

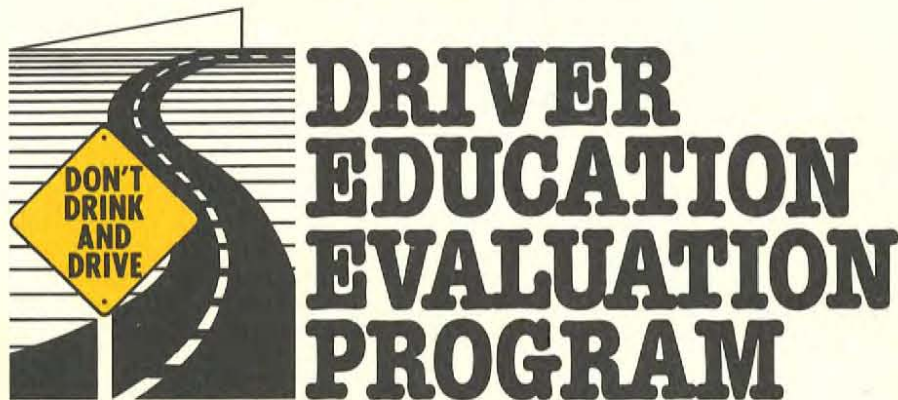
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A STUDY OF OUI IN MAINE: PARTICIPATION IN DEEP, REARREST AND PERCEPTIONS OF OUI LAWS, ENFORCEMENT AND SERVICES



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Prepared by:

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Prepared for:

**Maine Department of Human Services
Bureau of Rehabilitation
Division of Driver Education Evaluation Programs**

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EXECUTIVE SUMMARY

This report contains the findings of a study of the Division of Driver Education Evaluation Programs (DEEP), specifically the program for adults. The study is the first of its type, involving four sources of information. First, the Division of Motor Vehicles (DMV) Driving Record Reports were used primarily to obtain data concerning operating under the influence of alcohol (OUI) offenses and other related driving violations. Second, DEEP case records provided project staff with information about convicted OUI drivers' participation, or the lack thereof, in Maine's Driver Education Evaluation Program and, when required, participation in alcohol evaluation and treatment. Third, the project conducted a survey of 1000 drivers arrested and convicted of a 1983 OUI offense to obtain their perception of Maine's OUI laws, their 1983 OUI experience, their perception of intervention strategies, and their drinking and driving attitudes. Finally, providers of educational and treatment services were surveyed to obtain information pertaining to Maine OUI laws and their enforcement, and the deterrent value of OUI countermeasures used in Maine.

This study does not, and could not, address the numerous questions and/or issues that various state agencies and organizations both in the private and public sector may have concerning Maine's drinking and driving problem. It does, however, contain some baseline data, identify areas requiring additional inquiry, and it presents recommendations related to existing OUI countermeasures.

In order to implement some of the recommendations contained in this report, the Division of Driver Education Evaluation Programs will need adequate funding. DEEP client fees alone may be insufficient due to the OUI offender's inclination not to participate in intervention. For example, funds other than client fees may be needed for an effective outreach strategy to be implemented to increase participation in DEEP. (Individuals who did not participate in DEEP at any level were responsible for almost half of the OUI rearrests after 1983.)

Study findings also suggest a need to assess the appropriateness of utilizing the same educational curriculum with all OUI offenders. Observations supporting the need to consider alternative curricula include the following:

Sixty-eight percent of the convicted OUI offenders were, in 1983, between the age of 20 and 34. By national standards this age group is considered as being a large segment of drivers at high risk of alcohol-related highway crashes. Maine statistics for the past eight years show that slightly over half of all OUI arrests were drivers between 21 and 34 years of age.

Two in five drivers included in this study had two or more OUI convictions within 6 years and 10 months. Rearrest after the 1983 OUI violation occurred within 8 1/2 months and the majority of the OUI rearrests involved 25 to 34 year old males who tended not to participate in DEEP, and they were more likely to be convicted of operating after suspension of license (OAS) and be declared a habitual offender (HO).

In terms of the individuals who initiated participation in intervention, the dropout rate was lowest in the educational component. Dropout rates at the evaluation and treatment levels of intervention were higher than in the educational component, and follow-through by clients appears to be somewhat of a problem in seeking additional alcohol evaluation and treatment when prescribed. Mechanisms for retention of client involvement in intervention appear to be needed and indicated by rearrest rates. The existing system of referral to alcohol evaluation and treatment, policies and procedures, should be evaluated and strategies implemented so that dropout rates are reduced.

Satisfactory completion of DEEP intervention has a positive impact on rearrest rates. Individuals who met all requirements by completing the 10-hour DEEP course had the lowest rearrest rate. Those who met all requirements by having an alcohol evaluation done or participated in treatment had slightly higher rearrest rates than those who participated only in the DEEP course. As stated previously, OUI offenders who did not participate at any level of intervention had the highest rearrest rate. Additional information is needed concerning client characteristics and alcohol evaluation and treatment services in order to ascertain why rearrest rates vary substantially across intervention levels for individuals who meet all requirements.

The survey of OUI offenders revealed that the largest percentage perceived the loss of license, due to the 1983 OUI conviction, as the single most unpleasant consequence. Providers of services viewed imprisonment as having the greatest deterrent value to drinking and driving. An interesting difference in perception that could be important in establishing legal and administrative punitive measures for drinking and driving.

Numerous strategies designed to deter drinking and driving have been utilized both in this and other countries. Currently, the national trend appears to be the implementation of tougher legal sanctions combined with alcohol education and treatment programs for convicted OUI offenders. The State of Maine is currently using these deterrents along with several other OUI countermeasures to combat the OUI problem. For example, experience has shown that increasing the severity of legal penalties alone does not have a long-term deterrent effect on drinking and driving behavior, publicity concerning the implementation of tougher sanctions is required in order to sustain the deterrent effect. A coordinated, multi-strategy approach is needed.

During the last several years, state agencies and organizations, local government and community action groups, and the public and the private sectors have mobilized to address the problem that creates unsafe highways in Maine. For example, the following new and creative approaches have been implemented in Maine: School systems have organized chemical-free graduation activities (Project Graduation); the Maine Department of Education and Cultural Services has established numerous school-community teams across the state; the Maine Chapter of Mothers Against Drunk Driving has conducted public awareness campaigns and coordinated services for victims; the Departments of Human Services and Public Safety convened a statewide OUI committee in 1985 to assess the state's drunk driving problem and its response to it; the Office of Alcoholism and Drug Abuse Prevention and the Division of Motor Vehicles have supported the preparation and dissemination of annual OUI reports since 1982.

The revised OUI statutes implemented by the State of Maine in September 1985 include legal sanctions which are tougher than those implemented under the 1981 Drunk Driving Law. Clearly, policies and programs have been assessed and modifications made to improve strategies designed to address the OUI problem. This type of periodic assessment and modification also applies to DEEP, e.g. design and implementation of an alcohol education program specifically for youth (DEEP-Teen) and modification of referral criteria within DEEP-Adult. Additional evaluation of the alcohol education program curriculum is indicated based on the characteristics of the convicted OUI offender population, e.g. a large proportion being within the age group at high risk of highway accidents, rearrest rates, participation level, and barriers to participation. If alcohol education and treatment services for convicted OUI offenders are to be an integral part of a comprehensive, coordinated approach to the drinking and driving problem, exemplary program models should be identified for implementation in Maine as an adjunct to the punitive OUI countermeasures. Issues specific to Maine's situation should be considered in program design changes, e.g. non-participation in DEEP and delaying and/or dropping out, barriers to participation (transportation and cost of services), alcohol education/treatment designed for special populations (at high risk of highway accidents age groups, repeat and/or chronic offenders), and ongoing monitoring and evaluation of the education component, alcohol evaluation and treatment. These and other issues are discussed in subsequent chapters of this report.

INTRODUCTION

Statistics commonly used to describe the magnitude of the Nation's drunk driving problem include the following: (1) at least 50 percent of all highway fatalities involve alcohol; (2) 250,000 drivers have been killed in alcohol-related crashes during the past ten years; and (3) annual economic losses are estimated at \$21 to \$24 billion.

Alcohol-related motor vehicle crashes continue to be the leading cause of death among youth 16 to 24 years of age. National statistics also indicate that drivers 16 to 34 years of age are at high risk of being in a motor vehicle accident involving an impaired driver.

During the last eight years, 70 percent of Maine drivers were between the age of 15 and 34 at the time of the OUI arrest. Based on annual OUI reports covering calendar years 1982 through 1985, a total of 41,415 OUI arrests were made in the State of Maine. If 70 percent of the arrests during the past four years involved the high risk group, about 29,000 of the arrests involved drivers between 15 and 34 years of age.

A 1982 report prepared for and submitted to the Maine Legislature's Joint Select Committee on Alcoholism Services cited a cost of \$35.3 million in 1980 associated with motor vehicle accidents involving alcohol misuse. This estimate included four categories of cost: lost production, property damage, health care and criminal justice.

In the last several years local communities, volunteer action groups, state and local governments, and public and private agencies and organizations have mobilized resources targeting the drunk driving problem. The State of Maine has implemented, as have other jurisdictions, various strategies to increase public awareness in the short-term and, hopefully, change drinking and driving attitudes and behavior patterns in the long-term. Until such time as drunk driving becomes a socially unacceptable practice, multi-programs and strategies designed to deter drinking and driving are necessary and important elements of a comprehensive approach to the problem.

Although program designs vary from one state to another, most states have programs and participation requirements for convicted OUI offenders. A 1983 study done by the U.S. Department of Transportation indicates that participation in education or treatment is not required by first offenders in only four states; participation is voluntary in two states; and no information was contained in the report for Puerto Rico and the District of Columbia.

Of the remaining 42 jurisdictions, program participation requirements for first offenders are as follows:

- 30 states require participation in alcohol education-rehabilitation;
- 8 states require participation in alcohol education, only; and
- 4 states require first offenders to participate in alcohol treatment.

Currently, the State of Maine requires satisfactory completion of DEEP, and alcohol treatment if indicated, for all OUI convictions if the blood-alcohol concentration at arrest was .10 percent or greater for adults and .02 percent for anyone under 21 years of age.

DESCRIPTION OF DEEP

Transferred from the Division of Motor Vehicles (DMV) to the Department of Human Services in October 1977, the Division of Driver Education Evaluation Programs has undergone many changes in response to the public's growing concern about drunk driving. For example, in August 1984 two major programatic changes were made: A separate program for youth was designed and implemented (DEEP-Teen) and within the DEEP-Adult program referral criteria were revised. (The DEEP-Adult revised referral standards were intended to facilitate identification and intervention of alcohol-related problems at an earlier stage of development and increase referrals for alcohol evaluation.)

Convicted OUI offenders are notified of the DEEP requirement by the Division of Motor Vehicles. Upon such notification, the individual must contact DEEP personnel in Augusta to obtain information concerning registration, where DEEP courses are being delivered, cost, etc.

DEEP-related intervention could potentially include three steps before all requirements are satisfactorily met: (1) DEEP course and preliminary assessment; (2) additional alcohol evaluation; and (3) alcohol treatment. DEEP courses are conducted in numerous sites across the State by DEEP facilitators or private consultants contracted to deliver the program. Practitioners outside the DEEP system perform the alcohol evaluations and provide alcohol treatment. Providers of evaluation and treatment services must meet licensure and/or registration requirements set forth in Maine statutes pertaining to physicians, osteopaths, psychologists, social workers and substance abuse counselors. Currently, all caregivers providing alcohol evaluation and/or treatment services must be certified by the Department of Human Services.

DEEP Course and Preliminary Assessment

This 10-hour program consists of nine hours of classroom instruction and one hour is spent by the DEEP instructor with each course participant in a one-to-one counseling session. The entire week-long program is conducted over three days. The objectives are:

- To enhance the participant's knowledge concerning the effects of alcohol on human behavior, especially as it relates to driving performance;
- To conduct a preliminary assessment of the participant's alcohol use/abuse; and
- When indicated, to refer participants for additional alcohol evaluation.

Three key factors are considered by DEEP instructors in deciding whether or not a course participant should be referred for alcohol evaluation: (1) the Mortimer-Filkins (M-F) Test Score; (2) the blood-alcohol concentration at the time of arrest; and (3) previous OUI convictions. (The Mortimer-Filkins is used as a screening tool to identify problem drinkers.)

Alcohol Evaluation and Treatment

When a referral is indicated, the instructor informs the client of: (1) the purpose for additional evaluation; (2) the consequences if all evaluation requirements are not met; and (3) resources (evaluators) to choose from, and other pertinent information.

Individuals providing evaluation services are currently also required to inform clients of: (1) their right to seek a second opinion if they do not agree with the evaluator's decision; (2) the consequences of not completing treatment; and (3) treatment resources.

DEEP notifies DMV when course requirements have been met, as well as when referrals have been made and whether or not those requirements have been satisfactorily completed. This information becomes part of a driver's Driving Record Report. (Whether or not alcohol treatment was required is not entered on the DMV Driving Record Report.)

DESCRIPTION OF STUDY

The primary question the study was intended to address was: Does participation in DEEP change attitudes and behavior patterns of convicted OUI offenders which results in lower rearrest rates in comparison to OUI offenders who do not participate in the educational and treatment intervention services available through DEEP?

The major objectives of the study were:

- To examine the characteristics of drivers and OUI rearrest rates in relationship to DEEP participation.
- To examine utilization of referral criteria by DEEP instructors in referring course participants identified as problem drinkers for external, more extensive alcohol evaluation.
- To examine OUI offender perceptions of: Maine OUI laws and their enforcement, the 1983 OUI experience, and DEEP intervention services (education, evaluation and treatment).
- To examine providers' perceptions of treatment services, Maine OUI laws and their enforcement, deterrent value of OUI countermeasures, and educational and treatment services provided OUI offenders in Maine.

The random sample of 1000 drivers was drawn by the Division of Motor Vehicles. The key criterion for selecting study members was that he/she had an OUI violation in 1983 which resulted in a conviction. DMV controlled for two additional variables: geographic distribution and level of DEEP participation.

For each study member selected, DMV conducted a record check covering a six-year period: 1979 through October, 1985. Project staff were provided with the standard Driving Record Report for each study member. (Sample contained in Appendix A.) Each Report was reviewed and pertinent data abstracted. DEEP data were added to applicable study members' records (622) by reviewing and abstracting information from individual case records maintained by DEEP. Data were then coded and keypunched for computer-assisted analysis.

In addition, survey instruments were designed for use with OUI offenders and providers of services (Appendix A.) The OUI offender survey was field-tested during a DEEP course session, and the providers survey instrument was field-tested with a statewide sample of instructors, evaluators and treatment service providers.

Three mailings were conducted with OUI offenders; an initial mailing and two follow-up mailings to non-responders. Only two mailings were required to providers of services. Returned surveys were coded and keypunched to facilitate analysis.

The report is organized into five chapters. Chapter I presents a profile of the study sample including OUI convictions before and after 1983. Chapter II examines data pertaining to DEEP participation, utilization of referral criteria by DEEP instructors, and rearrest based on the level of participation in DEEP. Chapters III and IV present the results of surveys conducted with the OUI offender group and providers of services to DEEP clients, respectively. Chapter V contains a summary of key findings and recommendations.

I

OPERATING UNDER THE INFLUENCE OF ALCOHOL AND OTHER
RELATED DRIVING OFFENSES

As previously noted, DMV generated a Driving Record Report for each study member. Project staff reviewed each DMV Report and abstracted data so that the following key areas could be examined for the entire sample of 1000 drivers.

- OUI history from 1979 until the first 1983 OUI violation which resulted in a conviction;
- The 1983 OUI offense in terms of the sanctions imposed by courts and DMV;
- Participation in DEEP as a result of the 1983 OUI conviction; and
- OUI rearrests after the initial 1983 OUI conviction, as well as OAS and HO violations.

These data were collected in order to: (1) develop an historical and demographic profile of the drivers selected for the study; (2) ascertain which drivers participated in DEEP as required by the Secretary of State for reinstatement of driving privileges; and (3) establish a basis for analyzing OUI rearrest in relationship to DEEP participation or non-participation, as well as other key variables, such as previous OUI convictions, the severity of penalties imposed in the 1983 OUI conviction, etc.; and finally (4) establish baseline information for use in future evaluations.

A description of the study sample is provided based on the information contained in the DMV Driving Record Reports.

OUI HISTORY FROM 1979 THROUGH 1982

DMV data showed that the 1983 OUI conviction was a first offense, within a four-year period (1979-82), for 73.3 percent of the study sample. One in four drivers (26.7%) included in the sample, had been convicted of at least one OUI violation within this period.

