	50.0	35.3	52.6	24.0	14.3	52.7	56.8	38.8	38.3	38.7
3) Taxi or public transportation	3	3	1	1	22	11	10	1	36	16	52
Column Percent	2.5	6.0	2.9	5.3	14.3	15.7	9.1	2.3	8.6	8.7	8.7
4) Walk or bicycle	13	7	--	2	17	3	8	8	38	20	58
Column Percent	10.9	14.0	--	10.5	11.0	4.3	7.3	18.2	9.1	10.9	9.7
5) Other / not applicable	7	3	2	1	7	5	3	2	19	11	30
Column Percent	5.9	6.0	5.9	5.3	4.5	7.1	2.7	4.5	4.6	6.0	5.0
Total	119	50	34	19	154	70	110	44	417	183	600

NOTE: This question was not asked of DUI offenders who had not lost their license.
 NOTE: Respondents could provide more than one answer for this question (circle all that apply).

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q43) IN WHICH OF THE FOLLOWING ETHNIC GROUPS WOULD YOU CLASSIFY YOURSELF?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
White, not of Hispanic origin	151	55	83	28	152	70	124	41	510	194	704
Column Percent	93.2	90.2	87.4	77.8	91.6	89.7	87.9	87.2	90.4	87.4	89.6
Other	11	6	12	8	14	8	17	6	54	28	82
Column Percent	6.8	9.8	12.6	22.2	8.4	10.3	12.1	12.8	9.6	12.6	10.4
Total	162	61	95	36	166	78	141	47	564	222	786

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q45) WHAT IS YOUR HIGHEST LEVEL OF EDUCATION?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		OFFENDER TYPE		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
1) Junior high school (or less)	4	--	3	1	--	--	--	--	7	1	8
Column Percent	2.4	--	3.2	2.7	--	--	--	--	1.2	0.4	1.0
2) Some high school	10	4	6	2	2	3	10	8	28	17	45
Column Percent	6.1	6.3	6.3	5.4	1.2	3.8	7.0	17.0	4.9	7.5	5.7
3) High school graduate	44	25	32	14	27	12	42	16	145	67	212
Column Percent	26.8	39.1	33.7	37.8	16.2	15.2	29.6	34.0	25.5	29.5	26.7
4) Trade school certificate	8	10	3	3	4	6	16	8	31	27	58
Column Percent	4.9	15.6	3.2	8.1	2.4	7.6	11.3	17.0	5.5	11.9	7.3
5) Some college, but no degree	45	14	14	10	53	29	38	8	150	61	211
Column Percent	27.4	21.9	14.7	27.0	31.7	36.7	26.8	17.0	26.4	26.9	26.5
6) Associates or 2-year college degree	10	--	9	3	19	4	9	--	47	7	54
Column Percent	6.1	--	9.5	8.1	11.4	5.1	6.3	--	8.3	3.1	6.8
7) Bachelors or 4-year college degree	30	9	22	2	39	18	21	7	112	36	148
Column Percent	18.3	14.1	23.2	5.4	23.4	22.8	14.8	14.9	19.7	15.9	18.6
8) Masters or doctorate degree	13	2	6	2	23	7	6	--	48	11	59
Column Percent	7.9	3.1	6.3	5.4	13.8	8.9	4.2	--	8.5	4.8	7.4
Total	164	64	95	37	167	79	142	47	568	227	795

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q46) WHAT IS YOUR GENDER?

RESPONSE	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Male	124	58	82	32	118	64	121	42	445	196	641
Column Percent	76.1	90.6	86.3	86.5	70.7	81.0	85.2	89.4	78.5	86.3	80.7
Female	39	6	13	5	49	15	21	5	122	31	153
Column Percent	23.9	9.4	13.7	13.5	29.3	19.0	14.8	10.6	21.5	13.7	19.3
Total	163	64	95	37	167	79	142	47	567	227	794

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q47) WHAT IS YOUR CURRENT MARITAL STATUS?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Single	89	24	43	20	86	47	80	20	298	111	409
Column Percent	54.3	37.5	45.3	54.1	51.2	59.5	56.3	42.6	52.4	48.9	51.4
Married	54	23	22	6	41	10	39	17	156	56	212
Column Percent	32.9	35.9	23.2	16.2	24.4	12.7	27.5	36.2	27.4	24.7	26.6
Previously Married	21	17	30	11	41	22	23	10	115	60	175
Column Percent	12.8	26.6	31.6	29.7	24.4	27.8	16.2	21.3	20.2	26.4	22.0
Total	164	64	95	37	168	79	142	47	569	227	796

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q48) OTHER THAN YOURSELF, HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD WHO CURRENTLY HAVE A VALID DRIVER'S LICENSE?

RESPONSE CATEGORY	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
None	36	12	24	8	49	30	39	8	148	58	206
Column Percent	22.4	18.8	26.1	22.2	29.5	38.5	27.9	17.0	26.5	25.8	26.3
One	69	32	43	12	78	34	51	23	241	101	342
Column Percent	42.9	50.0	46.7	33.3	47.0	43.6	36.4	48.9	43.1	44.9	43.6
Two or more	56	20	25	16	39	14	50	16	170	66	236
Column Percent	34.8	31.3	27.2	44.4	23.5	17.9	35.7	34.0	30.4	29.3	30.1
Total	161	64	92	36	166	78	140	47	559	225	784

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Tables by State, Offender Type, and Total
 Q49) OTHER THAN YOURSELF, HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD WHO ARE CURRENTLY EMPLOYED?

RESPONSE CATEGORY	STATE								Total		Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
None	46	19	30	12	55	31	50	10	181	72	253
Column Percent	28.9	30.2	32.6	34.3	33.3	40.3	36.0	21.3	32.6	32.4	32.6
One	58	28	37	8	73	32	43	23	211	91	302
Column Percent	36.5	44.4	40.2	22.9	44.2	41.6	30.9	48.9	38.0	41.0	38.9
Two or more	55	16	25	15	37	14	46	14	163	59	222
Column Percent	34.6	25.4	27.2	42.9	22.4	18.2	33.1	29.8	29.4	26.6	28.6
Total	159	63	92	35	165	77	139	47	555	222	777

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Tabulation by State, Offender Type, and Total
 Average Value and Frequency Count for Continuous Variables

		STATE								Total		Total
		Pennsylvania		Maryland		California		Delaware				
		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
		First	Multiple									
Months from DUI arrest to interview	Average Value	8.39	14.57	7.98	7.24	4.96	9.53	8.75	15.06	7.40	11.68	8.63
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Q9)Number of months ansrwd in calendar	Average Value	29.76	30.85	30.19	30.11	31.43	30.76	30.65	31.36	30.54	30.80	30.62
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Q9)Number of months with employment	Average Value	28.32	29.89	28.92	29.32	29.92	26.71	29.38	30.68	29.16	28.82	29.06
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Q9)Number of months attending school	Average Value	7.51	1.85	5.69	4.00	3.89	4.81	7.46	2.66	6.13	3.42	5.35
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Q9)Months unempy/searching for work	Average Value	5.17	8.58	5.65	6.32	6.81	7.41	4.27	9.96	5.51	8.07	6.25
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Q9)Months unempy/not searching for work	Average Value	2.85	2.38	1.25	0.00	3.89	2.96	1.92	2.64	2.66	2.25	2.54
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Q9)Number of months disability	Average Value	1.23	3.34	0.31	1.58	0.75	2.57	1.08	0.68	0.90	2.24	1.28
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Q9)Number of months retirement	Average Value	0.17	1.43	1.56	1.58	0.37	0.72	1.06	1.30	0.68	1.18	0.82
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Q9)Number of months in jail	Average Value	0.17	7.63	0.94	4.00	1.11	4.52	1.04	6.64	0.79	5.73	2.21
	Frequency Count	168	65	96	38	171	83	144	47	579	233	812
Tenure in months at current job	Average Value	61.04	65.51	74.30	51.61	58.75	57.61	68.60	71.28	64.49	61.81	63.72
	Frequency Count	158	63	92	36	160	72	136	46	546	217	763
Q11e)1-way commute (miles)/current job	Average Value	15.57	15.33	19.46	22.00	18.22	17.43	15.24	10.96	16.92	16.19	16.71
	Frequency Count	155	62	92	36	154	68	133	46	534	212	746
Q11g)Weekly hours worked/current job	Average Value	43.77	43.69	45.91	46.44	44.81	44.13	44.27	44.22	44.56	44.41	44.52
	Frequency Count	157	62	92	36	159	72	136	46	544	216	760
Q11h)Weekly gross earnings/current job	Average Value	636.36	566.60	720.74	603.09	974.95	894.85	586.70	542.96	734.11	675.08	717.40
	Frequency Count	150	57	90	33	143	66	126	45	509	201	710

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Tabulation by State, Offender Type, and Total
 Average Value and Frequency Count for Continuous Variables

		STATE								Total		Total
		Pennsylvania		Maryland		California		Delaware				
		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
		First	Multiple									
Tenure in months (next most recent job)	Average Value	23.05	23.77	23.81	13.73	40.24	30.86	30.70	42.67	29.75	27.09	29.00
	Frequency Count	57	26	31	15	50	14	43	15	181	70	251
Q12e)1-way commute (miles)/next job	Average Value	14.40	10.26	15.32	17.86	12.01	15.81	12.30	8.86	13.40	12.63	13.19
	Frequency Count	57	26	30	14	50	13	41	14	178	67	245
Q12g)Weekly hours worked/next job	Average Value	35.42	40.31	37.71	40.87	39.38	39.71	38.02	42.73	37.52	40.83	38.45
	Frequency Count	57	26	31	15	50	14	42	15	180	70	250
Q12h)Weekly gross earnings/next job	Average Value	392.15	408.08	377.19	354.64	662.91	597.31	403.00	417.33	464.81	435.70	456.62
	Frequency Count	54	25	31	14	46	13	40	15	171	67	238

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Tabulation by State, Offender Type, and Total
 Average Value and Frequency Count for Continuous Variables

