



ANNUAL IGNITION INTERLOCK SURVEY: UNITED STATES



The knowledge source for safe driving

The Traffic Injury Research Foundation USA, Inc.

Traffic Injury Research Foundation USA, Inc. (TIRF USA) is an independent road safety research institute that obtained 501(c)3 non-profit status in the US in 2014. The mission of TIRF USA is to develop and share the knowledge that saves – preventing injuries and loss of life on the roads, reducing related social, health and insurance costs, and safeguarding productivity.



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ASSOCIATION OF IGNITION INTERLOCK
PROGRAM ADMINISTRATORS

In recognition of the challenges that states may encounter compiling information that is not readily available, TIRF USA extends its deepest appreciation to the thirty-two state agencies that willingly shared their time, knowledge and expertise, and at times extended themselves beyond the normal work day, to gather this information in response to the request for information.

Alaska Highway Safety Office
Arizona Department of Transportation Safety and Risk Management
Arkansas Department of Finance and Administration Office of Driver Control
California Department of Motor Vehicles Research and Development Department
Connecticut Department of Motor Vehicles Office of Driver Services
Delaware Department of Transportation Driver Improvement Unit
Florida Department of Highway Safety and Motor Vehicles
Hawaii Department of Transportation Highway Safety
Office of the Illinois Secretary of State
Iowa Department of Transportation Driver Services-Records
Louisiana Highway Safety Commission
Minnesota Department of Public Safety
Missouri Department of Revenue, Driver License Bureau
Missouri Department of Transportation, Traffic & Highway Safety Division
Nevada Department of Public Safety, Office of Traffic Safety
New Hampshire Department of Safety
New Jersey Motor Vehicle Commission
New York State Division of Criminal Justice Services
Oklahoma Department of Public Safety, Board of Tests for Alcohol and Drug Influence
Oklahoma Highway Safety Office
Oregon Department of Transportation – Department of Motor Vehicles, Driver Control Program
Oregon Department of Transportation-Transportation Safety Division
Pennsylvania DUI Association Ignition Interlock Quality Assurance



Rhode Island Division of Motor Vehicles Adjudication Office
South Carolina Department of Probation, Parole and Pardon Services, Ignition Interlock Program
South Dakota Attorney General's Office Division of Criminal Investigations
Tennessee Department of Safety and Homeland Security, Tennessee Highway Patrol, Driver Services
Utah Highway Safety Office Impaired Driving Program
Vermont Department of Motor Vehicles Ignition Interlock Unit
The Commission on Virginia Alcohol Safety Action Program
Wyoming Department of Transportation, Driver Services

TIRF USA also extends its sincere gratitude to the eight interlock manufacturers who willingly provided their confidential and proprietary data without hesitation to make this survey possible: Alcohol Countermeasure Systems, Corp., Alcohol Detection Systems, Draeger, Guardian, Intoxalock, LifeSafer, Monitech and SmartStart, Inc. Their cooperation to provide the necessary personnel to collect data and respond to clarifying questions made it possible to strengthen and augment the data provided by state program administrators.

Collectively, these partnerships have resulted in the creation of a useful tool to measure interlock usage and growth on an annual basis. This report can provide state ignition interlock program administrators and the impaired driving community with a benchmark to evaluate progress in the implementation of interlock programs.



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INTRODUCTION

The Traffic Injury Research Foundation USA, Inc. (TIRF USA) in partnership with the Association of Ignition Interlock Program Administrators (AIIPA) and TIRF in Canada conducted a national survey of the number of installed and active ignition interlocks in the United States in 2014 and 2015 from January 1st, 2015 through August 31st, 2015. These data provide a comprehensive picture of interlock installations across the United States (U.S.) and are a useful benchmark for state ignition interlock program administrators and the impaired driving community to measure interlock usage and growth in interlock programs on an annual basis.