Figure I-1: OUI CONVICTIONS FROM 1979 THROUGH 1982

<u>TOTAL STUDY SAMPLE</u>			<u>MULTIPLE OFFENDER GROUP</u>		
<u>Number of Convictions Per Driver</u>	<u>Number of Drivers</u>	<u>Percent of Drivers</u>	<u>Total Convictions</u>	<u>Number of Drivers</u>	<u>Percent of Drivers</u>
0	733	73.3	-	-	-
1	212	21.2	212	212	79.4
2	43	4.3	86	43	16.1
3	9	0.9	27	9	3.4
4	3	0.3	12	3	1.1
Total	(1000)	(100.0)	(337)	(267)	(100.0)

1983 OUI CONVICTION

Several factors were examined pertaining to each driver's 1983 OUI violation, e.g. blood-alcohol concentration (BAC) at the time of arrest, whether the defendant was convicted of a criminal or civil offense, and findings of the court.

Age and Gender of Study Sample

At the time of the 1983 OUI violation, the largest percentage of drivers were between 20 and 34 years of age (68.0%). As shown in Figure I-2, more than one-third of the drivers (372) were between the age of 25 and 34; the oldest subject was 71 years old. Ninety percent of the drivers (899) were male.

Figure I-2: AGE IN 1983

<u>Age</u>	<u>Number</u>	<u>Percent</u>
20 - 24	308	30.8
25 - 34	372	37.2
35 - 44	176	17.6
45 - 54	84	8.4
55+	60	6.0
Total	(1000)	(100.0)

BAC at Arrest

DMV Driving Record Reports did not have the BAC in 269 cases. In the remaining 731 cases, 126 drivers (17.3%) refused to submit to a chemical test. In 46 instances, the Driving Record Report did not contain the actual BAC but indicated only that it was .10 percent plus (10+). (A driver having a .10 percent BAC is considered legally drunk based on OUI laws implemented in September 1981.)

The BAC for 559 drivers ranged from .06 percent to .37 percent. Forty percent of these drivers had a BAC between .15 and .19 percent (Figure I-3); 35.2 percent had BAC's greater than .20 percent.

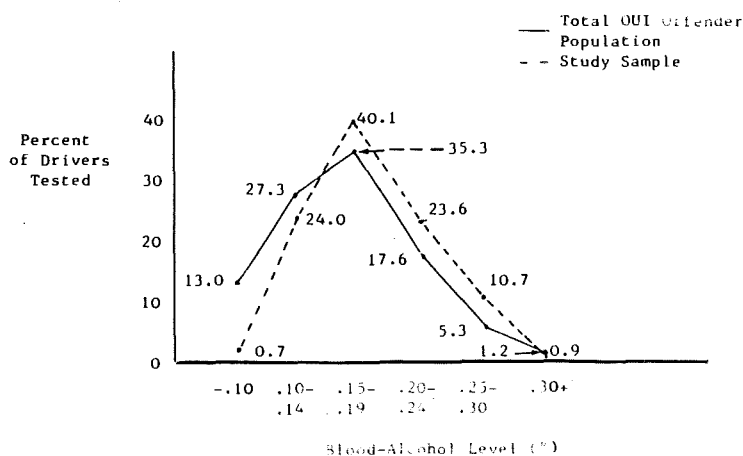
Figure I-3: BLOOD-ALCOHOL CONCENTRATION: 1983 OUI ARREST

<u>BAC</u>	<u>Number Drivers</u>	<u>Percent</u>
Less than .10%	4	0.7
.10 to .14%	134	24.0
.15 to .19%	224	40.1
.20 to .24%	132	23.6
.25 to .30%	60	10.7
More than .30%	5	0.9
Total	(559)	(100.0)

The refusal rate for the study population was slightly higher than the overall refusal rate for the 8,034 drivers arrested for OUI in 1983. The 1983 Annual OUI Report showed a refusal rate of 15.1 percent compared to 17.3 percent within the study sample.

As shown in Figure I-4, drivers in the study sample tended to have a higher blood-alcohol concentration than did the total group of drivers arrested for OUI in 1983.

Figure I-4: BLOOD-ALCOHOL LEVEL FOR TOTAL 1983 OUI OFFENDER POPULATION AND STUDY SAMPLE



OUI Charge

A slightly greater percentage of the study sample was charged with and convicted of a criminal OUI violation than was the case with the total OUI offender population in 1983; 47.3 percent compared to 41.9 percent. (This difference may be related to the slightly higher BAC's within the study sample.)

Adjudication of Cases

An average of 81 days elapsed between the OUI violation date and final disposition of a case in court. Although 31.3 percent of the 1000 cases were adjudicated in 30 days or less, 31.0 percent of the cases were adjudicated in 91 days or more. The largest percentage of cases (37.7%) were adjudicated in 31 to 90 days from the date of violation (Figure I-5). The length of time it took for case disposition ranged from one day (2 cases) to 434 days (1 case).

Figure I-5: LENGTH OF TIME FROM VIOLATION DATE TO ADJUDICATION

<u>Days</u>	<u>Number Cases</u>	<u>Percent</u>
1 - 30	313	31.3
31 - 60	238	23.8
61 - 90	139	13.9
91 - 120	95	9.5
121 - 150	53	5.3
151 - 180	38	3.8
181 - 210	42	4.2
211 - 240	27	2.7
241 - 270	19	1.9
271 +	36	3.6
Total	(1000)	(100.0)

Penalties Imposed Upon Conviction

Fines imposed by courts ranged from \$250 to \$1000 with the average fine being \$328.00. License suspension periods imposed by courts and DMV ranged from 45 days (486 cases) to 364 days (1 case). Jail sentences ranged from the mandatory minimum of two days (307 cases) to 364 days in one case. Figures I-6 through I-8 present the sanctions imposed by courts and DMV upon conviction for the 1983 OUI offense.

Figure I-6: FINES IMPOSED BY COURTS

<u>Fine</u>	<u>Number of Defendants</u>	<u>Percent</u>
\$250 - 349	495	51.0
\$350 - 500	446	45.9
More than \$500	30	3.1
Total	(971)	(100.0)

Missing Data: 29 Records

Figure I-7: SUSPENSION OF LICENSE BY COURTS AND DMV

<u>Suspension Period</u>	<u>Number of Defendants</u>	<u>Percent</u>
Less than 90 Days	487	50.0
90 - 180 Days	329	33.8
181 - 270 Days	4	0.4
271 - 365 Days	135	13.9
More than 1 Year	19	1.9
Total	(974)	(100.0)

Missing Data: 26 Records

Figure I-8: JAIL SENTENCES IMPOSED BY COURTS

<u>Jail Sentence</u>	<u>Number of Defendants</u>	<u>Percent</u>
2 Days	307	68.1
3 - 9 Days	74	16.4
10 - 20 Days	34	7.5
21 - 30 Days	15	3.3
More than 30 Days	21	4.7
Total	(451)	(100.0)

Missing Data: 22 Records

DEEP Completion

As stated previously, all Department of Human Services - DEEP requirements must be met before driving privileges are reinstated by the Secretary of State providing, however, that two-thirds of the license suspension period has elapsed. Information concerning completion of DEEP is routinely provided DMV by DEEP and becomes part of a person's Driving Record Report maintained by DMV.

Based on the DMV Driving Record Reports, 52.6 percent of the 1000 drivers had met all DEEP requirements for license restoration at the time the sample was drawn (October 10, 1985). An additional 10.5 percent of the drivers met partial requirements. Slightly more than one-third of the drivers had not participated in DEEP (Figure I-9).

Figure I-9: DEEP COMPLETION AS OF OCTOBER, 1985 BASED ON DMV RECORDS

<u>DEEP Completion</u>	<u>Number of Drivers</u>	<u>Percent</u>
Met all requirements, Completed 10-Hour Course	350	35.0
Completed Course, Met All Other Requirements	176	17.6
Completed Course, But Other Requirements Not Met	105	10.5
No DMV Record of DEEP Participation	369	36.9
Total	(1000)	(100.0)

Because of the limited information contained on DMV Driving Record Reports concerning DEEP participation, project staff also reviewed and abstracted data from individual case records maintained by DEEP. The findings of that review are presented in Chapter II.

OUI, OAS AND HO VIOLATIONS AFTER THE 1983 OUI VIOLATION

DMV Driving Record Reports were also reviewed to ascertain the extent to which subsequent violations occurred within the study sample. The post 1983 OUI period examined ranged in length from January 1, 1983 to October 10, 1985 (2 years, 9-1/2 months) and from December 31, 1983 to October 10, 1985 (1 year, 9-1/2 months).

Rearrest for OUI

One in five drivers (21.1% of the study sample) was rearrested after the 1983 OUI violation. The rearrested group of drivers (211) were charged with 258 OUI violations (Figure I-10). Twenty percent of the drivers rearrested accounted for 34.5 percent of the charges.

Rearrest for OUI occurred within an average of eight and a half months. BAC's ranged from .10 percent to .32 percent. As shown in Figure I-10, courts obtained convictions in 77.1 percent of the OUI arrests which occurred after the first 1983 OUI.

Figure I-10: OUI VIOLATIONS AND CONVICTIONS AFTER THE FIRST 1983 OUI CONVICTION

<u>Number of OUI's</u>	<u>Drivers Charged</u>	<u>Number & Percent Convicted</u>	<u>Number OUI Charges</u>	<u>Number & Percent Convictions</u>
1	169	146 69.2	169	146 56.6
2	37	22 10.4	74	44 17.1
3	5	3 1.4	15	9 3.5
Total/%	(211)	(171) (81.0)	(258)	(199) (77.1)

OUI Convictions from 1979 Through October 10, 1985

Drivers in the study sample were convicted of 1539 OUI violations from January 1, 1979 through October 10, 1985 (Figure I-11). Thirty-nine percent of the drivers (390) were convicted more than once during that period--averaging 2.4 OUI convictions per driver.

Figure I-11: TOTAL OUI CONVICTIONS (1/1/79 - 10/10/85)

<u>Convictions Per Driver</u>	<u>Number of Drivers</u>	<u>Total OUI Convictions</u>	
1	610	610	
2	279	558	
3	83	249	
4	19	76	929
5	8	40	
6	1	6	
Total	(1000)	(1539)	

Conviction for Operating After Suspension (OAS)

Ninety-seven individuals (9.7%) were apprehended and convicted for operating after suspension of license due to an OUI conviction (Figure I-12). Twenty of these drivers (20.6%) were convicted of 2.2 OAS violations after their 1983 OUI conviction.

Figure I-12: OAS CONVICTIONS AFTER THE 1983 OUI CONVICTION

<u>OAS Convictions</u>	<u>Number of Individuals</u>	<u>Total OAS Convictions</u>
1	77	77
2	17	34
3	3 20	9 43
Total	(97)	(120)

Habitual Offender (HO) Status and Convictions

After the 1983 OUI conviction, 200 drivers (20% of the study sample) had their driving privileges revoked because they were declared habitual offenders by the Secretary of State. Twenty-five percent of these drivers were caught and convicted for driving during the revocation period (Figure I-13).

Figure I-13: CONVICTIONS FOR OPERATING AFTER HO REVOCATION

<u>HO Convictions</u>	<u>Number of Drivers</u>	<u>Total HO Convictions</u>
1	43	43
2	5	10
3	2	6
Total	(50)	(59)

SUMMARY

Based on DMV Driving Record Reports, the following is a profile of the 1000 drivers included in this study.

- OUI History

- One in four drivers were convicted of one-to-four OUI violations from 1979 through 1982.

- 1983 OUI

- Age in 1983 and Gender of Study Members: The largest percentage of the drivers (68.0%) were from 20 to 34 years of age at the time of the 1983 OUI incident. Nine in ten or 90.0 percent of the study members were male drivers.
- BAC: 17.3 percent of the drivers refused to submit to a chemical test at the time of apprehension for OUI. Slightly more than one-third of those who submitted to testing had a blood-alcohol concentration equal to or greater than .20 percent.
- Prosecutorial Route: Almost half of the study members (47.3%) were convicted of a criminal OUI which, in 1983, required the following mandated minimum, legal sanctions: 2-day jail sentence, \$350 fine, and a 90-day license suspension period.
- Adjudication of Cases: An average of 81 days elapsed between the violation date and adjudication of a case. Sixty-nine percent of the 1000 cases were adjudicated in 90 days or less. The remainder were adjudicated in 91 to 435 days.

- Penalties Imposed Upon Conviction: Drivers for whom information was available were fined \$250 to \$1000, had licenses suspended for 45 to 365 days, and they were jailed 2 to 364 days.
- DEEP Completion
 - DMV records showed the following:

52.6%	Drivers Met <u>All</u> Requirements
10.5%	Drivers Met <u>Some</u> Requirements
36.9%	Drivers <u>Did Not</u> Participate
- Rearrest for OUI
 - One in five drivers or 21.1 percent were rearrested for 258 OUI violations after the initial 1983 OUI incident and before October 10, 1985.
 - Within the rearrested group, four in five drivers (177) were convicted.
 - Rearrest occurred within an average of eight and a half months after the 1983 OUI violation.
- Total OUI Convictions (1979-85)
 - During the time frame under study (January 1, 1979 through October 10, 1985) the 1000 drivers were convicted of 1539 OUI violations; an average of 1.5 OUI convictions per driver.
- OAS Convictions After the 1983 OUI
 - A total of 97 drivers were convicted of 120 operating after suspension of license violations.
- H0 Status and Convictions After the 1983 OUI
 - A total of 200 drivers were declared habitual offenders and had their license to operate a motor vehicle revoked by the Secretary of State. Fifty of these drivers (one in four) were convicted of 59 violations of their H0 status.

II

DEEP PARTICIPATION, REFERRAL AND OUI RECIDIVISM

DMV Driving Record Reports contained limited information concerning participation in DEEP. Essentially, the Reports only note whether the 10-hour course was completed and, when referrals are made, whether or not the individual met conditions of the referral. In order to assess utilization of referral criteria by instructors and examine recidivism in relationship to the different levels of DEEP participation, it was necessary to collect additional data. Because this information was not available in aggregate, project staff had to review each study member's DEEP case record to abstract pertinent data for analysis.

Case record reviews focused on two major areas:

- Level of DEEP participation, (1) 10-hour course only, (2) the course plus additional evaluation, and (3) the course, additional evaluation, plus alcohol-related rehabilitation; and
- Preliminary assessment results and utilization of referral criteria by DEEP course instructors.

In addition, the intent was to abstract socio-economic data from DEEP case records. Because very few DEEP case records contained such information, this was not possible. An attempt was made to collect this information through the mail survey of study members instead; the results of which are presented in Chapter III.

The information abstracted from individual DEEP case records permitted: (1) a more indepth analysis of DEEP participation than DMV data would have allowed; (2) an analysis of referral criteria utilization by DEEP instructors; and (3) an analysis of recidivism rates by the different levels of DEEP participation, i.e. no participation, successful completion and partial completion of requirements.

DEEP PARTICIPATION

A review of DEEP case records revealed the following concerning completion of DEEP by the 1000 study members.

- 534 Drivers met all DHS-DEEP requirements;
- 88 Drivers initiated participation but did not meet all requirements; and
- 378 Drivers did not take any action to meet DEEP requirements.

Note: The slight discrepancy found between the number of drivers noted as having met all DHS-DEEP requirements based on DMV Driving Record Reports (526 drivers) and the number who completed DEEP based on the review of individual case records (534 drivers) may be due to the time which elapsed between drawing the sample and when individual case records were reviewed. Data were abstracted during a four-month period after the sample was drawn; therefore, giving drivers additional time to meet all requirements.

DEEP participation was also examined based on the three levels of education-rehabilitation intervention.

1. The 10-hour DEEP course,
2. Completion of #1 above, plus additional evaluation of drinking-related behavior, and
3. Completion of #1 and #2, plus alcohol-related rehabilitation.