		STATE										Total
		Pennsylvania		Maryland		California		Delaware		Total		
		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
		First	Multiple									
Q14)Job satisf at time of DUI (5=very)	Average Value	4.19	3.63	3.94	3.87	4.07	3.90	4.05	4.08	4.08	3.86	4.02
	Frequency Count	128	46	81	30	141	61	115	40	465	177	642
Q19)Extent income redcd (1=not at all)	Average Value	2.04	3.04	1.65	2.09	2.24	2.94	1.99	2.28	2.02	2.69	2.21
	Frequency Count	135	52	82	32	146	68	118	40	481	192	673
Q20)\$/week income reduced	Average Value	69.57	65.63	46.83	79.03	155.80	223.84	36.77	77.07	83.23	125.71	94.88
	Frequency Count	163	54	94	36	163	73	133	46	553	209	762
Age of car (in years)	Average Value	7.26	11.05	6.32	8.25	8.81	9.31	7.56	8.33	7.63	9.41	8.14
	Frequency Count	166	61	93	36	166	80	141	46	566	223	789
Months from suspension to interview	Average Value	4.22	7.81	5.70	6.96	4.16	8.15	6.99	15.40	5.04	9.47	6.34
	Frequency Count	154	57	44	25	159	73	122	43	479	198	677
Q35)Days license suspension will last	Average Value	149.77	492.27	114.39	272.73	163.01	570.14	294.87	515.43	186.76	501.94	280.13
	Frequency Count	154	59	44	22	154	74	116	42	468	197	665
Q36)Likely get lic back (1=not at all)	Average Value	4.48	4.33	4.73	3.58	4.59	4.15	4.54	4.36	4.56	4.18	4.44
	Frequency Count	151	55	41	24	155	75	123	44	470	198	668
Q37)Likely drive w/o lic (1=not at all)	Average Value	1.78	2.26	2.27	2.43	3.01	3.73	2.28	2.09	2.35	2.78	2.48
	Frequency Count	157	58	44	28	154	75	123	45	478	206	684
Q38)Likely caught driving w/o lic	Average Value	1.90	1.35	1.47	2.29	1.69	1.77	2.08	2.18	1.82	1.78	1.80
	Frequency Count	42	23	15	7	90	57	50	17	197	104	301
Q39a)Interfrnc w/ work (1=none)	Average Value	2.75	3.19	2.13	2.82	3.02	3.18	3.03	2.86	2.87	3.07	2.93
	Frequency Count	119	48	32	17	145	72	107	44	403	181	584
Q39b)Interfrnc w/ social act (1=none)	Average Value	3.56	3.85	3.53	3.22	3.61	3.69	3.89	3.55	3.66	3.65	3.66
	Frequency Count	117	46	34	18	147	72	108	44	406	180	586
Q39c)Interfrnc w/ shopping (1=none)	Average Value	3.08	3.42	3.03	3.17	3.33	3.29	3.50	3.09	3.28	3.26	3.27
	Frequency Count	118	45	34	18	147	69	110	44	409	176	585
Q39d)Interfrnc w/ medical app (1=none)	Average Value	2.35	3.22	2.50	2.72	2.63	3.12	2.90	2.73	2.61	3.01	2.73
	Frequency Count	116	46	34	18	145	69	108	44	403	177	580
Q39e)Interfrnc w/ rel. act. (1=none)	Average Value	1.81	2.22	1.97	2.28	1.91	2.14	2.36	2.23	2.01	2.20	2.06
	Frequency Count	117	45	33	18	142	66	108	44	400	173	573
Q41)Miles driven per year	Average Value	17649.44	17122.95	25316.09	20808.82	17116.56	16212.86	21771.09	13142.86	19842.56	16613.04	18907.58
	Frequency Count	142	61	87	34	151	70	128	42	508	207	715
Q42)Miles driven last week	Average Value	188.63	108.58	500.02	235.71	202.81	155.83	125.78	98.37	228.91	143.18	203.81
	Frequency Count	143	60	86	35	151	71	132	46	512	212	724

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Tabulation by State, Offender Type, and Total
 Average Value and Frequency Count for Continuous Variables

		STATE								Total		Total
		Pennsylvania		Maryland		California		Delaware		Total		
		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
		First	Multiple									
Age at interview	Average Value	33.25	37.97	36.81	35.22	37.10	37.53	34.89	37.35	35.38	37.23	35.90
	Frequency Count	159	57	94	35	157	77	137	44	547	213	760

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Tabulation by State, Offender Type, and Total
 Average Value and Frequency Count for Continuous Variables

		STATE								Total		Total
		Pennsylvania		Maryland		California		Delaware				
		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
		First	Multiple									
Age at DUI arrest	Average Value	32.55	36.75	36.16	34.61	36.69	36.73	34.14	36.13	34.76	36.26	35.18
	Frequency Count	159	57	94	35	157	77	137	44	547	213	760
Q50)Comb. wkly income of members in home	Average Value	1060.43	875.87	1041.91	1188.00	1260.16	1080.36	1112.88	617.08	1125.83	903.51	1064.15
	Frequency Count	70	23	34	10	61	28	59	25	224	86	310
Q50)Comb. wkly inc of household (ave/HH)	Average Value	743.43	647.61	831.99	585.50	880.10	909.82	682.46	478.81	778.03	676.69	749.92
	Frequency Count	70	23	34	10	61	28	59	25	224	86	310

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

Q2)COUNTY AND STATE OF RESIDENCE	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
CA	--	--	3	--	3
DE	--	--	--	2	2
MD	--	1	--	--	1
PA	4	--	--	--	4
Anne Arundel MD	--	120	--	--	120
Baltimore City MD	--	2	--	--	2
Baltimore MD	1	2	--	1	4
Bergen NJ	--	--	--	1	1
Berks PA	3	--	--	--	3
Cecil MD	--	--	--	6	6
Chester PA	196	--	--	4	200
Claymont DE	--	--	--	1	1
Contra Costa CA	--	--	2	--	2
Delaware PA	14	--	--	7	21
Downingtown PA	1	--	--	--	1
Edge Water MD	--	1	--	--	1
Essex NJ	--	--	--	1	1
Fairfax VA	--	1	--	--	1
Glenburnie MD	--	1	--	--	1
Kent DE	--	--	--	2	2
Lancaster PA	2	--	--	--	2
Marin CA	--	--	237	--	237
Mendoano CA	--	--	1	--	1
Montgomery PA	13	--	--	--	13
New Castle DE	2	--	--	162	164
Newark DE	--	--	--	3	3
Newport	--	--	--	1	1
Novato CA	--	--	2	--	2
Odessa DE	1	--	--	--	1
Pasail NJ	--	--	--	1	1
Philadelphia PA	1	--	--	2	3
Phoenixville PA	1	--	--	--	1
Prince George's MD	--	4	--	--	4

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q2)COUNTY AND STATE OF RESIDENCE					
Queen Anne's MD	--	3	--	--	3
Salem NJ	1	--	--	--	1
San Francisco CA	--	--	3	--	3
Solano CA	--	--	1	--	1
Sonoma CA	--	--	5	--	5
Sussex DE	--	--	--	2	2
Total	240	135	254	196	825

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q3b)LOCATION OF MOST RECENT DUI ARREST					
Annapolis, MD	--	30	--	--	30
Anne Arundel County, MD	--	14	--	--	14
Arnold, MD	--	3	--	--	3
Atglen, PA	1	--	--	--	1
Atlantic County, NJ	1	--	--	--	1
Avon Grove, PA	1	--	--	--	1
Avondale, PA	2	--	--	--	2
Baltimore City, MD	--	1	--	--	1
Baltimore, MD	--	5	--	--	5
Bear, DE	--	--	--	6	6
Berwyn, Easttown Twnshp., PA	5	--	--	--	5
Beverly Beach(Anne Arundel) MD	--	1	--	--	1
Birmingham Township, PA	1	--	--	--	1
Bolinas, CA	--	--	1	--	1
Bowie, MD	--	1	--	--	1
Brandon, Tampa, FL	--	--	--	1	1
Brookhaven, PA	1	--	--	--	1
Brooklyn Park, MD	--	2	--	--	2
CA	--	--	2	--	2
Calistoga, CA	--	--	1	--	1
Caln Township, PA	5	--	--	--	5
Cambridge, MD	--	1	--	--	1
Cape Charles, VA	--	--	--	1	1
Cape St. Clare	--	1	--	--	1
Centerville, MD	--	1	--	--	1
Chester County, PA	6	--	--	2	8
Chester, PA	2	--	--	--	2
Chico, CA	--	--	1	--	1
Claymont, DE	--	--	--	12	12
Coatesville, PA	8	--	--	--	8
Cochranville - Londonderry, PA	1	--	--	--	1
Colusa, CA	--	--	1	--	1
Concord Twnsp, DE County, PA	1	--	--	--	1

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q3b)LOCATION OF MOST RECENT DUI ARREST					
Concordville, DE County, PA	1	--	--	--	1
Corte Madera, CA	--	--	15	--	15
Coventry, PA	1	--	--	--	1
Crofton, MD	--	2	--	--	2
Cumberland County, PA	1	--	--	--	1
DE	--	--	--	1	1
Deale, MD	--	3	--	--	3
Delaware City, DE	--	--	--	1	1
Delaware County, PA	--	--	--	2	2
Devon, PA	3	--	--	--	3
District of Columbia	--	1	--	--	1
Dorchester County, MD	--	1	--	--	1
Dover, DE	--	--	--	1	1
Downingtown, PA	10	--	--	--	10
Durham, NC	--	1	--	--	1
E. Coventry TS (Pottstown), PA	1	--	--	--	1
E. Pikeland Twp,(Spring Cty)PA	1	--	--	--	1
Eagle, PA	1	--	--	--	1
East Bradford Township, PA	1	--	--	--	1
East Fallowfield Township, PA	4	--	--	--	4
East Goshen Township, PA	5	--	--	--	5
East Whiteland Township, PA	9	--	--	--	9
Easton, MD	--	1	--	--	1
Edgewater, MD	--	6	--	--	6
Elkton, MD	1	--	--	1	2
Elsmere, DE	--	--	--	5	5
Elverson, PA	1	--	--	--	1
Exton, PA	1	--	--	--	1
Fairfax, CA	--	--	16	--	16
Franklin Township, NJ	1	--	--	--	1
Galena, MD	--	--	--	1	1
Gambrills, MD	--	1	--	--	1
Gettysburg, PA	1	--	--	--	1