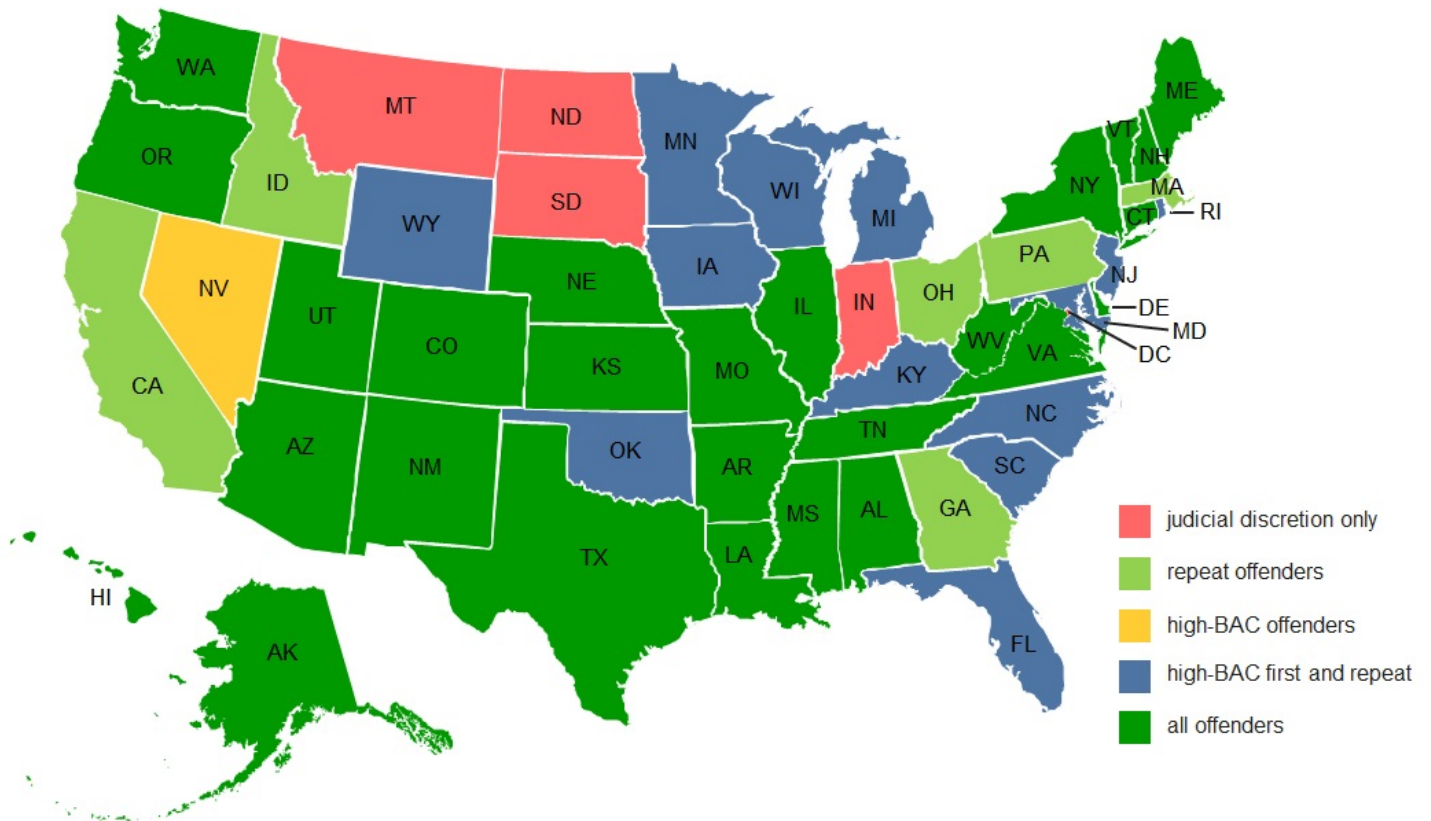
Annual state interlock survey reports were initially compiled by Dr. Richard Roth of IMPACT DWI Inc. This current survey by TIRF USA continues to build on the work of Dr. Roth and further strengthens data collection to provide greater insight into installation rates with an augmented data collection strategy.

Despite considerable progress in reducing impaired driving in the past two decades, continued attention is needed to achieve further progress. According to the Federal Bureau of Investigation (FBI) Uniform Crime Reports (UCR), there were 1,117,852 DWI¹ arrests in 2014. The National Highway Traffic Safety Administration (NHTSA) reported 9,967 alcohol-impaired driving fatalities in 2014 which accounted for 31% of total fatalities (NHTSA 2015). Interlock programs have proven to reduce the incidence of impaired driving while the interlock is installed in the vehicle. Increasing program participation is paramount to reduce impaired driving fatalities and injuries. A NHTSA study of 28 state interlock programs revealed that there were eight interlock program keys which may increase interlock use (Casanova Powell et al. 2015). The key that was found to have the highest correlation with increasing interlock use was implementing a strong interlock requirement and/or incentive in legislation or policy.

¹ The abbreviation DWI (driving while impaired or intoxicated) is used throughout this report as a convenient descriptive label and to create consistency, even though some states use other terms such as OWI (operating while impaired or intoxicated) or DUI (driving under the influence), and in some states these terms refer to different levels of severity of the offense.

As of January 2016, 26 states (Alaska, Arizona, Arkansas, Colorado, Connecticut, Delaware, Hawaii, Illinois, Kansas, Louisiana, Maine, Mississippi, Missouri, Nebraska, New Hampshire, New Mexico, New York, Oregon, Tennessee, Texas, Utah, Vermont, Virginia, Washington and West Virginia) and four California counties require all alcohol-impaired driving offenders including first offenders, to install an interlock. An additional 13 states (Florida, Iowa, Kentucky, Maryland, Michigan, Minnesota, New Jersey, North Carolina, Oklahoma, Rhode Island, South Carolina and Wisconsin and Wyoming) require interlocks for offenders with a high blood alcohol concentration (BAC) (usually 0.15% or higher) and for repeat offenders, six states (California, Georgia, Idaho, Massachusetts, Ohio and Pennsylvania) require devices only for repeat offenders, and one state (Nevada) requires them only for high-BAC offenders. Finally, four states (Indiana, North Dakota, South Dakota and Montana) and D.C. do not have mandatory interlock requirements (Figure 1, Appendix I).

Figure 1: Laws mandating alcohol ignition interlock orders (January 2016)





METHODS

Definitions

State ignition interlock program managers, highway safety office directors, department of motor vehicle staff in all 50 states, and 11 interlock manufacturers were contacted by email and phone in September 2015 to request arrest and conviction data and relevant interlock data. A worksheet was created to capture state and manufacturer data (see Appendix I and II). Respondents were requested to complete the appropriate worksheet and return it to TIRF USA. Counts of total installed ignition interlocks during a period of one year (12 months) for the year 2014, and total installed ignition interlocks for the year 2015, from January 1st, 2015 through August 31st, 2015 (8 months) were requested. Specific definitions of interlock data were provided as follows:

- > Total installed number (TIN) is the number of ignition interlock devices reported to be installed in vehicles over a period of time.
- > Active installed number (AIN) is the number of ignition interlock devices reported to be installed in a vehicle on the date designated by this request, in other words a “snapshot” of installed interlocks on a particular moment in time, rather than during a specified period of time.