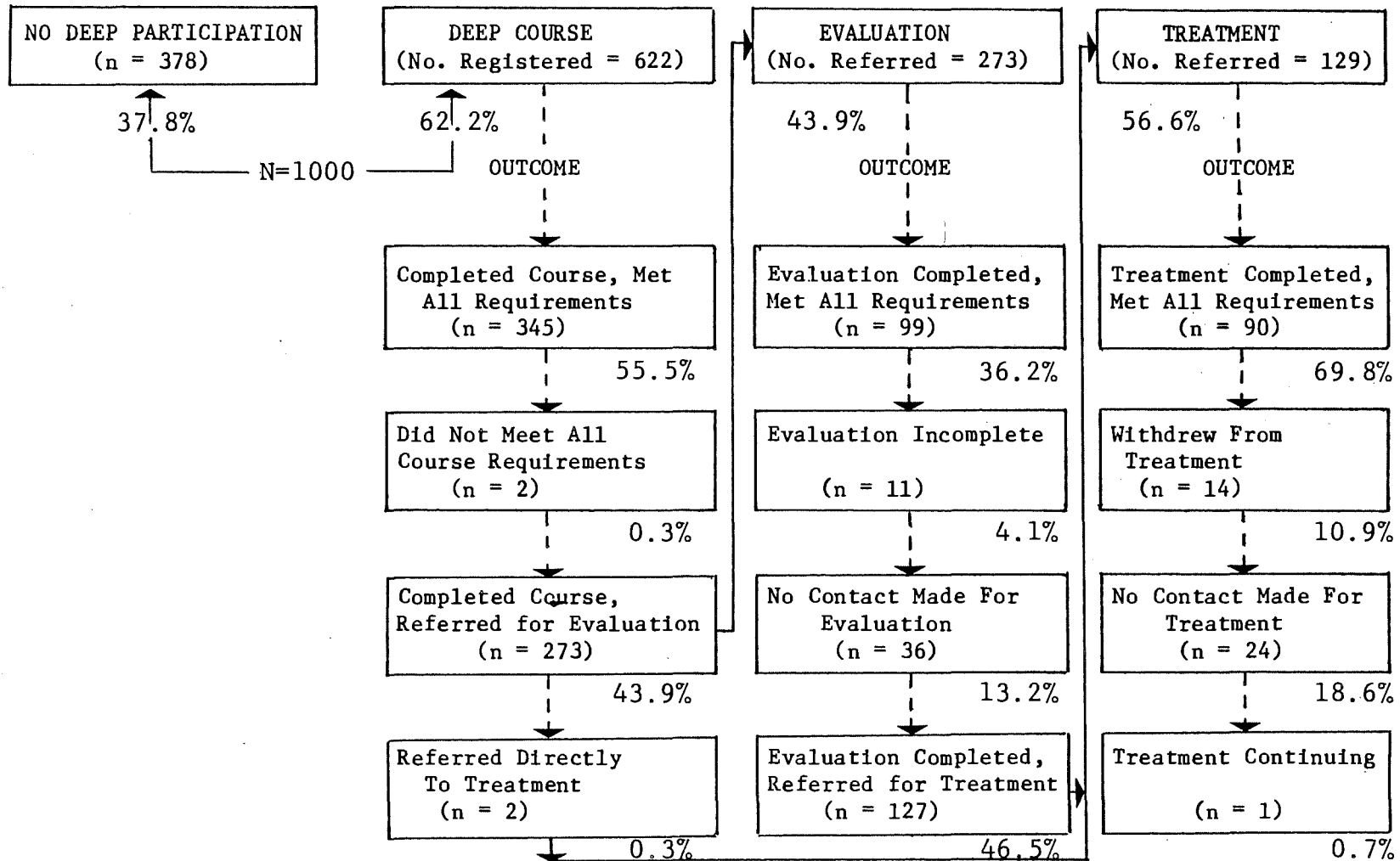
As apparent from Figure II-1 on the next page, slightly more than forty percent of the drivers who participated in DEEP were referred for additional alcohol evaluation. Upon completion of the evaluation, 55.7 percent were referred for alcohol rehabilitation.

The DEEP course had the lowest participant dropout rate (0.3%); dropout rates at the evaluation and treatment levels were 4.1 and 10.9 percent, respectively. In addition, 13.2 percent of the DEEP course participants referred for evaluation did not contact an evaluator, and 18.6 percent referred for treatment ignored this requirement.

The dropout rates and lack of follow-through by DEEP participants are areas that appear to require further assessment, especially in terms of methods for enhancing follow-through by DEEP clients when they are referred for evaluation/treatment.

Figure II-1

DEEP PARTICIPATION



Comparison of DEEP Completers With Non-Completers

For purposes of comparing characteristics of drivers who completed DEEP and those who did not, drivers were compared in terms of four participation levels: (1) non-completers being individuals who did not initiate participation or those who initiated but did not meet all requirements; (2) individuals who met all requirements by completing the DEEP course; (3) drivers who in addition to the course had an evaluation done; and (4) drivers who completed all three intervention steps: the 10-hour course, additional alcohol-evaluation, and alcohol-related rehabilitation.

Figure II-2 suggests that the non-completer group is more similar to the group of drivers who were required to participate in evaluation and treatment than those who were required to complete the 10-hour course only. The similarities include:

- The greater likelihood of having an OUI conviction before and/or after the 1983 OUI conviction;
- Criminal rather than civil prosecution in 1983; and
- Greater blood-alcohol concentration at the time of arrest in 1983.

As also apparent from Figure II-2, a greater percentage of non-completers tended to be convicted of OAS violations after the 1983 offense, declared habitual offenders, and convicted of HO violations.

Given the similarities between non-completers and completors within the evaluation and treatment levels, it is very likely that DEEP instructors would have referred non-completers beyond the DEEP course had these persons participated in DEEP. This assessment along with the non-completers greater likelihood of OAS and HO violations post-OUI suggests a need to identify and implement strategies which will increase DEEP participation.

Figure II-2: DRIVER CHARACTERISTICS BY DEEP PARTICIPATION LEVELS

<u>Driver Characteristics</u>	<u>Non-Completers</u>	<u>Course</u>	<u>Completers Evaluation</u>	<u>Treatment</u>
Age	(25-34) 36.8%	(25-34) 34.8%	(25-34) 45.4%	(25-34) 37.8%
Gender: Male	92.8%	85.4%	89.7%	91.1%
Female	7.2%	14.6%	10.3%	8.9%
1 or More Pre- or Post-1983 OUI Conviction	54.9%	19.6%	39.2%	64.4%
Number of Days from Violation to Adjudication (1983 OUI)	(1-30) 23.5% (31-60) 23.3%	(1-30) 43.9%	(31-60) 33.0%	(1-30) 23.3%
1983 OUI Prosecution	Criminal 66.1%	Civil 94.4%	Criminal 74.2%	Criminal 77.8%
1983 BAC	(.15-.19) 27.7% (.20-.24) 23.0%	(.10-.14) 31.4% (.15-.19) 38.5%	(.15-.19) 26.2% (.20-.24) 35.4%	(.15-.19) 25.4% (.20-.24) 32.4%
1983 OUI Refusal Rate	17.4%	18.4%	6.2%	18.3%
Post 1983 OAS Convictions (1-3)	31.7%	19.0%	37.5%	25.5%
Declared HO	33.0%	4.4%	10.3%	25.6%
HO Convictions	9.2%	0.9%	2.1%	3.5%

Time from 1983 OUI Violation Date to DEEP Completion

DEEP management requested that a special analysis be done to ascertain how much time elapsed between the 1983 OUI violation date and completion of DEEP by first offenders, and the length of time multiple offenders spent in treatment.

Three-fourths of the drivers whose 1983 OUI conviction was a first offense completed DEEP within one-to-six months. Inclusion of multiple offenders in this analysis decreases this statistic to two-thirds of the drivers completing DEEP in one-to-six months (Figure II-3). (The six-month timeframe is viewed by DEEP management as being a critical period within which DEEP participation has optimum effect on drivers.)

Figure II-3: TIME FROM 1983 OUI VIOLATION DATE TO DEEP COMPLETION
FOR FIRST OFFENDERS AND TOTAL GROUP

<u>Months</u>	<u>FIRST OFFENDERS</u>		<u>TOTAL GROUP</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
1- 6	336	74.3	355	67.8
7-12	59	13.1	72	13.7
13-18	31	6.9	48	9.2
19-24	14	3.1	28	5.3
24+	12	2.6	21	4.0
Total	(452)	(100.0)	(524)	(100.0)

Based on the data in Figure II-3, it appears that first offenders are more likely than multiple offenders to complete the DEEP course within six months.

Time Spent in Treatment by First and Multiple Offenders

Data in Figure II-4 indicates that about half of the first offenders spent more than 12 months in treatment compared to two-thirds of the multiple offenders. Since previous OUI convictions are used as one indicator of the chronicity of one's drinking problem, it is not surprising to find that multiple offenders tended to spend more time in alcohol-related treatment than did first offenders.

Figure II-4: AMOUNT OF TIME SPENT IN ALCOHOL-RELATED
TREATMENT BY FIRST AND MULTIPLE OFFENDERS

<u>MONTHS</u>	<u>FIRST OFFENDERS</u>		<u>MULTIPLE OFFENDERS</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
1- 6	13	28.9	8	17.7
7-12	10	22.3	9	20.0
13-18	10	22.1	12	26.7
19-24	5	11.1	7	15.6
24+	7	15.6	9	20.0
Total	(45)	(100.0)	(45)	(100.0)

Additional variables were examined in relationship to the six-month DEEP completion timeframe for both groups (first and multiple offenders). Highlights of this analysis are presented below and in Figures II-5 through II-7.

Analysis of DEEP Completion and Selected Characteristics of
First and Multiple Offenders

Age. Within all age groups, first offenders were much more likely to have completed the DEEP course within six-months of their 1983 OUI violation than were multiple offenders. Drivers 55 years of age and older, within both groups, were more likely than any other age group to complete DEEP within a six-month period. The least likely to complete the course within six months were first offenders between 20 and 24 years of age and multiple offenders between 25 and 44 years of age (Figure II-5).

Figure II-5: COMPLETION OF DEEP WITHIN SIX MONTHS OF 1983 OUI
VIOLATION DATE BY AGE

<u>OFFENDER GROUP</u>	<u>AGE</u>				
	20-24	25-34	35-44	45-54	55+
First Offenders	92 (68.7)	122 (76.3)	62 (74.7)	29 (76.3)	30 (81.1)
Multiple Offenders	5 (29.4)	8 (22.9)	3 (23.1)	1 (25.0)	2 (66.7)

Gender. Whether the 1983 OUI conviction was a first or subsequent OUI, female offenders appear to be more likely to complete the DEEP course within six months (83.3%) and male repeat offenders appear to be less likely (24.2%) as shown in Figure II-6.

Figure II-6: COMPLETION OF DEEP WITHIN SIX MONTHS OF 1983 OUI
VIOLATION DATE BY GENDER

<u>OFFENDER GROUP</u>	<u>GENDER</u>	
	<u>Male</u>	<u>Female</u>
First Offenders	73.1	83.3
Multiple Offenders	24.2	50.0

1983 Prosecution. First offenders convicted of a civil OUI in 1983 were the most likely to have completed DEEP within six months (80.30%); first offenders convicted of a criminal offense were the least likely (23.8%).

Figure II-8: COMPLETION OF DEEP WITHIN 6 MONTHS OF 1983 OUI
BY OFFENSE TYPE

<u>OFFENDER GROUP</u>	<u>OFFENSE TYPE</u>	
	<u>Civil</u>	<u>Criminal</u>
First Offenders	80.3	51.0
Multiple Offenders	44.4	23.8

DEEP Course Completion (Time) in Relationship to Rearrest Rates

Rearrest rates in relationship to the time that elapsed between the 1983 OUI violation date and DEEP completion fluctuated within both the first and multiple offender groups. A common pattern was found, however, within both groups. The rearrest rate increased substantially for persons who completed the DEEP course more than 24 months after the 1983 OUI violation. The overall rearrest rates, however, were almost the same for both groups (Figure II-8).

Figure II-8: DEEP COURSE COMPLETION (TIME) IN RELATION TO REARREST

Months		Total No. Completions	Convictions					Rearrest Rate
			0	1	2	3	Total	
First Offenders in 1983	1- 6	333	285	44	4	0	48	14.4
	7-12	59	46	11	1	1	13	22.0
	13-18	31	26	4	1	0	5	16.1
	19-24	14	12	2	0	0	2	14.3
	24+	12	7	5	0	0	5	41.7
Total		(449)	(376)	(66)	(6)	(1)	(73)	(16.3)
Multiple Offenders in 1983	1- 6	19	16	3	0	0	3	15.8
	7-12	13	11	2	0	0	2	15.4
	13-18	17	16	1	0	0	1	5.9
	19-24	14	11	3	0	0	3	21.4
	24+	9	6	3	0	0	3	33.3
Total		(72)	(60)	(12)	(0)	(0)	(12)	(16.7)

Based on the analyses conducted, the following key observations are noted:

- Less than one percent of the drivers who registered for the DEEP course dropped out before completing it. The evaluation and treatment dropout rates, however, were substantially worse. Seventeen percent of the DEEP clients referred for evaluation did not satisfactorily complete all requirements and 29.5 percent referred for alcohol rehabilitation failed to meet the requirements of this intervention.
- The characteristics of drivers who did not meet DHS-DEEP requirements were more similar to the individuals who were required to and completed evaluation and treatment than those who met all requirements by completing the DEEP course only.

- First offenders were more likely than multiple offenders to have completed the DEEP course within six months of the OUI violation date. This was found especially true if the first offender was a female, was 55 years of age or older, or was convicted of a civil rather than a criminal OUI offense in 1983.
- An equal number of first and multiple offenders (45) participated in and met alcohol-related treatment requirements. One in two first offenders compared to three in five multiple offenders spent more than 12 months in treatment.
- Within both first and multiple offender groups rearrest rates clearly escalate when drivers delay participating in DEEP for more than 24 months after the OUI violation date.

REFERRAL OF DEEP COURSE PARTICIPANTS FOR ADDITIONAL ALCOHOL EVALUATION

DEEP course instructors conduct a preliminary assessment of a participant's alcohol use or abuse. If the participant's preliminary assessment results indicate a referral is required for a more extensive alcohol evaluation, the individual is informed of this requirement.

The intent of this phase of the study was to examine the utilization of referral criteria by DEEP instructors both before and after August 1984. (In August 1984, DEEP implemented new referral criteria.)

DEEP clients were referred for alcohol evaluation under the following circumstances before August 1984.

1. The Mortimer-Filkins Score was equal to or greater than 60; or
2. The Mortimer-Filkins Score was 50 to 59, and
 - a) the BAC was equal to or greater than .15 percent or
 - b) the person had one or more previous OUI convictions, or,
3. The Mortimer-Filkins Score was 49 or less and considered inaccurate by the DEEP instructor and,
 - a) the BAC was .20 percent or greater, or
 - b) the person had two or more previous OUI convictions (within a six-year period).

After August 1984, referrals were made if:

1. The BAC at arrest was .20 percent or greater, or
2. The Mortimer-Filkins Score was 50 or greater, or
3. The Mortimer-Filkins Score was 40 or less and the BAC was .15 percent or greater, or
4. The person had one or more OUI convictions within six years, or
5. The BAC at arrest was .15 percent or greater and the Mortimer-Filkins Score was considered inaccurate by the DEEP instructor.

Utilization of Referral Criteria

In examining the use of referral criteria by DEEP instructors, it appears that the new referral criteria have the potential for assuring that DEEP participants are referred for additional evaluation when the preliminary assessment results indicate, as well as generally increasing the overall referral rate.

As shown in Figure II-9 below, the referral rate almost doubled with new criteria--increasing from 35.9 percent before August 1984 to 66.1 percent after the new criteria were implemented. In addition, the new referral standards appear to be reducing referral oversight. Under the old criteria, 14 of the 288 individuals who were not referred for additional alcohol evaluation should have been. Under the new criteria, two individuals should have been referred but were not. This represents an overall reduction in the referral error rate from 3.1 percent (14/450) to 1.2 percent (2/160).

Figure II-9: REFERRAL RATES FOR ALCOHOL EVALUATION BEFORE AND AFTER AUGUST 1984

	<u>Before</u> 8/1/84	<u>After</u> 8/1/84	<u>Total</u>
Number <u>NOT</u> Referred	288	57	345
Number and Rate <u>NOT</u> Referred, Should Have Been	(14) (3.1%)	(2) (1.2%)	(16) (2.5%)
Number and Referral Rate*	162 (35.9%)	111 (66.1%)	273 (44.0%)
Total	450	168	620

*Based on "Before" and "After" totals.

The individuals who should have been referred and were not, met the following referral criteria.

Before August 1984

- Eleven (11) DEEP participants had a Mortimer-Filkins Score of 50-59 and they had a BAC of .15 or more at the time of arrest.
- Three (3) DEEP participants had a Mortimer-Filkins Score of 60 or greater.

After August 1984

- Two (2) DEEP participants had one or more previous OUI convictions.

The referral rate under the new criteria may very well be a statistic that DEEP will want to monitor to assure alcohol evaluations are prescribed according to the new regulations and at the rate desired. Since the increased referral rate occurred within a 14-month period (August 1984 - October 1985) with an extremely high level of implementation accuracy, it appears that DEEP instructors are not experiencing problems with applying the new referral criteria.

Referral Rates by County

County referral rates for alcohol evaluation were also examined to ascertain if substantial differences existed. As shown in Figure II-10, referral rates ranged from a low of 21.7 percent (Knox County) to a high of 66.7 percent (Piscataquis County). Four county referral rates were below the statewide average: Androscoggin, Lincoln, Penobscot, and York.