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q3b)LOCATION OF MOST RECENT DUI ARREST					
Glen Burnie, MD	--	20	--	--	20
Glen Moore, PA	1	--	--	--	1
Gloucester County, NJ	--	--	--	1	1
Greenbrae, CA	--	--	4	--	4
Harrington, DE	--	--	--	1	1
Harrisburg, PA	--	1	--	--	1
Harrison Township, NJ	--	--	--	1	1
Harwood, MD	--	1	--	--	1
Hawaii	--	--	1	--	1
Hayward, Alameda County, CA	--	--	1	--	1
Highland Township, PA	1	--	--	--	1
Honeybrook Township, PA	3	--	--	--	3
Howard County, MD	--	1	--	--	1
Islamorada, Florida	--	1	--	--	1
Jackson Township, PA	1	--	--	--	1
Kaolin, PA	2	--	--	--	2
Kennett Square, PA	1	--	--	--	1
Kent County, PA	1	--	--	--	1
Kentfield, CA	--	--	1	--	1
Lake Tahoe, CA	--	--	1	--	1
Lancaster County, PA	2	--	--	--	2
Landsdale, PA	1	--	--	--	1
Larkspur, CA	--	--	17	--	17
Laurel, MD	--	2	--	--	2
Lewes, DE	--	--	--	1	1
Linthicum, MD	--	3	--	--	3
Lothian, MD	--	1	--	--	1
Lower Oxford, PA	1	--	--	--	1
Lower Paxton Township, PA	1	--	--	--	1
Lower Pottsgrove Township, PA	1	--	--	--	1
MD	--	1	--	--	1
Malvern, PA	11	--	--	--	11
Margate, NJ	--	--	--	1	1

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q3b)LOCATION OF MOST RECENT DUI ARREST					
Marin, CA	--	--	8	--	8
Mayo, MD	--	2	--	--	2
Media, PA	1	--	--	--	1
Middletown, DE	--	--	--	5	5
Mill Valley, CA	--	--	32	--	32
Montchamin, DE	--	--	--	1	1
Monterey, CA	--	--	1	--	1
Montgomery County, PA	1	--	--	--	1
Moraga, CA	--	--	1	--	1
Napa, CA	--	--	2	--	2
New Castle County, DE	--	--	--	11	11
New Castle, DE	--	--	--	29	29
New Jersey	--	--	--	1	1
Newark, DE	--	--	--	29	29
Newport, DE	--	--	--	5	5
Norristown, PA	1	--	--	--	1
North Coventry Township, PA	6	--	--	--	6
Novato, CA	--	--	35	--	35
Ocean City, MD	--	1	--	1	2
Odenton, MD	--	2	--	--	2
Odessa, DE	1	--	--	1	2
Old New Castle, DE	--	--	--	2	2
Oxford Borough, PA	3	--	--	--	3
Paoli, PA	4	--	--	--	4
Parkesburg, PA	1	--	--	--	1
Pasadena, MD	--	9	--	--	9
Pennelos County, FL	--	--	--	1	1
Pennsbury Township, PA	1	--	--	--	1
Petaluma, CA	--	--	2	--	2
Phoenixville, PA	7	--	--	--	7
Point Reyes Station, CA	--	--	1	--	1
Pottstown, PA	2	--	--	--	2
Prince Frederick, MD	--	1	--	--	1

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q3b)LOCATION OF MOST RECENT DUI ARREST					
Prince George's County, MD	--	1	--	--	1
Pt. Pleasant, PA	--	1	--	--	1
Radnor Township, PA	1	--	--	--	1
Redwood City, CA	--	--	1	--	1
Richmond, CA	--	--	1	--	1
Riva, MD	--	1	--	--	1
Romanville/Strausburg, PA	1	--	--	--	1
Ross, CA	--	--	1	--	1
Sadsburg, PA	1	--	--	--	1
Salem, MA	--	--	1	--	1
San Anselmo, CA	--	--	9	--	9
San Francisco, CA	--	--	12	--	12
San Mateo, CA	--	--	1	--	1
San Rafael, CA	--	--	42	--	42
Santa Barbara, CA	--	--	1	--	1
Santa Rosa, CA	--	--	1	--	1
Sausalito, CA	--	--	23	--	23
Senner, CA	--	--	1	--	1
Severna Park, MD	--	2	--	--	2
Solomons Island, MD	--	1	--	--	1
Sonoma, CA	--	--	3	--	3
Spring City, PA	5	--	--	--	5
Stanton, DE	--	--	--	1	1
Stevensville, MD	--	1	--	--	1
Stockton, CA	--	--	1	--	1
Stratford, PA	1	--	--	--	1
Summit Bridge, DE	--	--	--	1	1
Surf City, NJ	1	--	--	--	1
Sussex County, DE	--	--	--	1	1
Tahoe City, CA	--	--	1	--	1
Terra Linda, CA	--	--	1	--	1
Tiburon, CA	--	--	4	--	4
Tredyffrin Township, PA	21	--	--	--	21

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q3b)LOCATION OF MOST RECENT DUI ARREST					
Trooper, PA	1	--	--	--	1
Twin Cities, CA	--	--	2	--	2
Ukiah, CA	--	--	1	--	1
Upper Merion Township, PA	1	--	--	--	1
Upper Providence, DE Co., Pa	1	--	--	--	1
Upper Providence, Mont. Co, PA	1	--	--	--	1
Uwchlan Township, PA	1	--	--	--	1
Valley Forge, PA	2	--	--	--	2
Ventura (Los Angeles), CA	1	--	--	--	1
Wilmington, DE	--	--	--	1	1
Washington Township, NJ	--	--	--	1	1
Washington, DC	--	1	--	--	1
Wayne, PA	2	--	--	--	2
West Bradford Township, PA	1	--	--	--	1
West Brandywine, PA	1	--	--	--	1
West Caln, PA	1	--	--	--	1
West Chester, PA	27	--	--	--	27
West Goshen Township, PA	9	--	--	--	9
West Grove, PA	4	--	--	--	4
West Pikeland Township, PA	1	--	--	--	1
West Whiteland Township, PA	3	--	--	--	3
Westtown Township, PA	7	--	--	--	7
Willistown Township, PA	4	--	--	--	4
Wilmington, DE	--	--	--	61	61
Total	232	130	251	191	804

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q21b)VEHICLE DRIVING AT DUI ARREST					
AMC Concord	--	--	--	1	1
AMC Hornet	--	--	--	1	1
Acura	3	--	--	--	3
Acura Integra	2	--	--	1	3
Acura Legend	--	--	1	1	2
Altima	--	--	1	--	1
Audi	--	--	3	--	3
Audi 100S	1	--	--	--	1
BMW	--	--	9	--	9
BMW 325	--	--	1	--	1
BMW 735i	1	--	1	--	2
Blazer	--	1	--	1	2
Buick	9	1	1	5	16
Buick Electra 225	1	--	--	--	1
Buick Regal	1	--	--	4	5
Buick Rivera	--	--	--	1	1
Buick Skylark	1	1	--	--	2
Buick Somerset	--	--	--	1	1
Buick Station Wagon	--	--	--	1	1
C30	--	--	--	1	1
Cadillac	5	2	2	1	10
Cadillac DeVille	--	--	1	2	3
Cadillac Eldorado	--	--	--	1	1
Cadillac Seville	--	--	1	--	1
Chevy	9	5	12	13	39
Chevy 4x4	1	--	--	--	1
Chevy Astro Minivan	1	--	1	--	2
Chevy Berreta GT	1	--	--	--	1
Chevy Blazer	4	--	3	--	7
Chevy Blazer S-10	2	1	2	1	6
Chevy C-10	--	--	--	1	1
Chevy Camaro	5	1	3	2	11
Chevy Camaro Coupe	1	--	--	--	1

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q21b)VEHICLE DRIVING AT DUI ARREST					
Chevy Camaro Z-28	--	1	--	--	1
Chevy Caprice	--	--	1	--	1
Chevy Cavalier	2	--	--	--	2
Chevy Celebrity	1	--	--	--	1
Chevy Chevette	1	--	--	1	2
Chevy Corsica	--	--	--	1	1
Chevy Corvette	--	2	3	1	6
Chevy El Camino	1	--	--	--	1
Chevy GEO	1	--	--	1	2
Chevy GEO Metro	--	--	1	--	1
Chevy GEO Prizm	1	--	--	--	1
Chevy GEO Storm	3	1	1	--	5
Chevy GEO Tracker	--	--	--	1	1
Chevy Impala	1	--	--	--	1
Chevy Lumina	1	1	--	--	2
Chevy Malibu Classic	--	--	--	1	1
Chevy Monte Carlo	1	2	--	1	4
Chevy Nova	--	1	--	--	1
Chevy Pick-up	2	1	--	4	7
Chevy Sedan	1	--	--	--	1
Chevy Station Wagon	1	--	--	1	2
Chevy Truck	3	2	2	2	9
Chevy Truck S-110	--	1	--	--	1
Chevy U.S. Gov.Truck	1	--	--	--	1
Chevy Z34	1	--	--	--	1
Chrysler	1	1	1	2	5
Chrysler LHS	1	--	--	--	1
Chrysler Laser	1	--	--	--	1
Chrysler Lebaron	2	1	1	--	4
Datsun	3	--	2	1	6
Datsun 280ZX	--	--	--	1	1
Datsun Station Wagon	1	--	--	--	1
Dodge	9	4	4	4	21