The following AIN “snapshot” dates were requested:

- > December 31st, 2014;
- > August 31st, 2015.

It was also requested that states provide, if possible, data according to offense categories. Offense categories are defined by the following DWI offenses:

- > First offender "basic" DWI;
- > First offender high-BAC DWI;
- > Refused test DWI and;
- > Repeat DWI (2nd and subsequent DWI)

State data request

Instructions regarding the worksheet designated for state data requests (see Appendix I) indicated that data were to be provided where possible. The following state ignition interlock program information was requested:

- > How is a conviction defined in your state?
- > What is the current ignition interlock law for the following offenders, in particular who is required to install an interlock device and what is the length of the interlock requirement?



- » First offenders (0.0-0.08);
 - » High-BAC first offenders (high-BAC_____);
 - » Repeat offenders; and,
 - » Refusal offenders.
- > Have there been any changes to this law within the last two years (2014/2015)?
 - > Is treatment required (mandatory, part of probation, voluntary, none)?
 - > Is FBI UCR data used in your state?
 - > What constitutes removal of the interlock from the vehicle prior to the completion of the required interlock period by the governing agency for violations (tampering/circumvention attempts)?
 - > Approved manufacturers in the state.

It was also requested that states provide, if possible, data according to categories. It was acknowledged that data according to offender type as well as other requested data may not be available. First offender data included "basic" DWI, high-BAC DWI and refused test DWI; similar data were also requested for all repeat offenders. Details of data requested to compare states across each of these items were included in the state worksheet as follows:

- > Number of impaired driving arrests during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015);
- > Number of impaired driving convictions during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015);
- > TIN according to offense category during 2014 (January 1st 2014 through to December 31st 2014) and 2015 (from January 1st, 2015 through to August 31st, 2015);
- > AIN according to by offense category on December 31st, 2014 and on August 31st, 2015 (snap shot of interlocks on these days);
- > TIN assigned either ordered by DMV or judge or chosen by offender to obtain a restricted license in lieu of suspension during 2014 (January 1st, 2014 through to December 31st, 2014) and 2015 (from January 1st, 2015 through to August 31st, 2015);
- > Dropout rate-number of incompletes during 2014 (January 1st, 2014 through to December 31st, 2014) and 2015 (from January 1st, 2015 through to August 31st, 2015);
- > Number of offenders who never installed during 2014 (January 1st, 2014 through to December 31st, 2014) and 2015 (from January 1st, 2015 through to August 31st, 2015);
- > Number of offenders that completed the program successfully with or without violations (a violation would be a tampering or circumvention attempt or a positive alcohol event while



the interlock device is installed in the vehicle) during 2014 (January 1st, 2014 through to December 31st, 2014) and 2015 (from January 1st, 2015 through to August 31st, 2015); and,

- > Number of offenders removed from the program during 2014 (January 1st, 2014 through to December 31st, 2014) and 2015 (from January 1st, 2015 through to August 31st, 2015).

Manufacturer data request

Manufacturers were also requested to complete a designated worksheet to the extent possible (see Appendix II). Manufacturers were asked to provide, if available, data according to offense categories. It was acknowledged that data according to offense categories as well as other requested data may not be available. Details of data requested to compare states across each of these items were separated by five individual tabs at the bottom of the spreadsheet as follows:

- > TIN installed according to offense category (1st offender, repeat, high-BAC, voluntary probation or restricted license);
- > AIN installed according to offense category (1st offender, repeat, high-BAC, voluntary probation or restricted license);
- > Dropout rate-number of offenders who stopped using the interlock before their term was over for December 31st, 2014 and August 31st, 2015 (opted out early before completing their designated time with the interlock device) according to offense category;
- > Number of completions (those who successfully completed the program-with or without violations) according to offense category; and,
- > Number of persons removed from the program by the governing agency (for non-compliance, tampering) according to offense category (if applicable, some programs extend interlock time for non-compliance and do not have a removal option)

For state and manufacturer data provided, clarification or explanation of reported data was requested where appropriate.



RESULTS

As of January 18th, 2016, a total of 28 states responded to the data request including Alaska, Arkansas, Arizona, California, Connecticut, Delaware, Florida, Hawaii, Illinois, Iowa, Louisiana, Minnesota, Missouri, Nevada, New Hampshire, New Jersey, New York, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Utah, Vermont, Virginia and Wyoming.

State arrest data

DWI arrest data was requested to identify the number of offenders in each state that may be eligible to install an interlock. Arrest data may be used to make comparisons across states and to identify yearly increases or decreases. Reporting DWI arrests by offense category identifies the incidence of arrests in relation to each DWI offense category within a state. This can be helpful to inform DWI enforcement and awareness campaigns.

Fifteen states (Alaska, Connecticut, Florida, Hawaii, Illinois, Louisiana, Minnesota, Missouri, Nevada, New York, Oklahoma, Pennsylvania, Tennessee, Utah and Wyoming) were able to provide total DWI arrest data for the reporting period from January 1st, 2014 through to December 31st, 2014. Ten of these states (Alaska, Connecticut, Hawaii, Illinois, Minnesota, Missouri, Nevada, Pennsylvania, Utah and Wyoming) were able to provide further breakdowns of arrest data by offense categories (Table 1).