Figure II-10: REFERRAL OF DEEP PARTICIPANTS BY COURSE INSTRUCTORS
FOR ADDITIONAL EVALUATION (BY COUNTY)

County	Not Referred		Referred		Total Participants
	#	%	#	%	
Androscoggin	30	63.8	17	36.2	47
Aroostook	22	51.2	21	48.8	43
Cumberland	62	55.4	50	44.6	112
Franklin	4	40.0	6	60.0	10
Hancock	12	54.5	10	45.5	22
Kennebec	29	48.3	31	51.7	60
Knox	18	78.3	5	21.7	23
Lincoln	12	63.2	7	36.8	19
Oxford	7	38.9	11	61.1	18
Penobscot	47	60.3	31	39.7	78
Piscataquis	5	33.3	10	66.7	15
Sagadahoc	11	55.0	9	45.0	20
Somerset	14	45.2	17	54.8	31
Waldo	7	36.8	12	63.2	19
Washington	7	46.7	8	53.3	15
York	56	67.5	27	32.5	83
Total	(343)	(55.7)	(273)	(44.3)	(616)

The next logical step in monitoring and evaluating the impact of the new referral criteria should include an indepth assessment of alcohol evaluation outcomes and, consequently, its impact on referrals to alcohol treatment. This may be done by a statewide annual assessment, as well as assessing county and instructor variances in referring DEEP participants for alcohol evaluation, and subsequently referral for alcohol treatment by evaluators.

RECIDIVISM

The original intent was to examine DEEP participation in order to determine the extent to which intervention has a positive impact on rearrest rates. As data analyses progressed, however, an additional area emerged as potentially important for at least some preliminary assessment: the chronic offender group. (Chronic offenders are defined, for purposes of this study, as those drivers who had one or more OUI convictions before and after the 1983 OUI.) Thus, this section of the report examines rearrest rates, participation in DEEP, and driver characteristics of (1) the entire study sample and (2) the chronic offender group.

Recidivism Rates in Relationship to DEEP Completion

Based on the information contained in DMV Driving Record Reports, 21.1 percent of the entire study sample of 1000 drivers repeated OUI behavior and were caught after the 1983 OUI conviction. Of the 211 drivers who were rearrested for OUI, almost an equal number had completed all DHS-DEEP requirements as the number who did not. As shown in Figure II-11, the largest percentage (48.8%) of recidivists were individuals who did not participate in any level of intervention.

Figure II-11: RECLDIVISM RATES AS A PERCENT OF TOTAL REARRESTS
BY LEVEL OF PARTICIPATION IN DEEP

<u>Participation Level</u>	<u>Recidivists</u>	
	<u>Number</u>	<u>Percent</u>
No Participation	103	48.8
Incomplete	3	1.4
DEEP Course	60	28.4
Evaluation	22	10.4
Treatment	23	10.9
<u>Total</u>	(211)	(99.9)

Examining rearrest rates within the levels of completion, non-participants were found to have the highest recidivist rate (27.2%) when compared to both the rearrest rates within intervention levels as well as the overall rearrest rate for DEEP completors (Figure II-12).

Figure II-12: REARREST RATES WITHIN EACH PARTICIPANT GROUP

<u>Participation Level</u>	<u>Number of Individuals</u>	<u>Number of Recidivists</u>	<u>Recidivist Rate</u>
No Participation	378	103	27.2
Incomplete	87	3	3.4
DEEP Course	345	60	17.4
Evaluation	99	22	22.2
Treatment	90	23	25.5
Total/Rate	(999)	(211)	(21.1)

Data in Figures II-11 and II-12 suggest that educational and therapeutic intervention has a positive impact on OUI recidivism when compared to drivers convicted of OUI who do not participate in any intervention modality. This is also shown in Figure II-13 where participation levels are grouped somewhat differently.

Figure II-13: NUMBER OF SUBSEQUENT ARRESTS FOR OUI BY LEVEL OF DEEP PARTICIPATION IN 1983

(Level of DEEP Participation)

<u>Number of Rearrests</u>	<u>No DEEP Participation</u>	<u>Unsatisfactory Completion of other Requirements</u>	<u>Satisfactory Completion of all Requirements</u>	<u>Totals</u>
None	284 (76.1)	21 (87.5)	424 (80.1)	729 (78.7)
One or more	89 (23.9)	3 (12.5)	105 (18.9)	197 (21.3)
Totals	373	24	529	926

This table suggests a minimal positive effect of participation in DEEP on subsequent OUI arrest rates. Nearly 24 percent of persons who did not participate in or complete DEEP experienced a rearrest

for driving under the influence. This compares to less than 20 percent of those who satisfactorily completed the DEEP course, additional alcohol evaluation and treatment for substance abuse if indicated. However, the small group of persons who initiated but did not complete alcohol evaluation or treatment, actually had the lowest rearrest rate of the three groups.

Characteristics of Recidivists

between-group comparisons of recidivist characteristics based on the level of intervention (Figure II-14) are summarized below.

Age. Within four of the five intervention levels, including non-participants and dropouts, the largest percentage of the recidivists were between 25 and 34 years of age. Recidivists in the "referred to treatment, but requirements not met" tended to be younger with the largest percentage being between 20-24 years of age.

Gender. About nine in ten recidivists were male in four of the five intervention categories. Again, the exception was in the "referred to treatment, but requirements not met" category where all recidivists were male.

1983 BAC. More than half of the recidivists (55.7%) who did not participate in DEEP at any level had a 1983 BAC equal to .15 but not greater than .24 percent; only 43.2% of the DEEP course completors had a 1983 BAC in this range.

OAS and HO Violations. One in three non-participants were arrested for OAS after the 1983 OUI conviction, and one in two recidivists in this group were declared habitual offenders. Recidivists who did not participate in DEEP at any level whatsoever tended to have a higher incidence of OAS and HO violations than OUI recidivists who participated in DEEP.

Summary

The rearrest rate after the 1983 OUI conviction and before October 15, 1985 was highest within the group that did not participate in any level of intervention offered by the Department of Human Services, Driver Education Evaluation Program. A substantially larger percentage of this group repeated OUI behavior and was rearrested during the timeframe under study than those who participated in DEEP and met all requirements, including educational and therapeutic intervention when indicated. In addition to the greater OUI recidivism rate, non-participants also tended to be apprehended and convicted more frequently for operating after suspension of license and were declared habitual offenders after the 1983 OUI more frequently than were individuals who participated in intervention.

Figure II- 14

Profile of Drivers Re-Arrested for OUI by Participation
Level and Selected Characteristics

Participation Level	<u>CLIENT CHARACTERISTICS</u>				
	Age	Gender	1983 BAC	Post 1983 OAS	Post 1983 HO Status
No Participation	25 - 34 (36.9%)	Male (97.1%)	.15 - .24% (55.7%)	1 to 3 Conv. (33.0%)	Declared HO (55.3%)
Met All DEEP Course Requirements Satisfactorily	25 - 34 (38.3%)	Male (90.0%)	.15 - .24% (43.2%)	1 to 3 Conv. (16.7%)	Declared HO (16.7%)
Referred for Additional Evaluation. Requirements Not Met		(No Re-Arrests)			
Referred for Additional Evaluation, Requirements Met	25 - 34 (36.4%)	Male (90.0%)	.15 - .24% (61.5%)	1 to 3 Conv. (0.0%)	Declared HO (18.2%)
Referred to Treatment, Requirements Not Met	20 - 24 (66.7%)	Male (100.0%)	.10 - .14% .15 - .19% (33.3% ea.)	1 to 3 Conv. (0.0%)	Declared HO (33.3%)
Referred to Treatment, Requirements Met	20 - 24 25 - 34 (34.8% ea.)	Male (87.0%)	.15 - .19% (44.4%)	1 to 3 Conv. (17.4%)	Declared HO (43.5%)

CHRONIC OFFENDERS

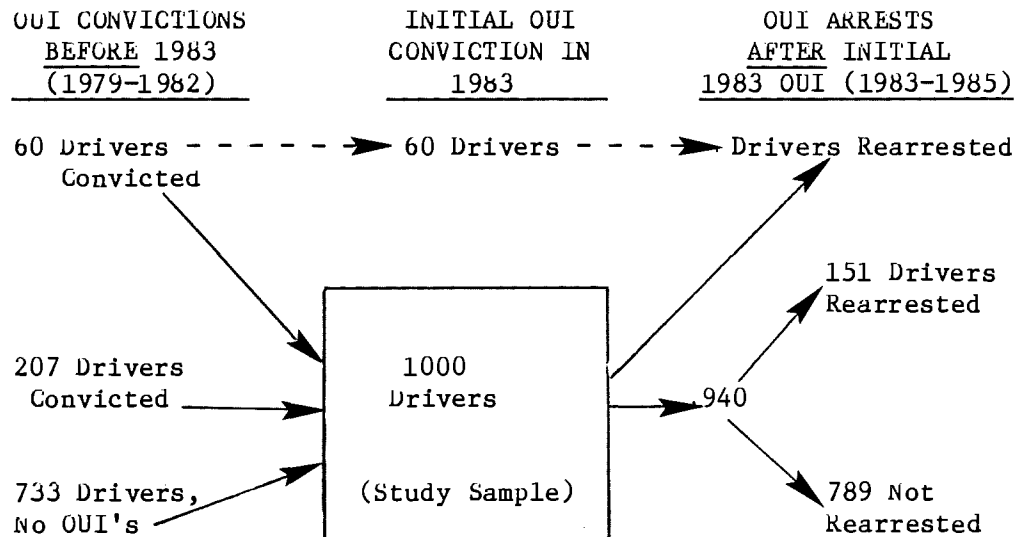
As noted previously, the key variable for selecting study members was a 1983 OUI violation which resulted in a conviction. An analysis of pre-and post-1983 OUI convictions showed:

- 1) 267 drivers (26.7%) had one or more OUI convictions before the OUI in 1983, and
- 2) 211 drivers (21.1%) were rearrested after the 1983 OUI conviction.

The question that emerged from this evidence was the extent to which drivers rearrested after the 1983 conviction were also part of the group convicted before 1983. In addition, questions pertaining to participation in DEEP and driver characteristics were also of interest.

An analysis of data revealed that 60 study members had one or more OUI's before the 1983 OUI conviction and one or more rearrest after 1983 (Figure II-15). This offender group is referred to hereafter as chronic offenders for purposes of this report.

Figure II-15: OUI CONVICTIONS BEFORE AND AFTER 1983



CHRONIC OFFENDER CHARACTERISTICS

All chronic offenders were male and tended to be between 25 and 34 years of age. The majority were convicted of a criminal OUI in 1983, and at the time of arrest tended to have slightly higher BAC levels than non-chronic offenders. Chronic offenders tended not to participate in DEEP, and those who initiated participation generally did not meet all requirements. Additional information concerning these chronic offender characteristics is contained in Figures II-16 through II-20.

Figure II-16: CHRONIC OFFENDERS BY GENDER

Chronic Offender	<u>Male</u>		<u>GENDER</u> <u>Female</u>		<u>Total</u>	
	#	%	#	%	#	%
Yes	60	(6.7)	0	(0.0)	60	(6.0)
No	839	(93.3)	101	(100.0)	940	(94.0)
Total	(899)	(100.0)	(101)	(100.0)	(1000)	(100.0)

Chi Square = 7.2

Fisher's Exact Test p = .003

Figure II-16 indicates that all sixty persons who had an OUI arrest before and after the 1983 arrest were males.

Figure II-17: CHRONIC OFFENDERS BY AGE GROUP

Chronic Offender	<u>AGE GROUP</u>				
	<u>20-24</u>	<u>25-34</u>	<u>35-44</u>	<u>45-54</u>	<u>55 or older</u>
Yes	14 (4.6)	30 (8.1)	8 (4.6)	5 (6.0)	3 (5.0)
No	294 (95.4)	342 (91.9)	168 (95.4)	79 (94.0)	57 (95.0)
Total	(308)	(372)	(176)	(84)	(60)

Chi square = 4.7

p = .32

Figure II-17 shows that 25-34 year old males had a slightly higher probability than drivers of other ages to be chronic offenders. No clear pattern emerges among other age groups. Overall, the relationship between age and chronic offender status was not statistically significant.

Figure II-18: CHRONIC OFFENDERS BY TYPE OF OFFENSE IN 1983

<u>Chronic Offender</u>	<u>TYPE OF OFFENSE</u>	
	<u>Civil</u>	<u>Criminal</u>
Yes	7 (1.3)	53 (11.2)
No	520 (98.7)	420 (88.8)
Total	527	473

Chi square = 43.1
Fisher's Exact Test p .0001

Figure II-18 shows that chronic offenders were much more likely to have been prosecuted for a criminal OUI offense in 1983 than a civil offense.

Figure II-19: CHRONIC OFFENDERS BY BAC IN 1983 ARREST

<u>Chronic Offender</u>	<u>BAC</u>			
	<u>Less than .15</u>	<u>.15-.19</u>	<u>.20 or higher</u>	<u>Refusal</u>
Yes	9 (4.9)	15 (6.7)	12 (6.1)	10 (7.9)
No	175 (95.1)	209 (93.3)	185 (93.9)	116 (92.1)
Total	(184)	(224)	(197)	(126)

Chronic offenders were also more likely to have had a BAC between .15 and .19 at the time of the 1983 arrest (Figure II-19). No direct relationship between BAC level in 1983 and chronic offender status is evident.

Figure II-20: CHRONIC OFFENDERS BY DEEP PARTICIPATION STATUS

<u>Chronic Offender</u>	<u>LEVEL OF DEEP PARTICIPATION</u>		
	<u>No DEEP Particip</u>	<u>Unsatisfactory Completion of other Requirements</u>	<u>Satisfactory Completion of all Requirements</u>
Yes	40 (10.7)	2 (8.3)	15 (2.8)
No	333 (89.3)	22 (91.7)	514 (97.2)
Totals	373	24	529

As Figure II-20 shows, chronic offenders were least likely to have been participants or completors of DEEP in 1983. Chronic offenders were also least likely to have satisfactorily completed evaluation or treatment requirements associated with the 1983 arrest.

Overall, chronic offenders clearly were younger males who were charged with a criminal OUI offense in 1983, and they were least likely to have participated in DEEP intervention related to the 1983 OUI conviction.

III

SURVEY OF DRIVERS CONVICTED OF A 1983 OUI OFFENSE

The purpose of the survey was to obtain information directly from drivers who were apprehended and convicted of an OUI in 1983. Drivers surveyed were the same persons as those selected for the study and whose DMV Driving Record Reports and, when applicable, DEEP case records had been reviewed. The intent of the mail survey was to collect data pertaining to the following areas.

- Perception of Maine OUI laws;
- Perception of the likelihood of arrest and conviction;
- Perception of their 1983 OUI experience;
- Perception of OUI penalties;
- Awareness and perception of the Driver Education Evaluation Program;
- Attitudes concerning drinking and driving; and
- Socio-economic data.

SURVEY RESULTS

Despite conducting three survey mailings, 213 questionnaires (21.3%) were undeliverable for a variety of reasons: addressee unknown, moved, left no forwarding address, etc. In addition, six members of the study sample (0.6%) were deceased. Of the remaining 781 individuals who received the survey questionnaire, 32.4 percent responded.

RESPONSE TO OUI SURVEY

Number of Surveys Mailed	1,000
Undeliverables	<u>- 219</u>
Deliverable Surveys	781
Number Respondents	253
Response Rate as a Percent of Deliverables	32.4

Response to the survey, representativeness of the respondent group, and characteristics of the undeliverable group are discussed briefly before survey results pertaining to the seven areas of inquiry are presented.

Representativeness of Respondent Group

respondents were representative in terms of: (1) geographic distribution, (2) age at the time of the 1983 OUI violation, (3) OUI history between 1979 and the 1983 violation, (4) the ratio of civil-criminal cases, and (5) the severity of fines and jail sentences imposed by courts. Respondents were not representative in two areas: (1) their license suspension periods tended to be shorter, and (2) their re-arrest rate was lower. Each of these characteristics are discussed below.

County Distribution. Respondents represented all 16 Maine counties with no single county being under- or over-represented by more than 5.0 percent based on the original sample distribution. County response rates ranged from a low of 15.4 percent (Knox County) to a high of 42.3 percent (Lincoln County).

Age. The age distribution of the respondent group was within 3.0 percent in all age categories with the exception of the 45-54 age group which exceeded the original sample percentage by 3.6 percent. The highest response rate (35.7%) was from survey respondents who, in 1983, were 45 to 54 years of age, while the lowest response rate was from those who were 20 to 24 (22.1%).

Gender. The gender distribution of the respondent group was within 2.0 percent of the sample distribution. A smaller percentage of males responded than did females, 24.3 percent compared to 30.7 percent.

Prior OUI's. In terms of OUI history (prior to the 1983 OUI), the respondent group was found to be representative with the 1983 OUI being the first offense from 1979 through 1982 (73.0 percent).