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q21b)VEHICLE DRIVING AT DUI ARREST					
Dodge Aires	1	--	--	--	1
Dodge Colt	1	2	2	--	5
Dodge Dakota Pick-up	--	1	--	1	2
Dodge Daytona	--	2	1	--	3
Dodge Dust. Sundance	1	--	--	--	1
Dodge Lancer ES	1	--	--	--	1
Dodge Omni	1	--	--	1	2
Dodge Pick-up Truck	1	--	1	--	2
Dodge Ram 50	--	--	--	1	1
Dodge Shadow	1	--	1	--	2
Dodge Spirit	--	--	--	1	1
Dodge Stealth	2	--	--	--	2
Dodge Van	--	--	1	2	3
Eagle Premiere	1	--	--	--	1
Eagle Talon	--	1	--	1	2
Eagle Wagon	--	--	1	--	1
Ferrari	--	--	1	--	1
Ferro	--	1	--	--	1
Fiat Spyder	--	--	1	--	1
Ford	16	11	11	14	52
Ford Bronco	2	--	2	7	11
Ford Bronco II	--	1	3	1	5
Ford Escort	2	2	1	2	7
Ford Escort GT	1	--	--	--	1
Ford F-150 Pick-up	--	2	--	2	4
Ford F-250 Pick-up	2	1	2	1	6
Ford Fairmont	2	--	--	--	2
Ford Falcon	--	--	--	1	1
Ford Granada	1	--	--	--	1
Ford Grand Marquis	--	1	--	--	1
Ford Mustang	2	2	3	1	8
Ford Mustang GT	2	1	--	2	5
Ford Mustang LX	1	--	--	--	1

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q21b)VEHICLE DRIVING AT DUI ARREST					
Ford Pick-up Truck	1	1	2	8	12
Ford Pinto	--	--	--	1	1
Ford Probe	--	1	--	--	1
Ford Probe GT	--	--	--	1	1
Ford Ranger	1	--	3	2	6
Ford Station Wagon	--	1	--	--	1
Ford T-Bird	--	--	1	--	1
Ford Taurus	--	--	2	--	2
Ford Tempo	2	2	--	1	5
Ford Thunderbird	1	1	4	--	6
Ford Truck	3	2	3	1	9
Ford Van	3	3	--	4	10
GMC	--	1	1	1	3
GMC 4x4	--	--	1	--	1
GMC Jimmy S-15	1	--	--	--	1
GMC Pick-up	1	--	--	--	1
GMC Suburban	1	1	--	--	2
GMC Truck	--	1	--	1	2
GMC Van	1	--	--	--	1
Grand Cherokee	1	--	--	--	1
Harley D. XLS Rdster	1	--	--	--	1
Honda	3	1	12	3	19
Honda Accord	--	1	--	2	3
Honda Accord DX	1	--	--	--	1
Honda CRX	3	--	--	--	3
Honda Civic	2	--	1	1	4
Honda Civic CX	--	--	1	--	1
Honda Motorcycle	1	--	--	1	2
Honda Prelude	2	--	2	--	4
Hyundai	2	2	1	--	5
Hyundai Excel	1	--	--	--	1
I-Mark	--	1	--	--	1
Isuzu	2	--	1	2	5

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q21b)VEHICLE DRIVING AT DUI ARREST					
Isuzu Trooper	1	--	--	--	1
Jaguar	--	--	3	--	3
Jeep	2	1	6	4	13
Jeep CJ7	--	--	1	2	3
Jeep Cherokee	2	1	2	1	6
Jeep Wrangler	1	1	2	1	5
Lincoln	1	1	--	1	3
Lincoln Continental	1	--	--	--	1
Lincoln Mark VIII	--	--	1	--	1
Lincoln Mark VIII LS	--	--	1	--	1
Lincoln Town Car	1	1	--	--	2
MGB	1	--	--	--	1
Mazda	--	--	6	4	10
Mazda 323	--	1	--	--	1
Mazda 626	1	--	--	--	1
Mazda Pick-up	--	--	1	1	2
Mazda RX7	2	1	2	--	5
Mercedes 300D	--	--	1	--	1
Mercedes 560SL	--	--	1	--	1
Mercedes Benz	--	1	5	--	6
Mercury	--	3	3	2	8
Mercury Cougar	--	--	--	1	1
Mercury Cougar XR7	--	--	--	2	2
Mercury Lynx	--	1	1	--	2
Mercury Marquix	--	--	--	1	1
Mercury Sable	--	--	1	1	2
Mercury Topaz	1	1	--	--	2
Mercury Tracer	1	--	--	--	1
Mitsubishi	--	--	--	2	2
Mitsubishi Diamante	--	--	1	--	1
Mitsubishi Eclipse	1	--	--	--	1
Mitsubishi Mirage	--	1	--	--	1
Motorcycle	--	--	--	1	1

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q21b)VEHICLE DRIVING AT DUI ARREST					
Nissan	5	4	10	1	20
Nissan 200SX	--	--	--	1	1
Nissan 4X4	--	--	1	--	1
Nissan King Cab	1	--	--	--	1
Nissan Maxima	1	1	--	--	2
Nissan Pathfinder	--	--	--	1	1
Nissan Sentra	1	1	--	2	4
Nissan Stanza	--	--	1	--	1
Nissan Truck	1	--	1	--	2
Olds	6	3	4	5	18
Olds Cutlass	--	--	--	1	1
Olds Cutlass Supreme	--	--	1	1	2
Olds Tornado	1	--	--	--	1
Pick-up Truck	1	4	1	2	8
Plymouth	--	--	--	1	1
Plymouth Reliant	1	1	--	--	2
Plymouth Sundance	1	1	--	--	2
Plymouth Voyager	1	--	--	--	1
Pontiac	1	2	4	5	12
Pontiac Fiero	--	--	1	--	1
Pontiac Firebird	1	1	1	3	6
Pontiac Grand AM	2	1	--	--	3
Pontiac Grand Prix	2	1	--	--	3
Pontiac LaMans	1	--	--	2	3
Pontiac Monte Carlo	--	--	--	1	1
Pontiac Sunbird	--	1	--	2	3
Porsche	1	--	1	--	2
Probe	--	--	--	1	1
Q-45 Infinity	--	--	1	--	1
Renault	1	--	1	1	3
Saab	--	--	1	--	1
Saturn	2	1	2	--	5
Spectrum	--	1	--	--	1

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Open-Ended Responses by State and Total

	STATE				Total
	Pennsylvania	Maryland	California	Delaware	
Q21b)VEHICLE DRIVING AT DUI ARREST					
Subaru	--	--	6	1	7
Subaru Brat Truck	1	--	--	--	1
Subaru Station Wagon	1	--	--	1	2
Suzuki Samari	1	--	--	--	1
Thunderbird	1	--	--	--	1
Toyota	6	2	21	6	35
Toyota 4x4	--	--	1	--	1
Toyota Camry	1	1	2	--	4
Toyota Celica	1	--	1	--	2
Toyota Corolla	--	1	2	--	3
Toyota Cressida	--	--	1	--	1
Toyota Pick-up	2	2	6	--	10
Toyota Supra	--	1	--	--	1
Toyota Tercel	2	1	--	--	3
Toyota Truck	1	2	--	--	3
Truck	1	2	1	--	4
VW	4	1	5	1	11
VW Beetle	1	--	--	--	1
VW Fox	--	--	--	1	1
VW Golf	--	1	--	--	1
VW Jetta	--	--	2	--	2
VW Rabbit	--	--	1	--	1
VW Van	--	--	2	--	2
Van	--	1	--	--	1
Volvo	--	1	1	1	3
Volvo 740 DL	1	--	--	--	1
Volvo Station Wagon	1	--	--	--	1
Yamaha Cycle	1	--	--	--	1
Yugo	--	--	2	--	2
Total	236	130	247	193	806

**Effects of Administrative License Revocation on Employment
DUI Offender Questionnaire
Frequency Counts of Changes in Employment and Income by State, Offender Type, and Total**

	STATE										Total
	Pennsylvania		Maryland		California		Delaware		Total		
	OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
	First	Multiple									
Q10)CHANGES IN EMPLOYMENT AND INCOME											
Answer left blank	25	14	13	4	24	15	22	5	84	38	122
Column Percent	12.8	18.4	12.6	10.0	12.5	14.2	13.3	9.6	12.8	13.9	13.1
N/A or none	71	13	47	19	44	9	39	10	201	51	252
Column Percent	36.2	17.1	45.6	47.5	22.9	8.5	23.5	19.2	30.6	18.6	27.1
None; continues to drive	1	1	--	1	11	5	2	--	14	7	21
Column Percent	0.5	1.3	--	2.5	5.7	4.7	1.2	--	2.1	2.6	2.3
No change; recvd work restricted license	--	--	6	1	3	1	2	--	11	2	13
Column Percent	--	--	5.8	2.5	1.6	0.9	1.2	--	1.7	0.7	1.4
Employer does not know	--	--	1	--	4	2	3	--	8	2	10
Column Percent	--	--	1.0	--	2.1	1.9	1.8	--	1.2	0.7	1.1
Employment remained the same	1	--	--	1	7	1	5	--	13	2	15
Column Percent	0.5	--	--	2.5	3.6	0.9	3.0	--	2.0	0.7	1.6
No change; transportation difficult	16	4	7	1	11	8	26	9	60	22	82
Column Percent	8.2	5.3	6.8	2.5	5.7	7.5	15.7	17.3	9.1	8.0	8.8
More hours	1	--	1	--	--	--	1	--	3	--	3
Column Percent	0.5	--	1.0	--	--	--	0.6	--	0.5	--	0.3
Self-improvement;time to attend AA/rehab	--	1	--	--	--	--	--	--	--	1	1
Column Percent	--	1.3	--	--	--	--	--	--	--	0.4	0.1
Job change	4	2	1	1	--	--	--	1	5	4	9
Column Percent	2.0	2.6	1.0	2.5	--	--	--	1.9	0.8	1.5	1.0
Lost job	7	8	4	2	13	9	3	7	27	26	53
Column Percent	3.6	10.5	3.9	5.0	6.8	8.5	1.8	13.5	4.1	9.5	5.7
Lost job; license required	1	2	--	--	--	--	3	1	4	3	7
Column Percent	0.5	2.6	--	--	--	--	1.8	1.9	0.6	1.1	0.8
Lost second job	2	--	--	--	1	--	--	--	3	--	3
Column Percent	1.0	--	--	--	0.5	--	--	--	0.5	--	0.3
Quit; lack of transportation	--	1	--	--	--	2	--	1	--	4	4
Column Percent	--	1.3	--	--	--	1.9	--	1.9	--	1.5	0.4
Changed jobs; loss of time due to court	--	1	--	--	--	--	--	--	--	1	1
Column Percent	--	1.3	--	--	--	--	--	--	--	0.4	0.1
Changed jobs; lack of transportation	--	--	--	2	--	--	--	--	--	2	2