Table 1: State arrest data by offense category for January-December 2014

State	Total DWI arrests	1 st offender "basic" DWI arrests	1 st offender high-BAC DWI arrests	1 st offender refused test DWI arrests	All repeat offender DWI arrests (all 2+ offenders)
Alaska	3563	2144		337	1419
Arizona					
Arkansas					
California					
Connecticut	7883	1983	2321	1905	1674
Delaware					
Florida	49776				
Hawaii	6489	5662	2107		1121
Illinois	32822			11319	
Iowa					
Louisiana	22701				
Minnesota	25341	14902	4626	1781	10439
Missouri	25710	18943	153		4215
Nevada	9291	7627			1664
New Hampshire					
New Jersey					
New York	46871				
Oklahoma	21490				
Oregon					



State	Total DWI arrests	1 st offender "basic" DWI arrests	1 st offender high-BAC DWI arrests	1 st offender refused test DWI arrests	All repeat offender DWI arrests (all 2+ offenders)
Pennsylvania	102357	57248	19482	2380	4006
Rhode Island					
South Carolina					
South Dakota					
Tennessee	26810				
Utah	10373	2264	1305	746	3346
Vermont					
Virginia					
Wyoming	4404	1295	1598	9	
Totals	395881	112068	31592	18477	27844

Ten states (Alaska, Connecticut, Hawaii, Minnesota, Missouri, Nevada, New York, Oklahoma, Utah and Wyoming) were able to provide total DWI arrest data for the reporting period from January 1st, 2015 through to August 31st, 2015. Seven of these states (Alaska, Connecticut, Hawaii, Minnesota, Missouri, Utah and Wyoming) were able to provide further breakdowns of arrest data by offense categories (Table 2).

Table 2: State arrest data by offense category for January-August 2015

State	Total DWI arrests	1 st offender "basic" DWI arrests	1 st offender high-BAC DWI arrests	1 st offender refused test DWI arrests	All repeat offender DWI arrests (all 2+ offenders)
Alaska	3081	1854		341	1227
Arizona					
Arkansas					
California					
Connecticut	5094	1754	1108	1453	799
Delaware					
Florida					
Hawaii	3989	3317			682
Illinois					
Iowa					
Louisiana					
Minnesota	16163	9590	3079	1266	6573
Missouri	14224	10283	56		2260
Nevada	5956	4878			1078
New Hampshire					
New Jersey					
New York	25018				
Oklahoma	10211				
Oregon					
Pennsylvania					
Rhode Island					
South Carolina					
South Dakota					



State	Total DWI arrests	1 st offender "basic" DWI arrests	1 st offender high-BAC DWI arrests	1 st offender refused test DWI arrests	All repeat offender DWI arrests (all 2+ offenders)
Tennessee					
Utah	6985	1431	826	519	2285
Vermont					
Virginia					
Wyoming	2837	843	1042	0	
Totals	93558	33950	6111	3579	13677

State conviction data

DWI conviction data was requested to further identify the number of offenders in each state that may be eligible to install an interlock. Conviction data may be used to make comparisons across states and to identify yearly increases or decreases. Conviction data compared to arrest data is used to identify the number of individuals arrested for a DWI who are subsequently convicted. This is useful information to inform the planning of state DWI awareness and enforcement campaigns.

Sixteen states (Arkansas, Connecticut, Delaware, Florida, Hawaii, Illinois, Minnesota, Missouri, Nevada, New Jersey, New York, Oregon, Pennsylvania, Tennessee, Utah and Wyoming) were able to provide total DWI conviction data for the reporting period January 1st, 2014 through to December 31st, 2014. Nine of these states (Arkansas, Connecticut, Delaware, Illinois, Minnesota, Missouri, Pennsylvania, Utah and Wyoming) reported further breakdowns of conviction data by offense categories (Table 3).

Table 3: State conviction data by offense category for January-December 2014

State	Total DWI convictions	1 st offender "basic " DWI convictions	1 st offender high-BAC DWI convictions	1 st offender refused test DWI convictions	All repeat offender DWI convictions (all 2+ offenders)
Alaska					
Arizona					
Arkansas	12488			3124	2914
California					
Connecticut	3842	2488			354
Delaware	1421	430	379		612
Florida	30876				
Hawaii	5932				
Illinois	3863				3029
Iowa					
Louisiana					
Minnesota	20370	11460	4135	1477	8910
Missouri	16526				2204
Nevada	4463				
New Hampshire					
New Jersey	20541				
New York	20636				
Oklahoma					



State	Total DWI convictions	1 st offender "basic " DWI convictions	1 st offender high-BAC DWI convictions	1 st offender refused test DWI convictions	All repeat offender DWI convictions (all 2+ offenders)
Oregon	7439				
Pennsylvania	26242	5982	2771		15679
Rhode Island					
South Carolina					
South Dakota					
Tennessee	24262				
Utah	4268	629	841	1567	1231
Vermont					
Virginia					
Wyoming	2591				1353
Totals	205760	20989	8126	6168	36286

Eleven states (Arkansas, Connecticut, Delaware, Hawaii, Minnesota, Missouri, Nevada, New Jersey, New York, Utah and Wyoming) were able to provide total DWI conviction data for the reporting period from January 1st, 2015 through to August 31st, 2015. Seven of these states (Arkansas, Connecticut, Delaware, Minnesota, Missouri, Utah and Wyoming) were able to give further breakdowns of conviction data by offense categories. Illinois was able to report all repeat offender DWI convictions (all 2+ offenders) (Table 4).