Civil-Criminal Prosecution. The proportion of civil to criminal charges within the respondent group was within 2.0 percent of the total sample percentages, 52.7 and 47.3 percent, respectively.

Penalties upon Conviction for OUI. The respondent group was representative in terms of both jail sentences and the fines imposed by courts. However, license suspension periods imposed by courts and DMV tended to be somewhat shorter; 28.6 percent of the respondents lost their driving privileges for 90 to 180 days compared to 33.9 percent within the total sample.

Subsequent OUI Conviction. Respondents were not representative in terms of the proportion that were apprehended for OUI after the 1983 conviction. The overall rearrest rate was 21.1 percent compared with 12.5 percent within the respondent group.

Characteristics of the Undeliverable Group

The characteristics of the undeliverable group were examined in order to determine what, if any, differences existed between them and individuals who received a survey questionnaire. Individuals who could not be located were more likely to have had prior OUI convictions; the 1983 OUI charge tended to be criminal; and the sanctions imposed, particularly the fine, tended to be more severe. In addition, members of the undeliverable group had a higher rearrest rate (after the 1983 OUI conviction).

County Distribution. Three counties exceeded the statewide undeliverable rate of 21.9 percent. They were Knox (35.9%), Kennebec (31.1%) and Cumberland (29.8%). Undeliverable rates substantially lower than the statewide average were found in five counties: Somerset, Washington, Hancock, Lincoln, and Waldo. Their undeliverable rates ranged from seven to 18 percent below the statewide rate.

Age. The highest undeliverable rate was within the 25 to 34 age category (26.3%) while the lowest undeliverable rate was within the 55 years and older age group (11.7%).

Gender. The undeliverable rate was greater for males than females, 22.3 percent compared to 18.8 percent.

Prior OUI's. Multiple offenders tended to comprise a larger proportion of the undeliverable group than was the case within either the respondent or the non-respondent group, 33.3 percent compared to 26.1 and 24.3 percent, respectively.

Civil-Criminal Prosecution in 1983 and Penalties. Within the undeliverable group, criminal rather than civil charges constituted slightly over fifty percent of the cases. Individuals in the undeliverable group also tended to be fined more severely: 52.3 percent were fined \$350 to \$500 compared to 53.3 and 52.3 percent of the respondents and non-respondents who were fined from \$250 to \$249.

Rearrest for OUI. Persons in the undeliverable category tended to be rearrested for OUI more frequently after the 1983 conviction than did other members of the study sample.

The remainder of this chapter presents the survey results based on the information provided by the 253 individuals who returned completed survey questionnaires.

OUI OFFENDER RESPONSES TO SURVEY

Survey Respondent Characteristics

At the time the 1983 OUI violation occurred, the majority of survey respondents were not married (65.2%), had a high school education or less (73.0%), and 57.0 percent were employed primarily as laborers and craftsmen (Figure III-1).

Figure III-1: MARITAL, EMPLOYMENT AND EDUCATIONAL STATUS IN 1983

●	Marital status in 1983:	<u>Number</u>	<u>Percent</u>
	Married	86	34.8
	Single	115	46.6
	Divorced	44	17.8
	Widowed	2	0.8
	Total	<u>247</u>	<u>100.0</u>
●	Educational level 1983:	<u>Number</u>	<u>Percent</u>
	Less than 12 grades completed	71	30.3
	High school graduate	100	42.7
	College	63	26.9
	Total	<u>234</u>	<u>99.9</u>
●	Employment status 1983:	<u>Number</u>	<u>Percent</u>
	Employed	186	75.9
	Unemployed	37	15.1
	Student	4	1.6
	Homemaker	8	3.3
	Retired	10	4.1
	Total	<u>245</u>	<u>100.0</u>
●	Occupation in 1983:	<u>Number</u>	<u>Percent</u>
	Professional	38	16.2
	Sales or clerical	16	6.8
	Craftsman	45	19.1
	Laborer	89	37.9
	Service worker	14	6.0
	Student	5	2.1
	Homemaker	7	3.0
	Other	21	8.9
	Total	<u>235</u>	<u>100.0</u>

Perception of Maine OUI Laws

Almost sixty percent of the survey respondents indicated that the severity of Maine OUI laws was about right with seventy-three percent indicating that they were aware of the tougher OUI laws implemented in 1983 (Figure B-1, Appendix B).

Likelihood of Arrest and Conviction The likelihood of being stopped by police while driving under the influence of alcohol was viewed by respondents as moderate. If apprehended, however, they perceived the likelihood of being charged, having to appear in court, and being convicted of OUI as being substantially greater (Figure B-2, Appendix B).

1983 OUI Experience. Survey participants were asked several questions pertaining to their 1983 OUI apprehension, court appearance and the sanctions imposed upon conviction. In terms of the apprehension and court appearance, survey respondents reported the following:

- 61.7 percent indicated that being arrested and/or booked was very unpleasant.
- 49.4 percent said that appearing in court was very embarrassing.
- 45.3 percent indicated that being stopped and cited for OUI by a police officer was very embarrassing.
- 32.3 percent said that taking a test for blood-alcohol level was very unpleasant.

The suspension of driving privileges was reported as being the single most unpleasant consequence related to the 1983 OUI with 41.8 percent of the respondents checking this response. Other responses indicated by respondents are noted below:

<u>Consequence</u>	<u>Number</u>	<u>Percent</u>
• Suspension of license	104	41.8
• The arrest, being booked	35	14.0
• Jail	32	12.9
• Court appearance	16	6.4
• The fine	14	5.6
• Being stopped by police	7	2.8
• The test for blood-alcohol level	1	0.4
• Other (Miscellaneous)	40	16.1

The severity of sanctions imposed by courts were generally viewed as being fair (about right) by the respondent group. The additional license suspension period imposed by the Secretary of State was, however, perceived as being too long (Figure B-3 and B-4 in Appendix B).

Awareness and Perception of the Driver Education Evaluation Program and Barriers to Participation

Survey participants were asked if a person found guilty of OUI should be required to participate in DEEP. Almost sixty-seven percent of the respondents (167) agreed with the requirement, 10.4 percent were not sure (26), and 22.8 percent did not agree (57) with the requirement. The majority of respondents (almost 70 percent) became aware of DEEP through the Secretary of State's office (Figure B-5, Appendix B).

Almost eighty-three percent of the respondents (200) said they took the DEEP course. The 42 drivers who indicated that they did not take the course were asked to specify the reason(s). The primary barriers to taking the DEEP course appear to be cost and transportation factors (Figure B-6, Appendix B).

Perception of the DEEP Course

Overall respondents rated the DEEP course and the instructors good-to-excellent and indicated that the course objectives were clearly stated from the outset. Survey questions and responses pertaining to this area may be found in Figures B-7 and B-8, Appendix B.

Referral of DEEP Clients for Evaluation after Completion of Course Requirement

Of the 200 respondents who took the DEEP course, 96 (48.0%) said they were referred for additional evaluation of their drinking problem. Fifty-six percent of the DEEP clients (54) agreed with the instructor's decision to refer them for additional alcohol evaluation.

It appears that clients were generally well-informed about the purpose of the evaluation and the potential consequences if the evaluation were not done. Respondents seemed somewhat less informed, however, about evaluation costs, available service providers, etc.

DEEP clients referred for additional evaluation generally were able to make an appointment within 15 days after the first contact. Overall, it appears that clients were well informed concerning the evaluation outcome and the consequences of not completing treatment as required. They seemed less informed about the right to seek a second opinion (evaluation) and the availability of treatment resources.

In rating evaluation services and the evaluator, the largest percentage of respondents gave both a good rating. Although 37 percent of the respondents rated the evaluation, and the evaluator, fair to poor, 81.3 percent of survey respondents indicated that they met all requirements specified for completing the evaluation.

Almost an equal proportion of respondents indicated that evaluation and treatment services were provided by the same agency/person as those who reported that they were provided by different agencies/persons. (More data may be found in Appendix B, Figures B-9 through B-13 concerning evaluation and treatment.)

Drinking and Driving

Almost 96 percent of the survey respondents (234) indicated that they would strongly suggest to a close friend who had been drinking that he/she not drive. However, 33.9 percent of the respondents (71) reported that they drove after drinking on one or more occasion since their 1983 OUI. In addition, 4.1 respondents (10) indicated that they were not sure or could not remember if this had happened (Figure III-2).

Figure III-2: DRINKING AND DRIVING ATTITUDES AND BEHAVIOR

- If a close friend had too much to drink and was about to drive, what would you do?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Strongly suggest that he/she should not drive	234	95.5
Call the police	2	0.8
Suggest he/she not drive and call the police	3	1.2
Not sure	4	1.6
Do nothing	2	0.8
Total	245	99.9

- Since 1983 have there been times that you drove after drinking?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
No	150	62.0
1 to 3 times	55	22.7
4 or more times	27	11.2
Not sure/don't remember	10	4.1
	242	100.0

Interest in Information Concerning DEEP and/or Survey Results

Survey questionnaire recipients were asked if they were interested in receiving information concerning DEEP and/or survey results. Sixty percent of the respondents (153) indicated an interest in more information. Sixty-six

percent (101 respondents) requested information pertaining to the survey only; 28.1 percent (43 respondents) were interested in receiving information about both DEEP and the survey; and 5.8 percent requested information about DEEP only.

Respondents' Comments/Recommendations Concerning DEEP, Treatment Services and/or Maine's OUI Laws

Survey questionnaire recipients were also given an opportunity to comment concerning Maine OUI laws, DEEP and/or treatment services. Open-ended comments submitted by respondents are summarized below by category.

OUI Laws. Almost as many drivers (13) made positive comments about Maine laws as negative (15 respondents). Positive comments and recommendations included such statements as the OUI laws being fair, adequate and good; laws should be tougher for first offenders; and the legal drinking age should be raised. Negative comments tended to focus on the unfairness, inefficiency and lack of uniformity in the courts; disagreement with the laws and severity of penalties; and two comments were made pertaining to BAC: increasing the BAC to .15 and the suggestion that the BAC does not reflect intoxication level.

OUI Penalties. Three respondents perceived fines as being too high and one mentioned license suspension periods as being too long. One respondent suggested longer jail sentences and another suggested that a jail sentence is a better deterrent to drinking and driving than is a fine. One respondent did not approve of jail sentences for OUI.

DEEP. Forty respondents commented about DEEP. More than half (22 drivers) complimented the program in general, and some also indicated that it enhanced their knowledge and awareness about drinking and driving, laws, etc. In addition, two respondents recommended that classes should be smaller and more personal, and one person suggested that the length of the program should be extended.

Eight respondents commented about the cost of taking the course as being a problem, and three mentioned transportation as a barrier. (One of whom suggested that DEEP materials be sent to the person's home.) Four respondents commented concerning the repeat (second) offender: three individuals suggested that DEEP was not needed for repeat offenders, and one person suggested that DEEP by itself was insufficient for repeat offenders.

SUMMARY

Survey respondents tended to be aware of Maine's tougher 1981 OUI laws and perceived their severity to be about right. Although they perceived the risk of arrest for OUI as only being moderate, if stopped by a police officer the likelihood of being charged and convicted was perceived with greater certainty.

In terms of the unpleasantness concerning their 1983 OUI apprehension, arrest and/or booking was viewed as most unpleasant, followed by the court appearance, and being stopped and cited for OUI. The test for blood-alcohol level was viewed as least unpleasant.

The largest percentage perceived sanctions imposed by the court, i.e. fine, license suspension and, if applicable, jail sentence, as being about right. The additional license suspension period imposed by the Secretary of State was viewed as being too long by the largest percentage of survey respondents. This attitude was again confirmed when almost one in two respondents indicated that the suspension of license was the single, most unpleasant consequence of their OUI experience.

Most respondents became aware of DEEP through DMV with about 83 percent indicating that they took the course. Of the 42 who indicated that they did not take the course, the top three reasons cited were the cost of taking the course, transportation problems, and the location of the DEEP course delivery site.

Sixty-eight percent of the respondents indicated that the DEEP course objectives were stated clearly at the beginning of the course with 67.2 percent giving the course an overall rating of good-to-excellent. The largest percentage of respondents indicated that their knowledge of Maine OUI laws was greatly increased, as well as their knowledge of the effects of alcohol on driving performance and behavior in general.

Forty-eight percent of the survey respondents (96 clients) indicated that they were referred for additional evaluation of their drinking problem; more than half of them said they agreed with the evaluator's decision. It appears that DEEP participants who were referred for additional evaluation by course instructors felt they were well informed about the purpose of evaluation and the consequences if they failed to have an evaluation done. They seemed less informed about other evaluation-related information, e.g. evaluation resources, and cost of such services.

Slightly more than eighty percent of the DEEP clients referred for additional evaluation met all requirements. More than half agreed with the evaluator's decision (53%) to refer them to treatment. The majority of respondents were informed of their right to a second opinion and the consequences if treatment were not completed.

Seventy-eight percent of the clients indicated they met treatment requirements. Those who did not cited transportation and cost of services as the reasons.

Evaluation and evaluators were rated good-to-excellent by about sixty percent of the respondents who were involved in evaluation. The DEEP course was given this rating by a somewhat larger percentage of respondents (about sixty-eight percent.) Treatment services and providers were given a rating of good-to-excellent by the largest percentage (70%) of respondents who participated in treatment.

Although 95.5 percent of the respondents (234) indicated that if a friend had too much to drink they would strongly urge him/her not to drive, 34 percent of the respondents also indicated that there had been one-to-four instances since 1983 that they drove after drinking.

Sixty percent of the total respondent group (153) requested more information about DEEP, as well as information concerning the survey results. An additional 28 percent requested DEEP information only, and about 6 percent were interested in the survey results only.

IV

SURVEY OF PROVIDERS OF SERVICES TO DEEP CLIENTS

A mail survey was conducted of 105 educational and rehabilitation service providers. The intent of the survey was to obtain information concerning the following areas.

- Perception of Maine of OUI Laws,
- Perception of the risk of apprehension and conviction for OUI,
- Perception of OUI deterrents, and
- Perception of educational and rehabilitation services provided convicted drivers.

Of the 105 individuals surveyed statewide, 62 persons responded. Survey findings are presented by each of the four areas of inquiry.

SURVEY RESULTS

Perception of Maine OUI Laws

None of the respondents perceived Maine OUI laws as being too strict. In fact, 57.4 percent of them (35 providers) indicated that in their opinion Maine OUI laws were not strict enough. However, when asked about the severity of specific OUI legal sanctions, i.e., fine, license suspension and imprisonment, the majority perceived each sanction as being about right (Figure IV-1).

Perception of the Risk of Apprehension and Conviction for OUI

Providers were asked how they perceived the likelihood of an intoxicated driver actually being apprehended, charged and convicted of OUI. None of the respondents indicated that being stopped by a police officer was very likely. In fact, 62.9 percent indicated that the likelihood of being stopped by a law enforcement officer was minimal. Once stopped, however, respondents perceived the likelihood of being charged with an OUI offense as somewhat more likely to occur (41.9%). Having to appear in court and being convicted of OUI was perceived somewhat-to-very likely by almost eighty percent of the respondents. (Figure IV-2).

Figure IV-1 PERCEPTION OF MAINE OUI LAWS BY PROVIDERS OF SERVICES
TO DEEP CLIENTS

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Maine OUI laws in general are:		
• Too strict	0	0.0
• About right	26	42.6
• Not strict enough	35	57.4
TOTAL	(61)	(100.0)
<hr/>		
Fines for OUI are:		
• Too severe	0	0.0
• About right	41	68.3
• Not severe enough	19	31.7
TOTAL	(60)	(100.0)
<hr/>		
License suspensions are:		
• Too severe	3	4.9
• About right	34	55.7
• Not severe enough	24	39.3
TOTAL	(61)	(99.9)
<hr/>		
Jail terms are:		
• Too severe	3	4.9
• About right	33	54.1
• Not severe enough	25	41.0
TOTAL	(61)	(100.0)

Figure IV-2: PERCEPTION OF THE RISK OF APPREHENSION AND CONVICTION
BY PROVIDERS OF SERVICES TO DEEP CLIENTS

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Likelihood of being stopped:		
• Very	0	0.0
• Somewhat	18	29.0
• A little	39	62.9
• Not at all	5	8.1
TOTAL	(62)	(100.0)
<hr/>		
Likelihood of being charged:		
• Very	14	22.6
• Somewhat	26	41.9
• A Little	20	32.3
• Not at all	2	3.2
TOTAL	(62)	(100.0)
<hr/>		
Likelihood of having to go to court:		
• Very	21	33.9
• Somewhat	28	45.2
• A little	11	17.7
• Not at all	2	3.2
TOTAL	(62)	(100.0)
<hr/>		
Likelihood of being convicted:		
• Very	18	29.0
• Somewhat	30	48.4
• A little	12	19.4
• Not at all	2	3.2
TOTAL	(62)	(100.0)

Perception of Factors Which Influence Drinking and Driving Attitudes and Behavior

The provider survey questionnaire included an item listing 13 factors which are commonly viewed as deterrents to drinking and driving. Survey participants were asked to rate each factor in terms of its deterrent value on changing the attitudes of drivers convicted of OUI, as well as their behavior related to drinking and driving. A five-point scale was used with the high end representing greater deterrent value.