(CONTINUED)

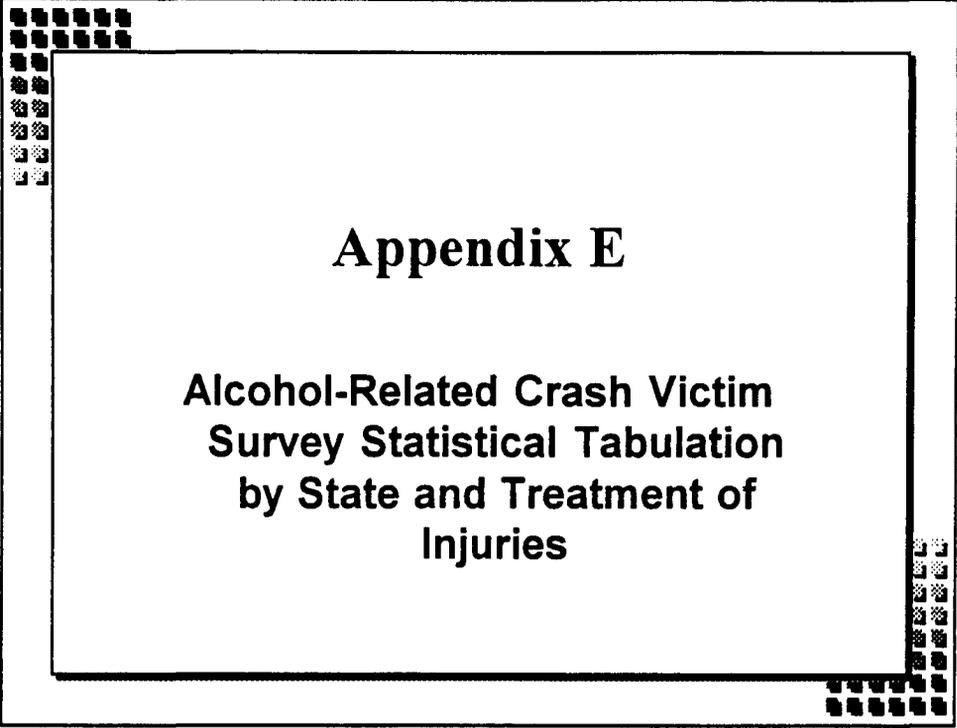
Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Changes in Employment and Income by State, Offender Type, and Total

		STATE								Total		Total
		Pennsylvania		Maryland		California		Delaware		Total		
		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
		First	Multiple									
Q10)CHANGES IN EMPLOYMENT AND INCOME												
Changed jobs; lack of transportation	Column Percent	--	--	--	5.0	--	--	--	--	--	0.7	0.2
Leave of absence		--	--	--	--	2	--	--	--	2	--	2
	Column Percent	--	--	--	--	1.0	--	--	--	0.3	--	0.2
Lost opportunities;lack of transportation		5	5	1	1	8	5	9	2	23	13	36
	Column Percent	2.6	6.6	1.0	2.5	4.2	4.7	5.4	3.8	3.5	4.7	3.9
Lost time/hours		6	1	1	1	--	1	5	--	12	3	15
	Column Percent	3.1	1.3	1.0	2.5	--	0.9	3.0	--	1.8	1.1	1.6
Lost time due to court/treatment program		--	--	4	--	1	3	1	--	6	3	9
	Column Percent	--	--	3.9	--	0.5	2.8	0.6	--	0.9	1.1	1.0
Lost time due to class		1	1	1	--	4	3	4	--	10	4	14
	Column Percent	0.5	1.3	1.0	--	2.1	2.8	2.4	--	1.5	1.5	1.5
Lost time due to jail		--	1	1	--	--	2	1	3	2	6	8
	Column Percent	--	1.3	1.0	--	--	1.9	0.6	5.8	0.3	2.2	0.9
Lost time due to lack of transportation		5	2	2	1	2	3	8	2	17	8	25
	Column Percent	2.6	2.6	1.9	2.5	1.0	2.8	4.8	3.8	2.6	2.9	2.7
Worked more from home		--	--	--	--	1	1	--	--	1	1	2
	Column Percent	--	--	--	--	0.5	0.9	--	--	0.2	0.4	0.2
Lost income		10	6	2	2	9	11	3	4	24	23	47
	Column Percent	5.1	7.9	1.9	5.0	4.7	10.4	1.8	7.7	3.7	8.4	5.0
Hours cut/shift change/lack of overtime		3	2	1	--	5	2	6	1	15	5	20
	Column Percent	1.5	2.6	1.0	--	2.6	1.9	3.6	1.9	2.3	1.8	2.1
Suspension from job		2	--	1	--	--	1	1	--	4	1	5
	Column Percent	1.0	--	1.0	--	--	0.9	0.6	--	0.6	0.4	0.5
Demotion and/or job change within company		8	3	1	1	1	1	3	3	13	8	21
	Column Percent	4.1	3.9	1.0	2.5	0.5	0.9	1.8	5.8	2.0	2.9	2.3
Loss of promotion		--	1	1	--	2	2	2	--	5	3	8
	Column Percent	--	1.3	1.0	--	1.0	1.9	1.2	--	0.8	1.1	0.9
Loss of out-of-town work;lost opportunity		7	1	1	1	14	4	4	--	26	6	32
	Column Percent	3.6	1.3	1.0	2.5	7.3	3.8	2.4	--	4.0	2.2	3.4
Pay cut		3	2	--	--	--	--	3	--	6	2	8

(CONTINUED)

Effects of Administrative License Revocation on Employment
 DUI Offender Questionnaire
 Frequency Counts of Changes in Employment and Income by State, Offender Type, and Total

		STATE								Total		Total
		Pennsylvania		Maryland		California		Delaware		Total		
		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		OFFENDER TYPE		
		First	Multiple	First	Multiple	First	Multiple	First	Multiple	First	Multiple	
Q10)CHANGES IN EMPLOYMENT AND INCOME												
Pay cut	Column Percent	1.5	2.6	--	--	--	--	1.8	--	0.9	0.7	0.9
Pay freeze		1	--	--	--	--	--	1	--	2	--	2
	Column Percent	0.5	--	--	--	--	--	0.6	--	0.3	--	0.2
Loss of company car;incr in empl. ins cost		--	--	--	--	--	2	1	--	1	2	3
	Column Percent	--	--	--	--	--	1.9	0.6	--	0.2	0.7	0.3
Could not accept a better job/no license		--	--	--	--	1	--	1	--	2	--	2
	Column Percent	--	--	--	--	0.5	--	0.6	--	0.3	--	0.2
Expenses incurred		--	--	--	--	5	3	1	1	6	4	10
	Column Percent	--	--	--	--	2.6	2.8	0.6	1.9	0.9	1.5	1.1
Expenses incurred (hire a driver)		5	1	--	--	3	--	2	--	10	1	11
	Column Percent	2.6	1.3	--	--	1.6	--	1.2	--	1.5	0.4	1.2
Expenses incurred (fines/lawyer/fees)		8	1	5	1	7	3	2	2	22	7	29
	Column Percent	4.1	1.3	4.9	2.5	3.6	2.8	1.2	3.8	3.3	2.6	3.1
Expenses incurred (cost of transportation)		3	1	1	--	3	2	--	--	7	3	10
	Column Percent	1.5	1.3	1.0	--	1.6	1.9	--	--	1.1	1.1	1.1
Emotional trauma/job performance/embarrass		--	1	--	--	2	4	2	--	4	5	9
	Column Percent	--	1.3	--	--	1.0	3.8	1.2	--	0.6	1.8	1.0
Longer hours due to commuting		--	--	--	--	4	1	--	--	4	1	5
	Column Percent	--	--	--	--	2.1	0.9	--	--	0.6	0.4	0.5
Total		196	76	103	40	192	106	166	52	657	274	931



Appendix E

Alcohol-Related Crash Victim Survey Statistical Tabulation by State and Treatment of Injuries

Effects of Administrative License Revocation on Employment
 Victim Questionnaire
 Frequency Tables by State, Treatment at Hospital, and Total
 Q2) WHICH OF THE FOLLOWING BEST DESCRIBES THE WAY YOU WERE INVOLVED IN THE ACCIDENT?

RESPONSE CATEGORY	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
2) I was a passenger in the vehicle of a driver who was charged with DUI.	2	4	2	3	5	8
Column Percent	3.8	11.8	3.4	4.6	6.3	5.5
3) I was the driver of another vehicle involved in the accident, and I was not charged with DUI.	43	21	46	57	53	110
Column Percent	81.1	61.8	79.3	87.7	66.3	75.9
4) I was a passenger in a vehicle involved in the accident, whose driver was not charged with DUI.	6	9	9	2	22	24
Column Percent	11.3	26.5	15.5	3.1	27.5	16.6
5) I was a pedestrian.	2	--	1	3	--	3
Column Percent	3.8	--	1.7	4.6	--	2.1
Total	53	34	58	65	80	145

The Total Sample Size for these Reports is 146 Victims (54 in PA; 34 in CA; and 58 in DE).
 The Difference Between this Total Sample Size and Totals in this Report Represents the Number of Surveys for Which the Question was NOT Answered

Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q3) WHICH OF THE FOLLOWING BEST DESCRIBES THE INJURIES YOU RECEIVED IN THE ACCIDENT?