Table 4: State conviction data by offense category for January-August 2015

State	Total DWI convictions	1 st offender "basic " DWI convictions	1 st offender high-BAC DWI convictions	1 st offender refused test DWI convictions	All repeat offender DWI convictions (all 2+ offenders)
Alaska					
Arizona					
Arkansas	8446			2635	1903
California					
Connecticut	2060	1830			230
Delaware	616	158	141		317
Florida					
Hawaii	3584				
Illinois					2001
Iowa					
Louisiana					
Minnesota	8350	5125	1864	610	3225
Missouri	6150				1416
Nevada	1659				
New Hampshire					
New Jersey	13387				
New York	11652				
Oklahoma					
Oregon					
Pennsylvania					



State	Total DWI convictions	1 st offender "basic " DWI convictions	1 st offender high-BAC DWI convictions	1 st offender refused test DWI convictions	All repeat offender DWI convictions (all 2+ offenders)
Rhode Island					
South Carolina					
South Dakota					
Tennessee					
Utah	1913	278	374	680	581
Vermont					
Virginia					
Wyoming	1532				503
Totals	59349	7391	2379	3925	10176

Percentage of convictions per arrest

The percentage of convictions per arrest data were calculated for twelve states (Connecticut, Florida, Hawaii, Illinois, Minnesota, Missouri, Nevada, New York, Pennsylvania, Tennessee, Utah and Wyoming) that reported both total DWI arrests and conviction data for the reporting period January 1st, 2014 through to December 31st, 2014 (Table 5).

Table 5: Percentage of convictions per arrest January-December 2014

State	Total DWI arrests	Total DWI convictions	% Convictions per DWI arrest
Alaska	3563		
Arizona			
Arkansas		12488	
California			
Connecticut	7883	3842	48.7%
Delaware		1421	
Florida	49776	30876	62.0%
Hawaii	6489	5932	91.4%
Illinois	32822	3863	11.8%
Iowa			
Louisiana	22701		
Minnesota	25341	20370	80.4%
Missouri	25710	16526	64.3%
Nevada	9291	4463	48.0%
New Hampshire			
New Jersey		20541	
New York	46871	20636	44.0%
Oklahoma	21490		
Oregon		7439	
Pennsylvania	102357	26242	25.6%
Rhode Island			
South Carolina			
South Dakota			
Tennessee	26810	24262	90.5%

State	Total DWI arrests	Total DWI convictions	% Convictions per DWI arrest
Utah	10373	4268	41.1%
Vermont			
Virginia			
Wyoming	4404	2591	58.8%

The percentage of convictions per arrest data was calculated for eight states (Connecticut, Hawaii, Minnesota, Missouri, Nevada, New York, Utah and Wyoming) that reported both total DWI arrests and conviction data for the reporting period January 1st, 2015 through to August 31st, 2015 (Table 6).

Table 6: Percentage of convictions per arrest January-August 2015

State	Total DWI arrests	Total DWI convictions	% Convictions per DWI arrest
Alaska	3081		
Arizona			
Arkansas		8446	
California			
Connecticut	5094	2060	40.4%
Delaware		616	
Florida			
Hawaii	3989	3584	89.8%
Illinois			
Iowa			
Louisiana			
Minnesota	16163	8350	51.7%
Missouri	14224	6150	43.2%
Nevada	5956	1659	27.9%
New Hampshire			
New Jersey		13387	
New York	25018	11652	46.6%
Oklahoma	10211		
Oregon			
Pennsylvania			
Rhode Island			
South Carolina			
South Dakota			
Tennessee			
Utah	6985	1913	27.4%
Vermont			
Virginia			
Wyoming	2837	1532	54.0%



Total and active installed numbers

Of importance, data requests were slightly different compared to data requests states may have previously received from Dr. Roth at Impact DWI. To ensure consistency and in an effort to prevent potential misinterpretation of data requested, specific definitions of interlock data as well as specific timelines were provided to both states and manufacturers for this survey.

A specific definition of “installed interlocks” was provided in conjunction with the data request. Interlock data requests were limited to the total installed number (TIN) and the active installed number (AIN) and offense categories of each. The TIN was defined as the number of ignition interlock devices reported to be installed in vehicles over a period of time. The AIN was defined as the number of ignition interlock devices reported to be installed in a vehicle on the date designated by this request. In other words, a “snapshot” of installed interlocks at a particular moment in time, rather than during a specified period of time is reported.

Counts of total installed ignition interlocks during two defined periods were requested; the period of one year (12 months) for the year 2014, and total installed ignition interlocks for the year 2015, from January 1st, 2015 through August 31st, 2015 (8 months). Therefore, because of the specific nature of this request, comparisons to state interlock reports from previous years were not possible.

These requested data are critical to evaluate state interlock programs. Reporting the annual total number of installed interlocks can assist interlock program managers in identifying the effectiveness of their program and provide insight regarding program improvements. For example, these data can be used in conjunction with arrest and conviction data to gauge the percentage of the eligible offender population within the state that actually installed an interlock, therefore identifying potential gaps within the program. However, it is acknowledged that this may not identify the exact eligible population of offenders. Depending upon state penalties for various delinquencies which may be tied to licensing, some convicted drivers may be ineligible to participate in the interlock program as a result of unrelated driving violations.

State data

All states that reported data (with the exception of Hawaii and New Jersey) reported TIN and AIN interlock totals (see Table 7).

The state TIN based on those 26 states that reported interlock data for the reporting period from January 1st, 2014 through to December 31st, 2014 was 141,787 (see Table 7). The state TIN for those 26 states that reported interlock data for the reporting period January 1st, 2015 through to August 31st, 2015 was 110,487 (see Table 7).

The state AIN for those 26 states that reported interlock data for the reporting period from January 1st, 2014 through to December 31st, 2014 was 77,909 (see Table 6). The state AIN for those 26 states that reported interlock data for the reporting period January 1st, 2015 through to August 31st, 2015 was 88,194 (see Table 7).