As shown in Figure IV-3, providers rated spending time in jail for OUI as having the greatest deterrent impact, while taking the DEEP course and general publicity concerning drinking and driving were ranked as having the least deterrent value.

Figure IV-3: PERCEPTION OF THE DETERRENT VALUE OF FACTORS RELATED TO OUI

<u>Factor</u>	<u>Range</u>	<u>Mean</u>
Spending time in jail	1-5	4.15
Suspending/revoking driving privileges	1-5	3.90
Going through alcohol-related treatment	1-5	3.77
Appearing in court	2-5	3.39
Paying court fine	2-5	3.32
Being arrested and booked	2-5	3.32
Reaction of employer	2-5	3.26
Publicity concerning OUI conviction	1-5	3.21
Reaction of family/friends	1-5	3.00
Taking a test for blood-alcohol level	1-5	2.87
Being stopped and sited for OUI	1-5	2.84
Taking the DEEP course	1-5	2.77
General publicity about drunk driving	1-5	2.74
(Mean Rating for Items 1-13)		(3.01)

Rating Scale: 1 = None, 5 = Great

Perception of Educational and Rehabilitation Services

The general perception of the provider respondent group is that the DEEP course is somewhat successful in increasing clients' knowledge about: the effects of alcohol in general and on driving performance in particular, and increasing awareness of OUI penalties. The course was viewed, however, as being less successful in changing attitudes and behavior related to drinking and driving. These ratings are summarized in Figure IV-4.

Figure IV-4: PERCEPTION OF EDUCATIONAL AND REHABILITATION SERVICES

QUESTION	VERY		SOMEWHAT		RESPONSE A LITTLE		NOT AT ALL		TOTAL	
	#	%	#	%	#	%	#	%	#	%
TO WHAT EXTENT DO YOU THINK THE DEEP COURSE IS:										
1. Increasing client knowledge about the effects of alcohol on behavior with regards to operating a motor vehicle.	25	40.3	27	43.5	10	16.1	0	0.0	62	100.0
2. Increasing client knowledge about the effects of alcohol on behavior in general.	16	25.8	34	54.8	12	19.4	0	0.0	62	100.0
3. Increasing client knowledge about OUI penalties.	18	29.0	31	50.0	12	19.4	1	1.6	62	100.0
4. Changing attitudes about drinking and driving.	4	6.5	22	35.5	31	50.0	5	8.0	62	100.0
5. Changing drinking and driving-related behavior.	4	6.5	25	40.3	30	48.4	3	4.8	62	100.0

Providers' Comments/Recommendations Concerning Educational and Treatment Services for DEEP Clients

The survey instrument used with DEEP instructors and providers of treatment services also requested that respondents indicate what, if any, changes they would recommend to the services currently being provided convicted OUI offenders. Their open-ended responses are summarized below.

DEEP Course. Three in five respondents commented concerning this area. The recommended changes noted most frequently were the length, content and cost of taking the course. About one-third of the suggestions involved increasing the length of the course, content and presentation changes, e.g. expanding the course curriculum to include other drugs, improving instructors' presentation skills, increasing client participation in the classroom, and suggesting that the existing DEEP curriculum is inappropriate for repeat offenders. One in five comments concerned the cost involved in taking the course: most respondents viewed the fee as too low and suggested increasing it from \$75 to \$100-225.

DEEP Preliminary Assessment. One in two respondents commented concerning the preliminary assessment conducted by DEEP instructors. Generally comments tended to focus on the screening tool (Mortimer-Filkins Test), the interview with the DEEP client, and the need for establishing standards. All comments concerning the Mortimer-Filkins Test were negative: question of the test's validity, usefulness, etc. Comments concerning the interview focused on the need for improved diagnostic tools, obtaining more personality data, and individualized assessments. In terms of standards, suggestions included: establishing/clarifying standards for evaluation, establishing clinical standards, etc.

Extensive Alcohol Evaluation. Two-thirds of the respondents suggested changes in alcohol evaluation. The area which was noted most frequently was standardization: establishing, clarifying, refining evaluation standards both in terms of content and process, and identifying criteria for referring clients to alcohol treatment. Other areas mentioned by respondents were: employing state evaluators, and assessing the cost of evaluations (some suggested increasing the cost while others suggested decreasing costs).

Alcohol Treatment. Again, as within other areas the need to establish standards, for treatment, was mentioned most frequently by respondents. Specifically, some of the comments were: change completion criteria, need more uniformity, treatment varies too much, more standardized treatment, more mandated treatment, clearer guidelines, and the need for minimum treatment standards. Other areas also mentioned as needing attention were monitoring treatment services provided clients and follow-up with clients after DEEP requirements are met.

Clearly, the area mentioned most frequently as needing attention within each phase of DEEP intervention was establishment/clarification of standards. Process and content changes were also suggested for the DEEP course and assessing the Mortimer-Filkins Test as a screening tool.

SUMMARY

Those who responded to the survey generally perceived Maine OUI laws as not being tough enough. Their perception, however, of individual sanctions was that each was about right in severity.

They perceived the risk of arrest for OUI as being minimal, but if apprehended they perceived the certainty of prosecution and conviction as somewhat greater. (Drivers who responded to the OUI offender survey viewed the risk of arrest and the certainty of conviction and punishment similarly.)

In rating the deterrent value of specific sanctions, providers rated imprisonment as having the greatest deterrent effect and general publicity efforts concerning OUI as having the least impact.

The DEEP course was viewed as being more successful in increasing participant knowledge pertaining to Maine's OUI laws and the effects of alcohol in general and on driving performance, and less successful in terms of changing attitudes and behavior patterns.

V

MAJOR FINDINGS AND RECOMMENDATIONS

OPERATING UNDER THE INFLUENCE OF ALCOHOL AND OTHER RELATED OFFENSES

Based on the analysis of DMV Driving Record Reports for the 1000 convicted OUI offenders selected for the study, the following are the major observations that generally describe the study sample.

OUI History. One in four drivers had one-to-four OUI convictions from 1979 through 1982. Thus, when the study sample was drawn based on a 1983 OUI violation which resulted in a conviction, 26.7 percent of the drivers were repeat offenders.

1983 OUI. At the time of the 1983 OUI violation which resulted in a conviction:

- 68.0 percent were from 20 to 34 years of age;
- 90.0 percent were male;
- 17.3 percent refused to submit to a chemical test; and
- Of the 559 drivers for whom a BAC was available, 40.0 percent had a BAC of .15 - .19 percent, and 35.2 percent had a BAC of .20 percent or greater.

Adjudication of 1983 OUI Cases. An average of 81 days elapsed from the date of the OUI violation and the date the case was adjudicated.

DEEP Completion. At the time the sample was drawn (October 1985), slightly more than half (52.6%) of the drivers had met all DEEP requirements stemming from the 1983 OUI conviction.

Rearrest for OUI. After the initial 1983 OUI violation, 211 drivers were rearrested for 258 violations; 171 drivers were convicted of 199 charges.

Average OUI Rearrest (Time). OUI rearrest occurred within an average of 8 1/2 months after the initial 1983 OUI violation.

Total Number of OUI Convictions. From 1979 through October 10, 1985 (about 6 years, 10 months), the 1000 drivers included in the study had an average of 1.5 OUI convictions (a total of 1539 convictions). During the timeframe under study, two in five drivers had two or more OUI convictions.

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Operating After Suspension. One in ten drivers were caught driving while their license was under suspension (after the 1983 OUI conviction) resulting in 120 OAS convictions.

Habitual Offender Status and Convictions. After the 1983 OUI conviction, one in five drivers (200) were declared habitual offenders. Fifty of these individuals were caught driving while their license was under revocation; convictions were obtained in 59 violations..

Some issues that emerge based on these findings pertain to Maine's overall approach to deterring convicted drivers from repeating drinking and driving behavior.

Currently the educational intervention strategy uses the same curriculum for all adult offenders, whether or not the individual is a first or repeat offender, and irrespective of whether or not an offender is at high risk of being involved in an alcohol-related crash. National statistics indicate that drivers in the 16 to 34 age group are at high risk of involvement in alcohol-related crashes; Maine statistics for the past eight years show that slightly over half of all OUI arrests were drivers 21 to 34 years of age. Sixty-eight percent of the study sample were drivers who, by National standards, are at high risk of being involved in alcohol-related crashes.

The State of Maine is presently considering alternative intervention strategies for implementation with multiple OUI offenders. With two in five drivers having two or more OUI convictions within 6 years and 10 months, rearrests occurring within an average of 8 1/2 months, a rearrest rate of 21.1 percent, and educational component's lesser impact with repeat attendance, an alternative educational/rehabilitative strategy for multiple offenders is indicated. Alternatives for the population at high risk of alcohol-related crashes should also be considered.

RECOMMENDATIONS

- The Department of Human Services, Division of Driver Education Evaluation Programs and the Office of Alcoholism and Drug Abuse Prevention should identify and assess existing intervention models designed for drivers at high risk of alcohol-related highway crashes (21 to 34 age group) and implement intervention strategies designed to reduce the incidence of highway accidents within this driver population.
- The Division of Driver Education Evaluation Programs should continue its efforts to develop and implement an intervention strategy designed specifically for the repeat OUI offender population in order to reduce rearrest rates within this population.

DEEP PARTICIPATION, REFERRAL AND OUI RECIDIVISM

DEEP Completion. Based on a review of DEEP case records only 534 individuals met all DEEP requirements as of October 1985.

Drop-out Rates. The lowest drop-out rate was within the DEEP 10-hour course participant group (0.3%). The drop-out rates within the evaluation and treatment groups was substantially greater, 17.3 and 29.5 percent, respectively.

The drop-out rate from evaluation and treatment after initiation appears to be a lesser problem (4.1 and 10.9%) than the lack of follow-through upon referral for evaluation (13.2%) or treatment (18.6%).

Comparison of DEEP Completers with Individuals Who Did Not Initiate Participation. A comparison of non-participants with completors of DEEP at the three levels of intervention revealed that the non participant group characteristics tended to be more like those of the evaluation and treatment groups than the characteristics of the group required to complete the 10-hour DEEP course only. Other findings included:

- A greater likelihood of pre- and/or post - 1983 OUI convictions,
- Greater BAC at the time of the 1983 OUI arrest,
- Criminal rather than civil prosecution in 1983, and
- A greater likelihood of OAS convictions after the 1983 OUI offense, and HO status and convictions.

Time between OUI Violation Date and Completion of DEEP Course.

Three in four first offenders completed the 10-hour course within six months of the violation date. When multiple offender data is added, the statistic drops to two in three drivers completing the course within six months.

Characteristics of drivers most likely to complete the DEEP course within six months of the violation date were found to be:

- First and repeat offenders who were 55 years of age or older at the time of arrest in 1983;
- First and repeat female offenders; and
- First offenders who were convicted of a civil 1983 OUI offense.

Least likely to complete the DEEP course within six months were:

- First offenders from 20 through 24 years of age;
- Repeat offenders from 25 through 44 years of age; and
- Male repeat offenders.

Completion of DEEP Course (Time) and Rearrest. The rearrest rate for first offenders, drivers who did not have an OUI conviction prior to 1983, and repeat offenders who completed the DEEP course within six months of the 1983 violation date was 14.4 and 15.8 percent, respectively.

Rearrest rates in relation to the time that elapsed between the violation date and DEEP completion do not vary substantially until the timeframe is 24 months or more. The rearrest rate for drivers who waited at least 24 months before they completed the DEEP course was 41.7 percent for first offenders and 33.3 percent for repeat offenders.

Utilization of Referral Criteria by DEEP Course Instructors. DEEP instructors appear to be in exemplary compliance in their utilization of referral criteria in referring DEEP course participants for additional alcohol evaluation. In examining the application of referral standards in 620 cases, referrals were made at a 97.5 percent compliance rate. The new referral criteria implemented in August 1984 has enhanced referral criteria utilization, increasing the compliance rate from 96.9 to 98.8 percent.

The new referral standards have also increased the overall referral rate. Under the old standards, one in three course participants (35.9%) was referred for alcohol evaluation compared to two in three participants (66.1%) under the new referral standards.

Referral Rates by County. Referral rates examined by county were found to vary substantially. They ranged from a low of 21.7 percent (Knox County) to 66.7 percent (Piscataquis County). The statewide referral rate was about 44.0 percent.

Recidivism Rates in Relationship to DEEP Completion. One in two drivers rearrested for OUI after the 1983 violation had not participated in DEEP. This group was also found to have the highest within group rearrest rate. Overall, the study findings suggest that successful completion of intervention has a positive impact on rearrest rates.

Characteristics of Recidivists. The greatest percentage of individuals rearrested after 1983 for OUI were male, 25 to 34 years of age, and they tended to have a BAC of .15 to .24 percent at the time of arrest in 1983. OAS convictions after 1983 were most prevalent within the non-participation group as was also HO status.

Chronic Offenders. Sixty individuals in the study sample were found to be chronic offenders: drivers who had one (or more) OUI conviction before and after 1983, and in 1983 as well. The characteristics of this group are identified below.

- All were male and tended to be from 25 to 34 years of age;
- The majority were convicted of a criminal OUI offense in 1983; and they tended to have a slightly higher BAC at arrest than non-chronic offenders; and
- Chronic offenders tended not to participate in DEEP or, if such participation was initiated, they generally did not meet all requirements.

The key observation concerning participation in intervention as a process issue was related to drop-out and lack of follow-through by DEEP clients. The drop-out rate from the DEEP course after registration was extremely low (0.3%). The drop-out rate within the evaluation and treatment groups were higher (4.1 and 10.9%) and lack of follow-through, i.e. contacting an evaluator or alcohol treatment service provider, was even greater (13.2 and 18.6%). Reasons for these incomplete evaluations and prescribed treatment were not ascertainable from a review of DEEP case records. Why clients simply did not follow-through and contact an evaluator or service provider could not be determined since there is no routine follow-up conducted with clients when they fail to initiate the next step in intervention.

Several key observations are made concerning convicted OUI offenders who did not participate in DEEP at any level of intervention whatsoever. This group tended to be much more like the DEEP clients who were referred for additional alcohol evaluation and were prescribed alcohol treatment than drivers who were required to complete only the 10-hour educational component. This suggests that if they had registered for and completed the DEEP course, additional alcohol evaluation and, probably, treatment would have been required. Non-completers were more likely to have had a pre- or post-1983 OUI conviction, a higher BAC at arrest in 1983, and were also more likely to have been convicted of OAS and declared a habitual offender after the 1983 OUI conviction.

In order for the educational component to have an optimum impact, participation must occur relatively soon after the OUI violation. About 23.0 percent of the drivers who completed DEEP did so after at least six months had elapsed after the OUI violation date. Least likely to

complete DEEP within six months tended to be first offenders between 20 and 24 years of age, and repeat offenders who were 25 to 44 years of age. Completion of DEEP after 24 months, or more, have elapsed after the OUI offense appears to substantially increase the rearrest rate.

The new referral criteria implemented by the Division of Driver Education Evaluation Programs for adult OUI offenders in August 1984 has resulted in increased referral of DEEP clients for additional alcohol evaluation as well as having improved compliance with referral standards. Overall, substantial variation, however, was found in county referral rates.

OUI offenders who met all their DEEP requirements by completing the DEEP course had the lowest rearrest rate (17.4%). Those who completed their requirements at the next intervention level (additional evaluation) had a slightly higher within group rearrest rate as did those who completed treatment satisfactorily, 22.2 and 25.5%, respectively. Study constraints did not permit an indepth inquiry concerning the higher rearrest rates within the evaluation and treatment groups. Thus, at this time one can only speculate concerning the contributing factors to the higher rearrest rates including the premises upon which the disease concept of alcoholism is based.