Treatment of Injuries	State of Accident			Treatment of Injuries					Total
	Pennsylvania	California	Delaware	1) I was not injured in the accident.	2) I was injured, but I was not treated for my injuries at the hospital.	3) I was treated for my injuries at the hospital, but I did not stay overnight in the hospital.	4) I was treated for my injuries at the hospital, and I stayed in the hospital for less than 1 week.	5) I was treated for my injuries at the hospital, and I stayed in the hospital for more than 1 week.	
1) I was not injured in the accident.	24	2	14	40	--	--	--	--	40
Column Percent	44.4	5.9	24.1	27.4	--	--	--	--	27.4
2) I was injured, but I was not treated for my injuries at the hospital.	6	8	12	--	26	--	--	--	26
Column Percent	11.1	23.5	20.7	--	17.8	--	--	--	17.8
3) I was treated for my injuries at the hospital, but I did not stay overnight in the hospital.	18	17	22	--	--	57	--	--	57
Column Percent	33.3	50.0	37.9	--	--	39.0	--	--	39.0
4) I was treated for my injuries at the hospital, and I stayed in the hospital for less than 1 week.	4	2	8	--	--	--	14	--	14
Column Percent	7.4	5.9	13.8	--	--	--	9.6	--	9.6
5) I was treated for my injuries at the hospital, and I stayed in the hospital for more than 1 week.	2	5	2	--	--	--	--	9	9
Column Percent	3.7	14.7	3.4	--	--	--	--	6.2	6.2
Total	54	34	58	40	26	57	14	9	146

The Total Sample Size for these Reports is 146 Victims (54 in PA; 34 in CA; and 58 in DE).
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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total

Q4) WHICH OF THE FOLLOWING BEST DESCRIBES THE DAMAGE TO THE VEHICLE YOU REGULARLY DRIVE BECAUSE OF THE ACCIDENT?

RESPONSE CATEGORY	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
1) I do not drive a vehicle on a regular basis.	1	4	1	--	6	6
Column Percent	1.9	11.8	1.8	--	7.6	4.2
2) I had no loss of use of the vehicle I regularly drive because of the accident.	13	1	10	13	11	24
Column Percent	24.5	2.9	17.5	20.0	13.9	16.7
3) The vehicle I regularly drive was damaged in the accident, but I was still able to drive the vehicle.	14	6	11	25	6	31
Column Percent	26.4	17.6	19.3	38.5	7.6	21.5
4) My vehicle was damaged in the accident such that I could not drive it away from the accident scene, but it has been repaired.	5	5	13	11	12	23
Column Percent	9.4	14.7	22.8	16.9	15.2	16.0
5) My vehicle was damaged in the accident such that I could not drive it away from the accident scene, and it has NOT been repaired.	20	18	22	16	44	60
Column Percent	37.7	52.9	38.6	24.6	55.7	41.7
Total	53	34	57	65	79	144

The Total Sample Size for these Reports is 146 Victims (54 in PA; 34 in CA; and 58 in DE).
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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q7C) WHICH OF THE FOLLOWING BEST DESCRIBES THE TYPE OF WORK YOU DO AT YOUR CURRENT JOB?

RESPONSE	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
1) Professional	19	6	13	20	18	38
Column Percent	36.5	20.0	22.4	30.8	24.0	27.1
2) Technical	4	1	5	6	4	10
Column Percent	7.7	3.3	8.6	9.2	5.3	7.1
3) Managerial	8	3	4	10	5	15
Column Percent	15.4	10.0	6.9	15.4	6.7	10.7
4) Sales: High-Level	3	3	5	1	10	11
Column Percent	5.8	10.0	8.6	1.5	13.3	7.9
5) Sales: Clerical	1	--	3	1	3	4
Column Percent	1.9	--	5.2	1.5	4.0	2.9
6) Non-Sales: Clerical	1	1	4	2	4	6
Column Percent	1.9	3.3	6.9	3.1	5.3	4.3
7) Service (e.g., food service)	4	7	5	5	11	16
Column Percent	7.7	23.3	8.6	7.7	14.7	11.4
8) Craft/skilled worker	3	3	4	3	7	10
Column Percent	5.8	10.0	6.9	4.6	9.3	7.1
9) Machine operator	--	1	--	1	--	1
Column Percent	--	3.3	--	1.5	--	0.7
10) Professional driver	2	--	1	3	--	3
Column Percent	3.8	--	1.7	4.6	--	2.1
11) Laborer	2	1	--	1	2	3
Column Percent	3.8	3.3	--	1.5	2.7	2.1
13) No Employment 1993/1994/1995	5	4	14	12	11	23
Column Percent	9.6	13.3	24.1	18.5	14.7	16.4
Total	52	30	58	65	75	140

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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q7F) IF YOU ARE NOT STILL WORKING AT THIS JOB, WHY DID YOU LEAVE?

RESPONSE	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
1) Better opportunity	--	1	--	--	1	1
Column Percent	--	20.0	--	--	7.1	5.9
2) Layoff/termination	--	2	1	1	2	3
Column Percent	--	40.0	14.3	33.3	14.3	17.6
3) Medical/disability	2	2	2	--	6	6
Column Percent	40.0	40.0	28.6	--	42.9	35.3
5) Resignation/unsatisfactory job conditions	2	--	--	1	1	2
Column Percent	40.0	--	--	33.3	7.1	11.8
6) Return to school	1	--	4	1	4	5
Column Percent	20.0	--	57.1	33.3	28.6	29.4
Total	5	5	7	3	14	17

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The Difference Between this Total Sample Size and Totals in this Report Represents the Number of Surveys for Which the Question was NOT Answered

Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q8C) WHICH OF THE FOLLOWING BEST DESCRIBES THE TYPE OF WORK YOU DO AT YOUR NEXT MOST RECENT JOB?

RESPONSE	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
1) Professional	1	--	2	1	2	3
Column Percent	12.5	--	12.5	11.1	11.8	11.5
3) Managerial	2	--	2	--	4	4
Column Percent	25.0	--	12.5	--	23.5	15.4
4) Sales: High-Level	1	--	4	1	4	5
Column Percent	12.5	--	25.0	11.1	23.5	19.2
5) Sales: Clerical	--	--	1	--	1	1
Column Percent	--	--	6.3	--	5.9	3.8
7) Service (e.g., food service)	2	2	3	4	3	7
Column Percent	25.0	100.0	18.8	44.4	17.6	26.9
8) Craft/skilled worker	--	--	1	--	1	1
Column Percent	--	--	6.3	--	5.9	3.8
10) Professional driver	2	--	2	3	1	4
Column Percent	25.0	--	12.5	33.3	5.9	15.4
11) Laborer	--	--	1	--	1	1
Column Percent	--	--	6.3	--	5.9	3.8
Total	8	2	16	9	17	26

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Effects of Administrative License Revocation on Employment
 Victim Questionnaire
 Frequency Tables by State, Treatment at Hospital, and Total
 Q8F) IF YOU ARE NOT STILL WORKING AT THIS JOB, WHY DID YOU LEAVE?

RESPONSE	State of Accident		Treatment of Injuries		Total
	Pennsylvania	Delaware	Not treated at hospital	Treated at hospital	
1) Better opportunity	1	4	3	2	5
Column Percent	16.7	28.6	37.5	16.7	25.0
2) Layoff/termination	1	3	--	4	4
Column Percent	16.7	21.4	--	33.3	20.0
3) Medical/disability	1	2	1	2	3
Column Percent	16.7	14.3	12.5	16.7	15.0
4) Relocation	--	2	2	--	2
Column Percent	--	14.3	25.0	--	10.0
5) Resignation/unsatisfactory job conditions	2	1	1	2	3
Column Percent	33.3	7.1	12.5	16.7	15.0
6) Return to school	1	2	1	2	3
Column Percent	16.7	14.3	12.5	16.7	15.0
Total	6	14	8	12	20

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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q9) WERE YOU EMPLOYED AT THE TIME OF YOUR ALCOHOL-RELATED ACCIDENT?

RESPONSE	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
Yes	49	26	43	54	64	118
Column Percent	90.7	76.5	74.1	81.8	80.0	80.8
No	5	8	15	12	16	28
Column Percent	9.3	23.5	25.9	18.2	20.0	19.2
Total	54	34	58	66	80	146

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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q11) IN WHICH OF THE FOLLOWING ETHNIC GROUPS WOULD YOU CLASSIFY YOURSELF?

RESPONSE	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
White, not of Hispanic origin	46	27	47	53	67	120
Column Percent	90.2	79.4	82.5	82.8	85.9	84.5
Other	5	7	10	11	11	22
Column Percent	9.8	20.6	17.5	17.2	14.1	15.5
Total	51	34	57	64	78	142

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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q13) WHAT IS YOUR GENDER?

RESPONSE	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
Male	29	17	27	40	33	73
Column Percent	53.7	50.0	46.6	60.6	41.3	50.0
Female	25	17	31	26	47	73
Column Percent	46.3	50.0	53.4	39.4	58.8	50.0
Total	54	34	58	66	80	146

The Total Sample Size for these Reports is 146 Victims (54 in PA; 34 in CA; and 58 in DE).
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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q14) WHAT WAS YOUR HIGHEST LEVEL OF EDUCATION AT THE TIME OF YOUR ALCOHOL-RELATED ACCIDENT?

RESPONSE	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
1) Junior high school (or less)	1	2	--	--	3	3
Column Percent	1.9	6.1	--	--	3.8	2.1
2) Some high school	5	4	5	6	8	14
Column Percent	9.6	12.1	8.6	9.4	10.1	9.8
3) High school graduate	11	2	13	9	17	26
Column Percent	21.2	6.1	22.4	14.1	21.5	18.2
4) Trade school certificate	3	3	6	4	8	12
Column Percent	5.8	9.1	10.3	6.3	10.1	8.4
5) Some college, but no degree	7	8	14	12	17	29
Column Percent	13.5	24.2	24.1	18.8	21.5	20.3
6) Associates or 2-year college degree	3	6	5	10	4	14
Column Percent	5.8	18.2	8.6	15.6	5.1	9.8
7) Bachelors or 4-year college degree	14	5	11	13	17	30
Column Percent	26.9	15.2	19.0	20.3	21.5	21.0
8) Masters or doctorate degree	8	3	4	10	5	15
Column Percent	15.4	9.1	6.9	15.6	6.3	10.5
Total	52	33	58	64	79	143

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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Frequency Tables by State, Treatment at Hospital, and Total
Q15) WHAT WAS YOUR MARITAL STATUS AT THE TIME OF YOUR ALCOHOL-RELATED ACCIDENT?