Manufacturer data

As of January 18th, 2016, data were received from eight manufacturers (Alcohol Countermeasure Systems, Corp., Alcohol Detection Systems, Draeger, Guardian, Intoxalock, LifeSafer, Monitech and SmartStart, Inc.). All vendors were able to provide interlock TIN and AIN data.

The manufacturer TIN based on the eight manufacturers that reported interlock data for the reporting period from January 1st, 2014 through to December 31st, 2014 was 256,150 (see Table 7). The manufacturer TIN based on the eight manufacturers who reported interlock data for the reporting period January 1st, 2015 through to August 31st, 2015 was 191,479 (see Table 7).

The manufacturer total AIN based on the eight manufacturers who reported interlock data for the reporting period from January 1st, 2014 through to December 31st, 2014 was 309,919 (see Table 7). The manufacturer total AIN based on the eight manufacturers who reported interlock data for the reporting period January 1st, 2015 through to August 31st, 2015 was 328,743 (see Table 7).

Table 7: Installation data reported by participating states and manufacturers

State	TIN 2014		TIN Jan-Aug 2015		AIN Dec 31, 2014		AIN Aug 31, 2015	
	State	Manufacturers	State	Manufacturers	State	Manufacturers	State	Manufacturers
Alabama		213		328		262		462
Alaska	1312	1829	1450	1107		1555		1552
Arizona	19791	14954	20473	12048		18286		19542
Arkansas	4805	3762	3269	2637		3488	3905	3440
California	24119	20083	18236	13454		17745		18755
Colorado		14987		11948		22279		24504
Connecticut	1142	1853	1627	1669		2695		3164
Delaware	309	241	330	204	0	357	2	478
Florida	11529	9465	8373	6517	9926	9349	10573	10247
Georgia		3218		2072		1921		2094
Hawaii		1814		1165		1523		1481
Idaho		782		571		1026		1021
Illinois	8796	9012	6152	6335	8914	8181	9715	8259
Indiana		1329		1250		776		1060
Iowa	5847	6099	5559	4124	8839	5820	7152	5941
Kansas		7749		5666		9826		10626
Kentucky		49		57		59		53
Louisiana	5506	4871	4005	3533		5103		5351
Maine		469		446		502		560
Maryland		6448		4641		8147		8231
Massachusetts		2637		2087		4965		5029
Michigan		5288		4316		9807		10186
Minnesota		7049		5561	8456	9125	9305	10186
Mississippi		878		2052		905		1217
Missouri	13190	8252	9002	5510	10996	8372	11446	8600
Montana		230		150		312		274
Nebraska		4116		2947		3805		4052
Nevada	803	758	1095	691	1019	1115	1268	1227



	TIN 2014		TIN Jan-Aug 2015		AIN Dec 31, 2014		AIN Aug 31, 2015	
State	State	Manufacturers	State	Manufacturers	State	Manufacturers	State	Manufacturers
New Hampshire	598	471	466	419	744	735	861	828
New Jersey		5534		4003		3527		4960
New Mexico		6525		4917		11432		11783
New York	7564	6882	4960	5282	3612	7526	7390	8040
North Carolina		8941		6198		11290		11289
North Dakota		1		0		1		1
Ohio		2464		1563		3048		2955
Oklahoma	5411	4852	4008	4129	7642	8062	8609	8874
Oregon	5131	5342	2925	4117	5734	5273	6351	5692
Pennsylvania	3753	4719	3637	3189	1	5209	23	5179
Rhode Island		93		506	555	115		501
South Carolina		718		716	760	1031	854	1260
South Dakota	91	110	55	66	53	55	58	85
Tennessee	6004	5410	4425	4177	227	5208	218	5971
Texas		29895		21618		41821		43789
Utah	2587	1472	1752	1077	521	2113	297	2167
Vermont	787	479	516	264	7	732	4	795
Virginia	12069	6274	7746	4501	8916	9295	8737	9237
Washington		14615		11183		18236		18663
West Virginia		3802		2768		3827		4393
Wisconsin		8038		7019		12727		13383
Wyoming	643	1078	426	681	987	1350	1426	1306
Totals	141787	256150	110487	191479	77909	309919	88194	328743

***Hawaii and New Jersey reported arrest and/or conviction data but did not report interlock data.*

Manufacturer data were available for all 50 states; therefore bar graphs were created to show the number of interlocks across the states in order of highest to lowest number of interlocks installed as reported by the manufacturers (Figures 2-5). These graphs were created for the total interlock numbers for each year (January-December 2014 and January-August 2015) as well as the active interlock number on December 31st, 2014 and August 31st, 2015. These graphs illustrate only raw numbers and are not weighted by the number of eligible offenders or by arrests per state as this information was not available, not reported or not complete for most states.