RECOMMENDATIONS

- The Division of Driver Education Evaluation Programs, the Office of Alcoholism and Drug Abuse Prevention, and representatives of the alcohol treatment system should evaluate the existing intervention process and procedures, and identify and implement strategies designed to enhance retention of DEEP clients in intervention until all requirements are completed as prescribed.
- The Division of Driver Education Evaluation Programs, the Division of Motor Vehicles, and other appropriate state agencies should evaluate the non-compliance of convicted OUI offenders to participate in DEEP and identify strategies designed to increase participation and, thereby, reduce OUI rearrest rates, OAS and HO violations within this group. Factors cited as barriers to DEEP participation, i.e. transportation and cost of services, should be considered in identifying alternatives.
- The Division of Driver Education Evaluation Programs, and other appropriate state agencies, should identify potential outreach strategies designed to assure earlier participation in intervention by this population. Since it is also a group which is at high risk of alcohol-related highway accidents, early intervention should enhance the benefits derived by participants and, thereby, potentially delay/reduce OUI rearrest, OAS and HO violations and convictions.
- The Division of Driver Education Evaluation Programs should use the

findings of this study as baseline data for routine monitoring and evaluation of referral criteria utilization by DEEP instructors to assure compliance.

- The Division of Driver Education Evaluation Programs, in collaboration with the Office of Alcoholism and Drug Abuse Prevention and representatives of the alcohol treatment community, should assess the need for standardization, and a monitoring and evaluation system and, if indicated, develop and implement policies, procedures and instrumentation designed to enhance services to DEEP clients and to reduce the rearrest rates within the evaluation and treatment client groups.
- The Division of Driver Education Evaluation Programs should assess the training needs of evaluators and treatment service providers concerning OUI and, if indicated, develop and implement a training program designed to enhance service providers' knowledge pertaining to the OUI problem in Maine.

SURVEY OF DRIVERS CONVICTED OF A 1983 OUI

Perception of Maine OUI Laws. The majority of survey respondents were aware of Maine's tougher OUI laws and generally perceived their severity to be about right.

Perception of the Likelihood of Arrest and Conviction. The actual risk of being arrested for OUI was perceived as moderate. However, if apprehended by a law enforcement officer, respondents perceived the likelihood of being charged with and convicted of OUI as being much greater.

Perception of 1983 OUI Experience. Survey respondents indicated that being arrested and/or booked was the most unpleasant event of the apprehension while the test for BAC was viewed as being least unpleasant.

Perception of OUI Penalties. Legal sanctions imposed by courts were generally perceived to be about right by respondents. Additional license suspension periods imposed by DMV were viewed as being too long by the largest percentage of respondents. Suspension of driving privileges was also cited by one in two respondents as the single most unpleasant consequence of their 1983 OUI experience.

Awareness and Perception of DEEP. Most respondents indicated that they became aware of DEEP through DMV. Those who indicated that they did not take the DEEP course tended to cite cost, transportation or the course delivery location as barriers. (Cost of services and transportation were also cited as barriers to participation in and/or completion of treatment.)

More than half of the respondents who were referred for additional alcohol evaluation indicated that they agreed with the instructor's decision. More than half of the individuals who were referred for alcohol treatment also indicated that they agreed with the evaluator's decision. Each phase of intervention was rated good-to-excellent by survey respondents.

Attitudes Concerning Drinking and Driving. Ninety-six percent of the survey respondents indicated that they would discourage others from driving after drinking. One in three respondents, however, indicated one-to-four instances of driving after drinking since their 1983 OUI conviction.

Interest in Information About DEEP/Survey Results. Three in five respondents requested more information concerning DEEP as well as survey results. In addition, 28.0 percent were interested in receiving information about DEEP only, and 6.0 percent requested survey results only.

SURVEY OF PROVIDERS OF SERVICES TO DEEP CLIENTS

Perception of Maine OUI Laws. Overall providers perceived Maine laws as not being tough enough. In rating individual sanctions, however, they tended to perceive the severity of each as being about right.

Perception of the Risk of Apprehension and Conviction for OUI. The risk of apprehension for OUI was perceived by providers as being minimal. The certainty of prosecution and conviction, if apprehended, was viewed as being somewhat greater.

Perception of OUI Deterrents. Providers tended to view imprisonment as having the greatest deterrent value to OUI while general publicity was viewed as having the least impact.

Perception of Educational and Rehabilitation Services Provided Convicted Drivers. Providers viewed DEEP as being relatively successful in increasing participants' knowledge about OUI laws and the effect of alcohol in general and on driving performance in particular, but less successful in changing attitudes and behavior patterns related to drinking and driving.

Service Providers tended to perceive the risk of apprehension for OUI as being minimal while OUI offenders perceived it as being moderate. Drivers who responded also perceived a greater likelihood of being prosecuted and convicted, if apprehended, then did service providers.

Whereas providers viewed imprisonment as having the greatest value in deterring drinking and driving, drivers indicated that loss of driving privileges was the single most unpleasant consequence of their 1983 OUI conviction. These perceptions are noteworthy not only in themselves, but also in light of the tougher OUI penalties implemented in September 1985 which included higher fines and jail sentences, neither of which were viewed by drivers arrested in 1983 as being particularly punitive. A limitation of this study that may have biased drivers' perceptions and feelings concerning the legal and administrative sanctions imposed upon them as a result of their 1983 OUI conviction may have been the time that elapsed between the actual consequence and when the survey was conducted.

In responding to a request for suggested changes/improvements to DEEP services, standardization was the area cited most frequently for alcohol evaluation and treatment.

RECOMMENDATIONS

- o The Division of Driver Education Evaluation Programs should develop and implement a follow-up survey methodology to be conducted routinely with DEEP clients to obtain client perceptions and evaluation of education, evaluation and treatment services provided through the DEEP intervention process, as well as other OUI countermeasures, in order to identify strengths and weaknesses and, if indicated, modify policies and program strategies in order to reduce the drinking and driving problem on Maine's highways.

REFERENCES

- Presidential Commission on Drunk Driving, Final Report, November, 1983.
- Drunk Driving is Everyone's Problem, OUI Committee Report, Maine Department of Human Services, Office of Alcoholism and Drug Abuse Prevention and the University of Southern Maine, Center for Research and Advanced Study, Human Services Development Institute, July, 1986.
- A Report on An Act to Reform the Statutes Relating to Driving Under the Influence of Intoxicating Liquor or Drugs, Maine Department of Human Services, Office of Alcoholism and Drug Abuse Prevention and the University of Southern Maine, Center for Research and Advanced Study, Human Services Development Institute; First through Fourth Annual OUI Reports (1982-1985).
- Strategies to Enhance the Effectiveness of Alcoholism Services in Maine's Public and Private Agencies, Foundation Associates, December, 1982.
- A Digest of State Alcohol-Highway Safety Related Legislation, U.S. Department of Transportation, National Highway Traffic Safety Administration, August, 1983.

APPENDIX A

Appendix A-1: Sample DMV Driving Record Report

Appendix A-2: OUI Offender Survey Instrument

Appendix A-3: Service Provider Survey Instrument



LINWOOD F. ROSS

DEPUTY SECRETARY OF STATE

STATE OF MAINE

DEPARTMENT OF STATE
MOTOR VEHICLE DIVISION
AUGUSTA, MAINE 04333

Appendix A-1

DRIVER LICENSE CONTROL
George E. Storer 229-2386

DRIVING RECORD REPORT

LICENSE NUMBER:
DATE OF BIRTH:
LICENSE CLASS:
SEX:

EXP:
STATUS:

DATE	DESCRIPTION	POINTS
10/27/80	LEAVING SCENE ACCIDENT/PROPERTY DAMAGE VIOLATION-DATE:09/06/80	(4755 /D-ELLS)
06/24/82	UNINSPECTED MOTOR VEHICLE VIOLATION-DATE:06/06/82	(1643 /D-ELLS)
11/28/83	OPERATING AFTER SUSPENSION/COURT RECORD VIOLATION-DATE:07/24/83	(2822 /D-ELLS) 10
	COURT SUSPENSION: TOTAL SUSPENSION:	
	JAIL TERM: 10 FINE: BAC LEVEL:	
11/28/83	OPERATING UNDER THE INFLUENCE OF LIQUOR VIOLATION-DATE:07/24/83	(2983 /D-ELLS)
	COURT SUSPENSION: TOTAL SUSPENSION: 90 D	
	JAIL TERM: 10 FINE: \$350 BAC LEVEL: 20	
01/11/84	SUSPENSION TO INDEFINITE CRIMINAL VIOL. (DMV SUSP)	
	OPERATING UNDER THE INFLUENCE OF LIQUOR	
	RESTORED 06/21/84 ELIGIBLE-AFTER:03/11/84	
05/18/84	DRIVER REHAB COURSE COMPLETED COUNSELING; REFERED:Y COMP:Y	
09/17/84	OPERATING AFTER SUSPENSION/OUI LIQUOR VIOLATION-DATE:03/22/84	(2107 /D-ELLS) 10
	COURT SUSPENSION: TOTAL SUSPENSION: 1 Y	
	JAIL TERM: 7 FINE: \$350 BAC LEVEL:	
04/10/84	SUSPENSION TO 04/10/85 - OPERATING AFTER SUSPENSION/OUI LIQUOR	(DMV SUSP)
09/28/84	REVOCATION - HABITUAL OFFENDER	
01/03/85	HEARING-CR HABITUAL OFFENDER RESULTS PETITION DENIED	

11/28/83	DISMISSED OUI LIQUOR VIOLATION-DATE:05/28/83	(2065 /D-ELLS)
12/13/83	DISMISSED OP AFT SUSP CR VIOLATION-DATE:09/10/83	(188 /S-ELLS)
06/25/84	DISMISSED OP AFT SUSP OUI VIOLATION-DATE:03/22/84	(798 /D-ELLS)

* NO ACCIDENT RECORDS

TOTAL POINTS 20



1986 DEEP SURVEY

All information you provide will be combined with the information provided by other survey participants. Information provided by you will be kept completely confidential.

Please do not
write in this
space

1. In your opinion, Maine OUI laws are:
1 ☐ Too strict 2 ☐ Not strict enough 3 ☐ About right 4 ☐ Undecided 1 —
2. If a person were driving under the influence of alcohol, how likely is it that he/she would:
a. Be stopped by the police 1 ☐ Very 2 ☐ Somewhat 3 ☐ A little 4 ☐ Not at all 2 —
b. Be charged with drunk driving 1 ☐ Very 2 ☐ Somewhat 3 ☐ A little 4 ☐ Not at all 3 —
c. Have to go to court 1 ☐ Very 2 ☐ Somewhat 3 ☐ A little 4 ☐ Not at all 4 —
d. Be convicted of drunk driving 1 ☐ Very 2 ☐ Somewhat 3 ☐ A little 4 ☐ Not at all 5 —
3. Were you aware of the tougher OUI laws that went into effect in 1981?
1 ☐ Yes 2 ☐ No 3 ☐ Not sure 6 —
4. Based on your 1983 OUI, please indicate how you felt about each experience.
a. Being stopped and cited for OUI by a police officer was embarrassing.
1 ☐ Very 2 ☐ Somewhat 3 ☐ A little 4 ☐ Not at all 5 ☐ Undecided 7 —
b. Being arrested and/or booked was unpleasant.
1 ☐ Very 2 ☐ Somewhat 3 ☐ A little 4 ☐ Not at all 5 ☐ Undecided 8 —
c. Taking a test for blood-alcohol level was unpleasant.
1 ☐ Very 2 ☐ Somewhat 3 ☐ A little 4 ☐ Not at all 5 ☐ Undecided 9 —
d. Appearing in court was embarrassing.
1 ☐ Very 2 ☐ Somewhat 3 ☐ A little 4 ☐ Not at all 5 ☐ Undecided 10 —
e. Overall, the court sentence was:
1 ☐ Too severe 2 ☐ About right 3 ☐ Not severe enough 4 ☐ Undecided 11 —
f. The fine imposed by the court was:
1 ☐ Too severe 2 ☐ About right 3 ☐ Not severe enough 4 ☐ Undecided 5 ☐ Not applicable 12 —
g. The license suspension period imposed by the court was:
1 ☐ Too long 2 ☐ About right 3 ☐ Not long enough 4 ☐ Undecided 5 ☐ Not applicable 13 —
h. The additional license suspension period imposed by the Division of Motor Vehicles (Secretary of State) was:
1 ☐ Too long 2 ☐ About right 3 ☐ Not long enough 4 ☐ Undecided 5 ☐ Not applicable 14 —
i. The jail sentence imposed by the court was:
1 ☐ Too long 2 ☐ About right 3 ☐ Not long enough 4 ☐ Undecided 5 ☐ Not applicable 15 —
5. What was most unpleasant about your 1983 OUI experience? (*Please check only one.*)
1 ☐ Being stopped by the police 5 ☐ The fine 16 —
2 ☐ The arrest, being booked 6 ☐ Suspension of license 17 —
3 ☐ The test for blood-alcohol level 7 ☐ Jail 18 —
4 ☐ Court appearance 8 ☐ Other (*Please specify*) _____
6. Should a person who is found guilty of OUI be required to complete the Driver Education Evaluation Program?
1 ☐ Yes 2 ☐ No 3 ☐ Not sure

7. How did you become aware of DEEP?

- ☐ Division of Motor Vehicles (Secretary of State)
☐ Court personnel
☐ Other (Please specify) _____

8. Did you take the DEEP course? ☐ Yes ☐ No

IF NO, why not? (Please check as many as apply.)

- ☐ Transportation was a problem.
☐ Location of the DEEP course was not convenient.
☐ Cost of taking the course was too much.
☐ Days/time of day the course was offered was not convenient.
☐ Didn't know I had to take the course.
☐ Don't remember why I didn't take the course.
☐ Other (Please specify) _____

IF YOU DIDN'T COMPLETE THE DEEP COURSE, EVALUATION OR TREATMENT,
PLEASE SKIP TO QUESTION 25.

9. Were the objectives of the DEEP course clearly stated by the instructor at the beginning of the course?

- ☐ Very ☐ Somewhat ☐ A little ☐ Not at all

10. Did the DEEP course increase your knowledge about:

a. The effects of alcohol on behavior in general?

- ☐ Greatly ☐ Somewhat ☐ A little ☐ Not at all

b. The effects of alcohol on behavior involving the operation of a motor vehicle?

- ☐ Greatly ☐ Somewhat ☐ A little ☐ Not at all

c. Maine laws concerning drinking and driving?

- ☐ Greatly ☐ Somewhat ☐ A little ☐ Not at all

11. Overall, how would you rate the DEEP course?

- ☐ Excellent ☐ Good ☐ Fair ☐ Poor

12. How would you rate the DEEP instructor, was he/she:

- ☐ Excellent ☐ Good ☐ Fair ☐ Poor

IF YOU WERE NOT REFERRED FOR EVALUATION OR TREATMENT,
PLEASE GO TO QUESTION 25.

13. Did you agree with the instructor's decision to refer you for evaluation?

- ☐ Yes ☐ No

14. In referring you for evaluation did the instructor:

a. Explain the purpose of the evaluation?

- ☐ Yes ☐ No ☐ Don't remember

b. Explain the consequences for failing to have an evaluation completed?

- ☐ Yes ☐ No ☐ Don't remember

c. Allow you to choose the evaluator (individual, organization or agency) from a list?

- ☐ Yes ☐ No ☐ Don't remember

d. Give you other information such as cost of evaluation services, etc.?

- ☐ Yes ☐ No ☐ Don't remember

15. Were you able to make an appointment with an evaluator within 15 days after your first contact?

- ☐ Yes ☐ No ☐ Don't remember

16. Did you meet all the requirements of the evaluation?

1 ☐ Yes 2 ☐ No 3 ☐ Don't remember

43

17. Did the evaluator inform you of the results of the evaluation?

1 ☐ Yes 2 ☐ No 3 ☐ Don't remember

44

18. Did you agree with the evaluator's decision?

1 ☐ Yes 2 ☐ No (IF NO, why not?) _____

45 46

19. Overall, how would you rate:

a. The evaluation: 1 ☐ Excellent 2 ☐ Good 3 ☐ Fair 4 ☐ Poor

47

b. The evaluator: 1 ☐ Excellent 2 ☐ Good 3 ☐ Fair 4 ☐ Poor

48

IF YOU WERE NOT REFERRED FOR TREATMENT,
PLEASE GO TO QUESTION 25.

20. Did you agree with the evaluator's decision to refer you to treatment?

1 ☐ Yes 2 ☐ No (IF NO, why not?) _____

49 50

21. Did the evaluator:

a. Inform you of your right to seek a second opinion?

1 ☐ Yes 2 ☐ No 3 ☐ Don't remember

51

b. Explain the consequences of not completing treatment requirements?

1 ☐ Yes 2 ☐ No 3 ☐ Don't remember

52

c. Give you the names of at least 3 different persons or agencies that could provide the services?

1 ☐ Yes 2 ☐ No 3 ☐ Don't remember

53

22. Were evaluation and treatment services provided by the same individual (or agency)?

1 ☐ Yes 2 ☐ No 3 ☐ Don't remember

54

23. Did you meet all the treatment requirements?

1 ☐ Yes 2 ☐ No (IF NO, why not?)