RESPONSE	State of Accident			Treatment of Injuries		Total
	Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
Single	20	12	25	20	37	57
Column Percent	37.7	35.3	43.1	30.8	46.3	39.3
Married	29	20	27	39	37	76
Column Percent	54.7	58.8	46.6	60.0	46.3	52.4
Previously Married	4	2	6	6	6	12
Column Percent	7.5	5.9	10.3	9.2	7.5	8.3
Total	53	34	58	65	80	145

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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Tabulation by State, Treatment at Hospital, and Total
Average Value and Frequency Count for Continuous Variables

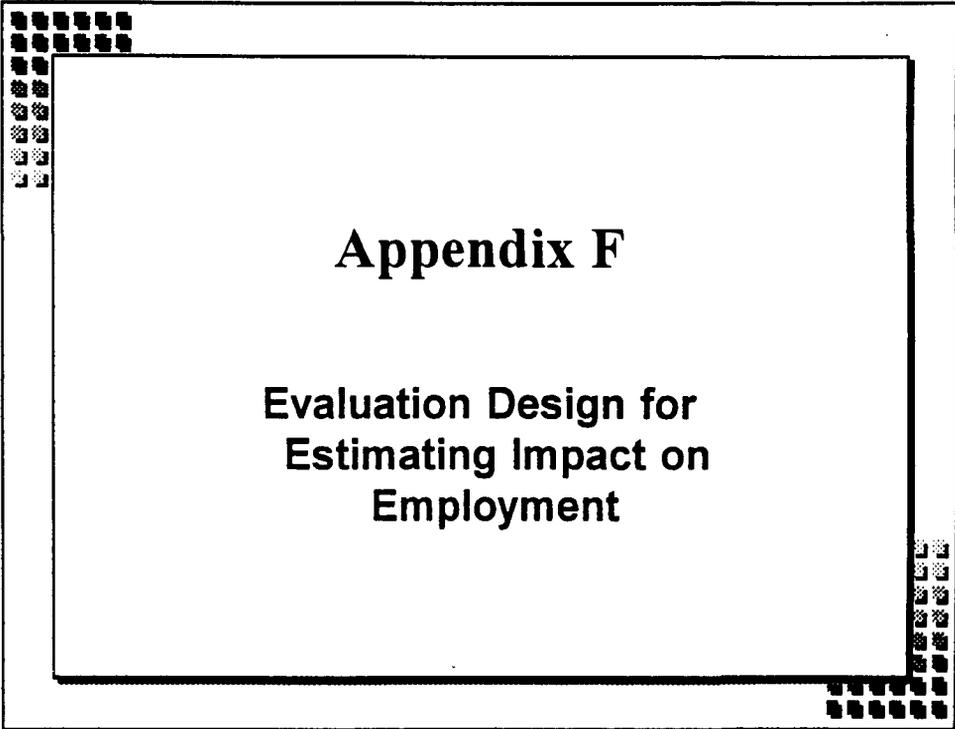
		State of Accident			Treatment of Injuries		Total
		Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
Months from DUI accident to interview	Average Value	17.91	15.21	15.34	15.64	16.78	16.26
	Frequency Count	54	34	58	66	80	146
Q6)Number of months answered in calendar	Average Value	26.50	23.65	23.55	24.61	24.71	24.66
	Frequency Count	54	34	58	66	80	146
Q6)Number of months with employment	Average Value	21.56	17.03	15.24	19.53	16.73	17.99
	Frequency Count	54	34	58	66	80	146
Q6)Number of months attending school	Average Value	2.54	1.94	4.47	2.15	4.00	3.16
	Frequency Count	54	34	58	66	80	146
Q6)Months unemployed/searching for work	Average Value	0.50	0.68	0.16	0.30	0.49	0.40
	Frequency Count	54	34	58	66	80	146
Q6)Months unemployed/not searching for work	Average Value	1.41	1.00	1.53	1.62	1.15	1.36
	Frequency Count	54	34	58	66	80	146
Q6)Number of months disability	Average Value	1.26	2.50	2.21	0.77	2.88	1.92
	Frequency Count	54	34	58	66	80	146
Q6)Number of months retirement	Average Value	0.52	1.41	2.10	1.89	0.91	1.36
	Frequency Count	54	34	58	66	80	146
Tenure in months at current job	Average Value	83.67	66.28	64.13	81.54	65.01	72.33
	Frequency Count	48	29	45	54	68	122
Q7d)Weekly hours worked/current job	Average Value	39.07	36.19	38.60	42.12	35.09	38.24
	Frequency Count	45	26	45	52	64	116
Q7e)Weekly gross earnings/current job	Average Value	737.43	676.00	608.84	836.30	539.46	669.50
	Frequency Count	37	24	44	46	59	105
Tenure in months (next most recent job)	Average Value	15.63	37.00	52.00	45.67	36.47	39.65
	Frequency Count	8	2	16	9	17	26
Q8d)Weekly hours worked/next job	Average Value	32.13	14.50	34.06	32.78	31.53	31.96
	Frequency Count	8	2	16	9	17	26
Q8e)Weekly gross earnings/next job	Average Value	285.50	125.00	322.88	317.22	285.00	296.15
	Frequency Count	8	2	16	9	17	26

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Effects of Administrative License Revocation on Employment
Victim Questionnaire
Tabulation by State, Treatment at Hospital, and Total
Average Value and Frequency Count for Continuous Variables

		State of Accident			Treatment of Injuries		Total
		Pennsylvania	California	Delaware	Not treated at hospital	Treated at hospital	
Q10a)Total uncompensated lost work time	Average Value	576.36	1367.86	488.50	295.41	1088.26	681.93
	Frequency Count	36	14	30	41	39	80
Q10b)Diff. btw reg pay and disab pay	Average Value	236.58	37.50	92.48	0.85	285.17	150.49
	Frequency Count	26	8	23	27	30	57
Q10c)Amount/wk in reduced income	Average Value	61.24	168.33	107.23	60.00	130.00	98.89
	Frequency Count	29	12	31	32	40	72
Age at interview	Average Value	37.06	37.15	38.05	39.98	35.46	37.47
	Frequency Count	53	34	57	64	80	144
Age at alcohol-related accident	Average Value	35.68	35.82	36.81	38.77	34.08	36.16
	Frequency Count	53	34	57	64	80	144

The Total Sample Size for these Reports is 146 Victims (54 in PA; 34 in CA; and 58 in DE).
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Appendix F

Evaluation Design for Estimating Impact on Employment

Appendix F

Evaluation Design for Estimating Impact on Employment

The classic pretest, posttest, control group quasi-experimental design was employed for estimating the impact on employment of the ALR sanction. This design is initially set up with two equivalent groups which are as alike as possible before the intervention (ALR sanction). Such equivalence is best obtained by random assignment to experimental and control groups. However, random assignment is not a practical approach for the evaluation of the ALR sanction process. These broad-based programs do not target specific individuals and, hence, waivers to the law in order to run an experiment would be required.

Where random assignment is not administratively feasible, selective matching must be used. The process may involve matched comparison sites or matched comparison groups of specific individuals. A "before" measure is made to determine the baseline from which change is to be evaluated, and for providing a check on the equivalence of the two groups. One of the groups (the treatment group) is exposed to the intervention being evaluated while the other (the control group) is not. At the conclusion of the intervention (or at appropriate time intervals), an "after" measure is made which may be compared with the "before" measure for both treatment and control groups to indicate the changes produced by the intervention.

In place of the random assignment feature, another jurisdiction (Pennsylvania, a non-ALR state) was selected to be used as a comparison against which the effects of the ALR sanction process were measured. An illustration of how the intervention effect is measured with this design is given as:

	Before	After	
Treatment Area	T ₁	T ₂	$d_T = T_2 - T_1$
Matched Comparison Area	C ₁	C ₂	$d_C = C_2 - C_1$

The test of ALR sanction effect is based on the difference between d_T and d_C . Under ideal conditions, there is no element of fallibility in this design. Whatever differences are observed between the treatment and matched comparison groups must be attributable to the intervention being evaluated.

One extension of this design (pretest, posttest, experimental and control group) would help to determine the extent to which the effectiveness of an intervention was related to specific components of that intervention rather than to the existence of the intervention per se. This would involve the addition of alternative interventions varying combinations of specific components for comparative evaluation. Using the variation of the pretest, posttest, control group design as described above, this design is illustrated as follows:

Intervention Level 1:	$O_1 X_1 O_2$
Intervention Level 2:	$O_3 X_2 O_4$
Intervention Level 3:	$O_5 X_3 O_6$
Control:	$O_7 O_8$

where O represents periods of observation and X represents periods of intervention.

This design is especially effective for evaluating ALR sanction levels when intervention variations X_1 , X_2 , and X_3 consist of successively higher levels of ALR sanction. This is the design that was implemented in this evaluation. Each state represented a different level of ALR sanction. Maryland, California, and Delaware represented progressively higher levels of ALR sanction and Pennsylvania, with no ALR sanction, provided DUI offenders who were used as the control group.

Even with an attempt to develop matched project sites and matched samples of DUI offenders, it cannot be certain that all groups are equivalent with respect to all important factors. Therefore, multivariate models were specified to provide estimates of ALR sanction impact over time.