Figure 2: Manufacturer total installed number by state, January-December 2014

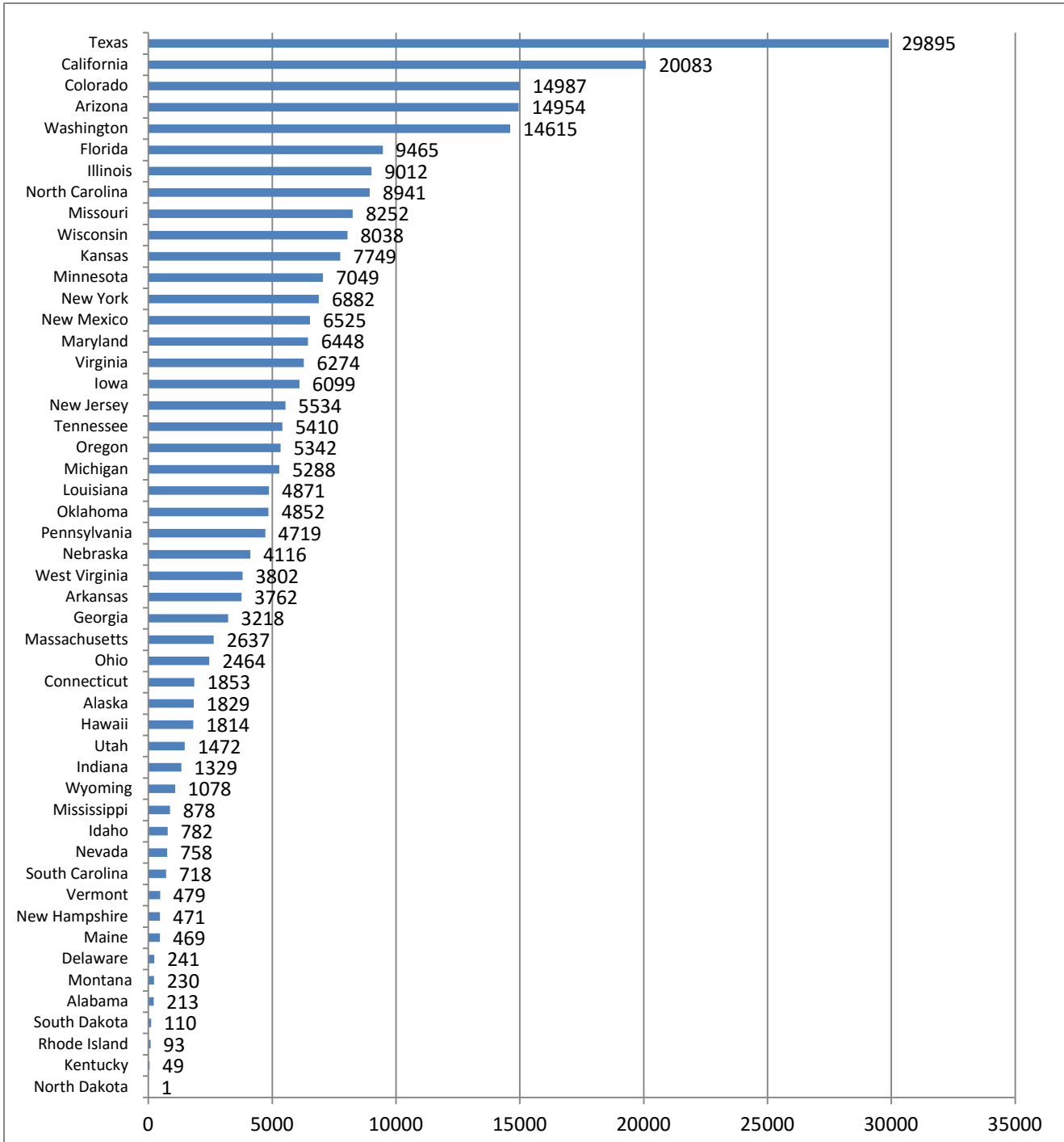




Figure 3: Manufacturer total installed number by state, January-August 2015