1 ☐ Transportation problems

2 ☐ Cost of services

3 ☐ Other (Please specify) _____

55

56

57

58 59

24. Overall, how would you rate:

a. The treatment services you were provided?

1 ☐ Excellent 2 ☐ Good 3 ☐ Fair 4 ☐ Poor

60

b. The person/agency that provided the services?

1 ☐ Excellent 2 ☐ Good 3 ☐ Fair 4 ☐ Poor

61

25. If a close friend had too much to drink and was about to drive, what would you do?

1 ☐ Strongly suggest that he/she not drive 3 ☐ Not sure
2 ☐ Call the police 4 ☐ Do nothing

62

26. Since 1983 have there been times that you drove after drinking?

1 ☐ No 2 ☐ 1 to 3 times 3 ☐ 4 or more times 4 ☐ Not sure/don't remember

63

27. In 1983, what was your:

- a. Marital status: 1 ☐ Married 2 ☐ Single 3 ☐ Divorced 4 ☐ Widowed
- b. Educational level: 1 ☐ Less than 12 grades completed
2 ☐ High school graduate
3 ☐ College (Please specify number of years: _____)
- c. Employment status: 1 ☐ Employed 2 ☐ Unemployed 3 ☐ Student 4 ☐ Homemaker 5 ☐ Retired
- d. Occupation: 1 ☐ Professional 4 ☐ Laborer 7 ☐ Homemaker
2 ☐ Sales or clerical 5 ☐ Service worker 8 ☐ Other (Please specify) _____
3 ☐ Craftsman 6 ☐ Student _____

64 _____

65 _____

66 _____

67 _____

28. Comments/recommendations concerning the Driver Education Evaluation Program, treatment services and/or Maine's OUI laws.

29. If you would like information about DEEP or a summary of the survey results, please write your name and address below.

68 _____

- 1 ☐ Please send me information about DEEP.
2 ☐ Please send me a summary of the survey results.

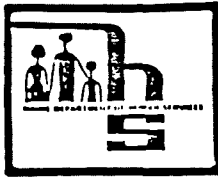
THANK YOU for taking the time to complete this form.

Please return this survey by March 20, 1986 to: University of Southern Maine - HSDI
96 Falmouth Street
Portland, Maine 04103

69 _____

73 _____

74 _____



BUREAU OF REHABILITATION

University of Southern Maine
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The information received from each respondent will be combined with information obtained from all survey respondents. Information pertaining to individual survey respondents will be kept completely confidential.

Please
DO NOT
WRITE
In This
Space

1. In your opinion, are Maine OUI laws:
(1)___Too strict (2)___About right (3)___Not strict enough
2. If a person were driving under the influence of alcohol, how likely is it that he/she would:
 - a. Be stopped by the police
(1)___Very (2)___Somewhat (3)___A little (4)___Not at all
 - b. Be charged with drunk driving
(1)___Very (2)___Somewhat (3)___A little (4)___Not at all
 - c. Have to go to court
(1)___Very (2)___Somewhat (3)___A little (4)___Not at all
 - d. Be convicted of drunk driving
(1)___Very (2)___Somewhat (3)___A little (4)___Not at all
3. In September 1985, the State of Maine changed the legal penalties for drunk driving. Depending on the circumstances at the time of arrest and one's driving record (within a 6-year period) minimum penalties mandated by law vary. What is your opinion of their severity?
 - a. FINE. A minimum of \$300 for a first OUI conviction (or refusal); up to a minimum of \$750 for persons having 2 or more previous OUI convictions/refusals.
(1)___Too severe (2)___About right (3)___Not severe enough
 - b. LICENSE SUSPENSION. A minimum of 90 days for a first OUI conviction; up to 2 years (minimum) for persons having 2 or more previous OUI convictions/refusals.
(1)___Too severe (2)___About right (3)___Not severe enough
 - c. JAIL TERM. A minimum of 48 hours if no previous OUI conviction/refusal at the time of arrest and the BAC was .15% or more OR if the BAC was .10% and the person was speeding or eluded (or attempted to elude) a police officer; up to a minimum of 30 days for persons having 2 or more previous OUI convictions/refusals.
(1)___Too severe (2)___About right (3)___Not severe enough

1

2

3

4

5

6

7

8

4. Please rate each factor in terms of its relative deterrent effect on attitudes concerning drinking and driving, and consequently, changes in the behavior of drivers convicted of OUI. (Circle one number for each factor.)

	None				Great
a. Being stopped and cited for OUI	1	2	3	4	5
b. Being arrested and booked	1	2	3	4	5
c. Taking a test for blood-alcohol level	1	2	3	4	5
d. Appearing in court	1	2	3	4	5
e. Paying court fine	1	2	3	4	5
f. Suspending/revoking driving privileges	1	2	3	4	5
g. Spending time in jail	1	2	3	4	5
h. Taking the DEEP course	1	2	3	4	5
i. Going through alcohol-related treatment	1	2	3	4	5
j. Reaction of employer	1	2	3	4	5
k. Reaction of family/friends	1	2	3	4	5
l. Publicity concerning OUI conviction	1	2	3	4	5
m. General publicity about drunk driving	1	2	3	4	5
n. Other (please specify) _____	1	2	3	4	5

5. Overall, to what extent do you think the DEEP course is:

- a. Increasing client knowledge about OUI penalties?
 (1) _____ Very (3) _____ A little (5) _____ Don't know
 (2) _____ Somewhat (4) _____ Not at all
- b. Increasing client knowledge about the effects of alcohol on behavior in general?
 (1) _____ Very (3) _____ A little (5) _____ Don't know
 (2) _____ Somewhat (4) _____ Not at all
- c. Increasing client knowledge about the effects of alcohol on behavior with regards to operating a motor vehicle?
 (1) _____ Very (3) _____ A little (5) _____ Don't know
 (2) _____ Somewhat (4) _____ Not at all
- d. Changing attitudes about drinking and driving?
 (1) _____ Very (3) _____ A little (5) _____ Don't know
 (2) _____ Somewhat (4) _____ Not at all
- e. Changing drinking and driving-related behavior?
 (1) _____ Very (3) _____ A little (5) _____ Don't know
 (2) _____ Somewhat (4) _____ Not at all

6. What changes, if any, would you recommend to the following?

a. DEEP 9-hour course: length, cost, content, method of delivery, etc.

30

b. DEEP preliminary assessment: personal interview and the
Mortimer-Filkins, referral criteria, etc.

32

c. Evaluation of alcohol-related problems within OUI client
population: evaluation standards, cost, etc.

34

d. Alcohol-related treatment of persons convicted of OUI: criteria
for completion, cost, etc.

36

e. Other: e.g., DEEP reporting requirements (instructors
and providers)

38

7. How many years have you been:

a. A DEEP instructor _____ Years

40

b. An evaluator of alcohol-related problems
(OUI client population) _____ Years

42

c. An alcohol rehabilitation counselor/psychologist
providing services to persons convicted
of an OUI offense _____ Years

44

8. In what town are you currently:

a. Delivering the DEEP course _____

46

b. Providing alcohol-related evaluation services _____

48

c. Providing alcohol-related counseling services _____

50

9. Other comments and/or recommendations concerning the drunk
driving problem and/or how the State of Maine is addressing
the problem.

52

THANK YOU for taking the time to complete this survey

Please return this survey by March 20, 1986 to:

University of Southern Maine - HSDI
96 Falmouth Street
Portland, Maine 04103

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APPENDIX B

- Figure B- 1: Perception of Maine OUI Laws by Survey Respondents
- Figure B- 2: Perception of the Likelihood of Arrest and Conviction by Survey Respondents
- Figure B- 3: Perception of 1983 OUI Experience by Survey Respondents
- Figure B- 4: Perception of OUI Penalties by Survey Respondents
- Figure B- 5: How Respondents Became Aware of DEEP
- Figure B- 6: Barriers to Taking the DEEP Course
- Figure B- 7: Rating of DEEP Course Objectives by Survey Respondents
- Figure B- 8: Overall Rating of DEEP Course and Instructor by Survey Respondents
- Figure B- 9: Referral of DEEP Course Participants for Evaluation
- Figure B-10: Evaluation Follow-Through
- Figure B-11: Perception of Evaluation
- Figure B-12: Client Agreement With And Awareness of Evaluation/Treatment Outcome
- Figure B-13: Survey Responses Pertaining to Treatment

Figure b-1: PERCEPTION OF MAINE OUI LAWS BY SURVEY RESPONDENTS

- In your opinion, Maine OUI laws are:

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Too strict	48	19.6
Not strict enough	35	14.3
About right	140	57.1
Undecided	22	9.0
Total	245	100.0

- Were you aware of the tougher OUI laws that went into effect in 1981?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	182	73.1
No	45	18.1
Not sure	22	8.8
Total	249	100.0

Figure B-2: PERCEPTION OF THE LIKELIHOOD OF ARREST AND CONVICTION
BY SURVEY RESPONDENTS

- If a person were driving under the influence of alcohol,
how likely is it that he/she would:

Be stopped by police

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	64	25.8
Somewhat	120	48.4
A little	57	23.0
Not at all	7	2.8
Total	248	100.0

Be charged with drunk driving

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	169	69.0
Somewhat	54	22.0
A little	20	8.2
Not at all	2	0.8
Total	245	100.0

Have to go to court

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	191	78.3
Somewhat	34	13.9
A little	16	6.6
Not at all	2	1.2
Total	243	100.0

be convicted of OUI

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	182	74.0
Somewhat	46	18.7
A little	16	6.5
Not at all	2	0.8
Total	246	100.0

Figure B-3: PERCEPTION OF 1983 OUI EXPERIENCE BY SURVEY PARTICIPANTS

- Being stopped and cited for OUI by a police officer was embarrassing.

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	114	45.2
Somewhat	53	21.0
A little	37	14.7
Not at all	40	15.9
Undecided	8	3.2
Total	252	100.0

- Being arrested and/or booked was unpleasant.

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	155	61.7
Somewhat	50	19.9
A little	25	10.0
Not at all	17	6.8
Undecided	4	1.6
Total	251	100.0

- Taking a test for blood-alcohol level was unpleasant.

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	78	32.4
Somewhat	65	27.0
A little	35	14.5
Not at all	53	22.0
Undecided	10	4.1
Total	241	100.0

- Appearing in court was embarrassing.

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	124	49.6
Somewhat	58	23.2
A little	29	11.6
Not at all	35	14.0
Undecided	4	1.6
Total	250	100.0

Figure b-4: PERCEPTION OF OUI PENALTIES BY SURVEY RESPONDENTS

Overall, the court sentence was:

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Too severe	64	25.9
About right	159	64.4
Not severe enough	15	6.1
Undecided	9	3.6
Total	247	100.0

The fine imposed by the court was:

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Too severe	67	26.9
About right	162	65.1
Not severe enough	11	4.4
Undecided	7	2.8
Not applicable	2	0.8
Total	249	100.0

The license suspension period imposed by the court was:

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Too long	76	30.4
About right	151	60.4
Not long enough	12	4.8
Undecided	7	2.8
Not applicable	4	1.6
Total	250	100.0

The additional license suspension period imposed by the Division of Motor Vehicles (Secretary of State) was:

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Too long	109	43.8
About right	81	32.5
Not long enough	6	2.4
Undecided	5	2.0
Not applicable	48	19.3
Total	249	100.0

The jail sentence imposed by the court was:

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Too long	43	17.4
About right	90	36.4
Not long enough	7	2.8
Undecided	8	3.2
Not applicable	99	40.1
Total	247	99.9

Figure b-5: HOW RESPONDENTS BECAME AWARE OF DEEP

Source	Number	Percent
Division of Motor Vehicles (Secretary of State)	164	68.6
Court personnel	52	21.9
Other	30	12.0

Figure B-6: BARRIERS TO TAKING THE DEEP COURSE

Reason for Not Taking The DEEP Course	Number	Percent
Cost of taking the course was too much	19	47.5
Transportation was a problem	17	41.5
Location of the DEEP course was not convenient	11	27.5
Days/time of day the course was offered was not convenient	7	17.5
Did not know I had to take the course	5	12.5
Do not remember why I did not take the course	2	5.0

Figure B-7: RATING OF DEEP COURSE OBJECTIVES BY SURVEY RESPONDENTS

- Were the objectives of the DEEP course clearly stated by the instructor at the beginning of the course?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Very	136	68.0
Somewhat	46	23.0
A little	9	4.5
Not at all	9	4.5
Total	199	100.0

- Did the DEEP course increase your knowledge about:

- The effects of alcohol on behavior in general?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Greatly	91	45.7
Somewhat	64	32.1
A little	19	9.6
Not at all	25	12.6
Total	199	100.0

- The effects of alcohol on behavior involving the operation of a motor vehicle?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Greatly	96	48.2
Somewhat	60	30.2
A little	21	10.5
Not at all	22	11.1
Total	199	100.0

- Maine laws concerning drinking and driving?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Greatly	96	48.0
Somewhat	57	28.5
A little	31	15.5
Not at all	16	8.0
Total	200	100.0

Figure b-8: OVERALL RATING OF DEEP COURSE AND INSTRUCTOR BY SURVEY
RESPONDENTS

- Overall, how would you rate the DEEP course?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Excellent	62	31.3
Good	71	35.9
Fair	42	21.2
Poor	23	11.6
Total	198	100.0

- How would you rate the DEEP instructor, was he/she:

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Excellent	81	40.7
Good	71	35.7
Fair	36	18.1
Poor	11	5.5
Total	199	100.0

Figure B-9: REFERRAL OF DEEP COURSE PARTICIPANTS FOR EVALUATION
BY INSTRUCTOR

- Did you agree with the instructor's decision to refer you for evaluation?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	54	56.3
No	42	43.7
Total	96	100.0

- In referring you for evaluation did the instructor:

- Explain the purpose of the evaluation?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	69	72.6
No	22	23.2
Don't remember	4	4.2
Total	95	100.0

- Explain the consequences for failing to have an evaluation completed?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	74	78.7
No	12	12.8
Don't remember	8	8.5
Total	94	100.0

- Allow you to choose the evaluator (individual, organization or agency) from a list?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	62	66.0
No	24	25.5
Don't remember	8	8.5
Total	93	100.0

- Give you other information such as cost of evaluation services, etc.?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	53	57.0
No	32	34.4
Don't remember	8	8.6
Total	93	100.0

Figure B-10: EVALUATION FOLLOW-THROUGH

- Were you able to make an appointment with an evaluator within 15 days after your first contact?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	66	70.2
No	16	17.0
Don't remember	<u>12</u>	<u>12.8</u>
Total	94	100.0

- Did you meet all the requirements of the evaluation?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	74	81.3
No	7	7.7
Don't remember	<u>10</u>	<u>11.0</u>
Total	91	100.0

Figure B-11: PERCEPTION OF EVALUATION

- Did the evaluator inform you of the results of the evaluation?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	71	79.8
No	9	10.1
Don't remember	9	10.1
Total	89	100.0

- Did you agree with the evaluator's decision?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	61	72.6
No	23	27.4
Total	84	100.0

- Overall, how would you rate:

- The evaluation

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Excellent	20	23.0
Good	34	39.1
Fair	16	18.4
Poor	17	19.5
Total	87	100.0

- The evaluator

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Excellent	23	26.4
Good	32	36.8
Fair	14	16.1
Poor	18	20.7
Total	87	100.0

Figure B-12: CLIENT AGREEMENT WITH AND AWARENESS OF
EVALUATION/TREATMENT OUTCOME

- Did you agree with the evaluator's decision to refer you to treatment?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	26	53.1
No	23	46.9
Total	49	100.0

- Did the evaluator:

- Inform you of your right to seek a second opinion?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	34	66.7
No	15	29.4
Don't remember	2	3.9
Total	51	100.0

- Explain the consequences of not completing treatment requirements?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	36	75.0
No	7	14.6
Don't remember	5	10.4
Total	48	100.0

- Give you the names of at least 3 different persons or agencies that could provide the services?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	25	50.0
No	18	36.0
Don't remember	7	14.0
Total	50	100.0

Figure. B-13: SURVEY RESPONSES PERTAINING TO TREATMENT

- Overall, how would you rate:

- The treatment services you were provided?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Excellent	20	40.0
Good	14	28.0
Fair	7	14.0
Poor	9	18.0
Total	50	100.0

- The service/agency that provided the services?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Excellent	22	45.8
Good	13	27.1
Fair	4	8.3
Poor	9	18.8
Total	48	100.0

- Were evaluation and treatment services provided by the same individual (or agency)?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	23	46.9
No	21	42.9
Don't remember	5	10.2
Total	49	100.0

- Did you meet all treatment requirements?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Yes	39	78.0
No	11	22.0
Total	50	100.0

If NO, why not?

<u>Response</u>	<u>Number</u>	<u>Percent</u>
Transportation problems	5	45.5
Cost of services	5	45.5
Other	4	36.4



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