The following discusses the estimation procedures that were used in the analysis of the effect of ALR sanctions on the employment patterns of DUI offenders and victims. However, before discussing the methodology, a brief overview of the situation is presented. Observations were made of DUI offender employment patterns from four states in three time periods: (1) before the key DUI arrest event (pre-period); (2) immediately after the key DUI event (ALR sanction period or intervention period); and (3) after the ALR sanction period was complete (post-period).¹ Three states provided observations of DUI offenders exposed to progressively higher levels of ALR sanction. One state (Pennsylvania) provided observations of DUI offenders who were not exposed to ALR sanctions and who did not have their license suspended immediately after the DUI arrest event. The hypothesis is that exposure to the ALR sanction has no significant effect on the employment patterns for DUI offenders (hours worked or earnings). A simplified representation of this situation, displaying only one treatment group and the control group, is depicted in Figure F-1.

1 From some DUI offenders, there may not have been an observation in the third time period. That is, at the time of the interview, some DUI offenders were still under license suspension/revocation when they attended the DUI school (i.e., time of interview). Since the multivariate analysis estimates ALR sanction impact by month, this was not a problem.

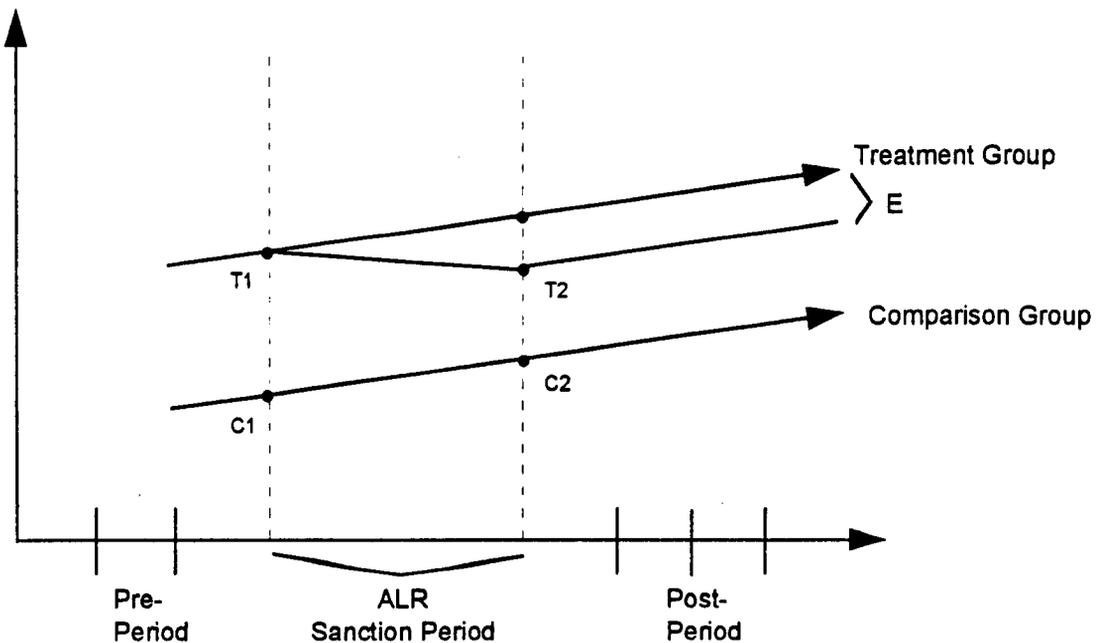


Figure F-1. Representation of ALR Sanction Effects

The figure depicts an increase in earnings without exposure to the ALR sanction process (indicated by the upward sloping lines), a difference in the "normal" earnings between the treatment group and comparison group (indicated by the separate line segments for each group in the pre-period), and a decrease in earnings due to exposure to the ALR sanction process (represented by E). Moreover, the figure depicts a situation in which earnings are permanently changed by exposure to the intervention and neither decay nor build up after exposure.

The estimate of effect in this simple example is $E = (T_2 - T_1) - (C_2 - C_1)$. If the earnings for the treatment and comparison groups are similar (something expected from matched samples), then $T_1 = C_1$ and, hence, $E = T_2 - C_2$. The methodology controls for the difference between treatment and comparison groups (both differences in demographics and behavior in the pre-period) and estimates an unbiased effect of intervention activity on earnings. The null hypothesis for DUI offenders is that $E = 0$ against the alternative that $E < 0$.

To discuss the logic of the empirical approach that was used to estimate the effect of the ALR sanctions, an equation can be written for offenders using analysis of variance notation and terminology. Letting the index i denote an individual driver in the sample and the index j denote the period of observation, the equation is:

$$Y_{ij} = \mu + \alpha_i + \beta_j + \gamma_{ij} + \varepsilon_{ij} \quad (i = 1, \dots, I; j = 1, \dots, J), \text{ where:}$$

Y_{ij} = earnings of the i th individual in period j (where j is a month)

μ = the grand mean

α_i = the effect due to the i th category or level of the time-invariant factor (e.g., the effect of the driver's sex)

β_j = the effect due to the j th category or level of the time-varying factor (e.g., driver age in period j)

γ_{ij} = the ALR sanction effect for driver i in period j (assumed to be zero in all periods for comparison group drivers)

ε_{ij} = the (assumed) stochastic effect of omitted variables and measurement error

In parameterizing this model, the impact effects (γ_{ij}) are represented by a series of binary variables that distinguish drivers in the treatment group in each post-period, that is, a set of binary variables that represents the interaction of treatment/comparison status with each period. The treatment event for DUI offenders was the DUI arrest event.

Multivariate statistical techniques were used to examine the relationships between two dependent variables (earnings and hours worked) and a set of explanatory variables (e.g., age, gender, alcohol abuse, and level of ALR sanction). The model estimated the effect or relationship of level of ALR sanction on several dependent variables, while controlling for other explanatory variables.

Multivariate statistical techniques offer a way to control for differences between treatment and comparison groups that could bias the estimate of impact. Multivariate estimation methods have a number of advantages over univariate methods. Systematic differences between samples can be controlled for by explicitly including the variables in the model. Also, by controlling for other factors, multivariate models explain more of the variation in the outcome variable and detect significant differences that cannot be detected in a univariate model. Multivariate estimation methods require specification of a functional form of the model. For the ALR sample of DUI offenders, a simple impact model can be written as:

$$Y_{nt} = a + \sum_{j=1}^J b_j X_{nj} + \sum_{k=1}^K c_k Z_{nk} + \sum_{l=1}^L d_l I_{ntl} \quad t = 1, 2; \text{ and } n = 1, 2, \dots, N$$

where t is a subscript for time (1 is pre-ALR sanction and 2 is post-ALR sanction), n is a subscript for DUI offenders, Y_{nt} is the outcome variable being modeled (earnings and hours worked), X_{nj} are time-varying DUI-offender characteristics, Z_{nk} are time-invariant DUI-offender characteristics, and I_{ntl} are the impact variables (equal to 1 for DUI offenders under

ALR sanction in the post-DUI arrest period and 0 otherwise). Impact variables were defined as follows:

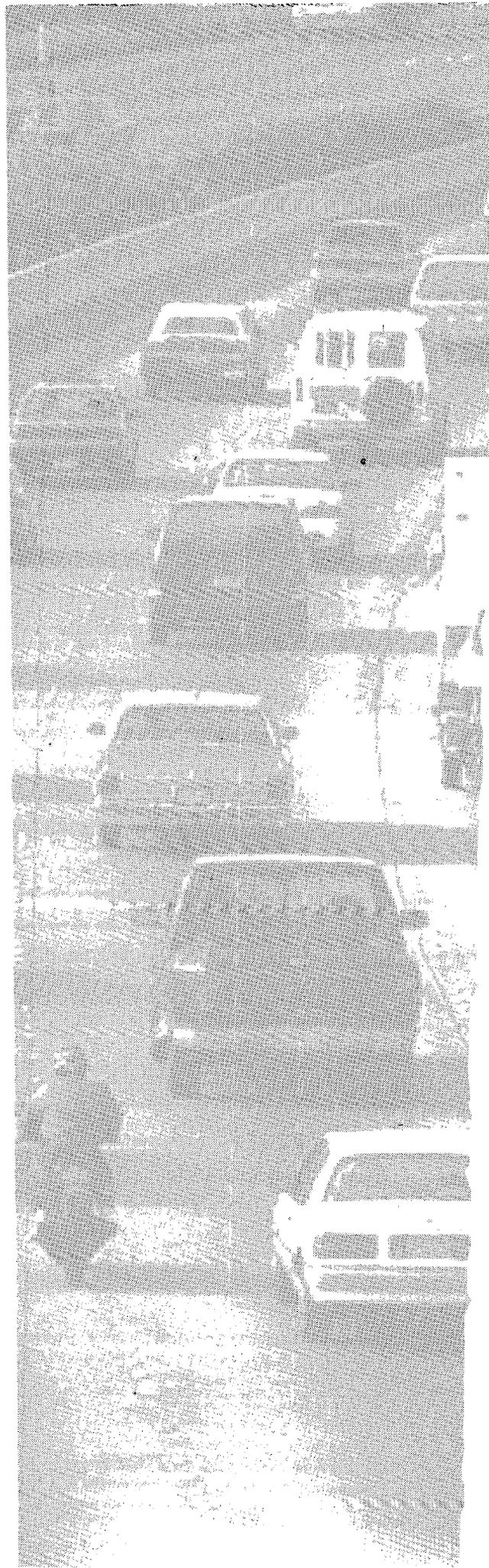
$I_{nt1} = 1$ if the DUI ALR sanction is in Maryland and t represents the post-ALR sanction period; 0 otherwise.

$I_{nt2} = 1$ if the DUI ALR sanction is in California and t represents the post-ALR sanction period; 0 otherwise.

$I_{nt3} = 1$ if the DUI ALR sanction is in Delaware and t represents the post-ALR sanction period; 0 otherwise.

Thus, if $I_{nt1} = I_{nt2} = I_{nt3} = 0$, the respondent was from Pennsylvania or t represented the pre-ALR sanction period. The model parameters, a , b_j , c_k , and d_l , were estimated using Ordinary Least Squares (OLS) regression.

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