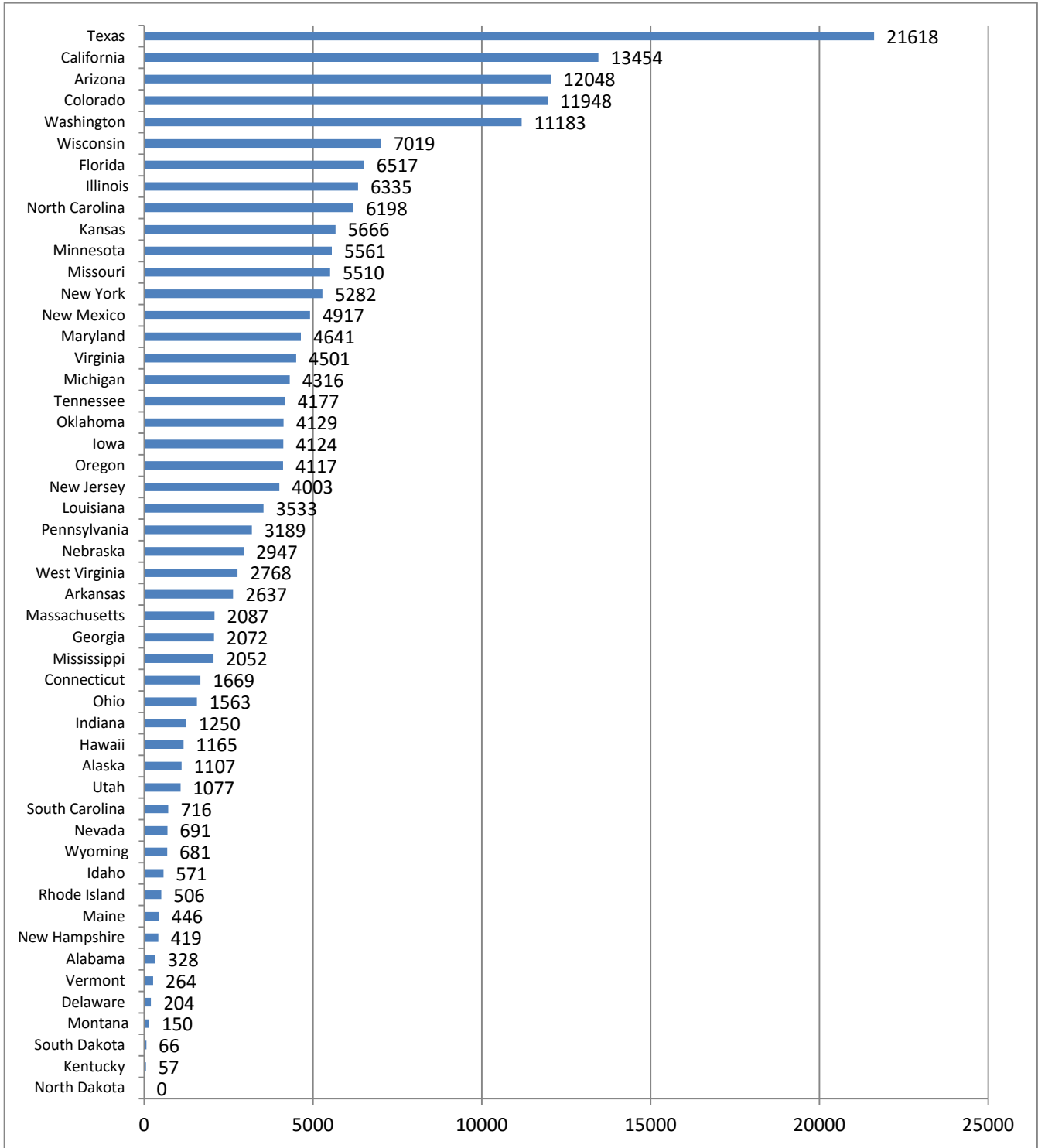




Figure 4: Manufacturer active installed number by state on December 31st, 2014

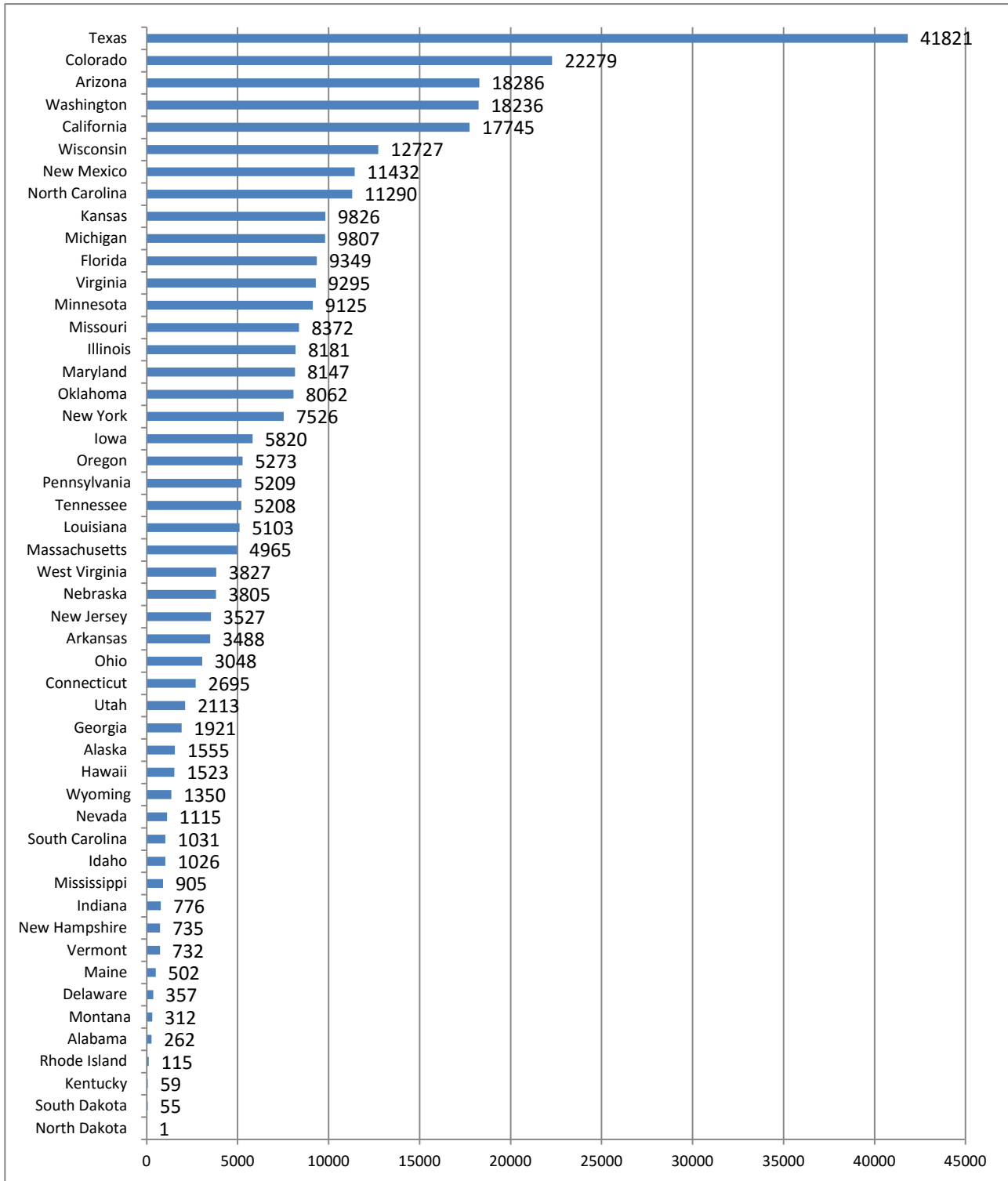
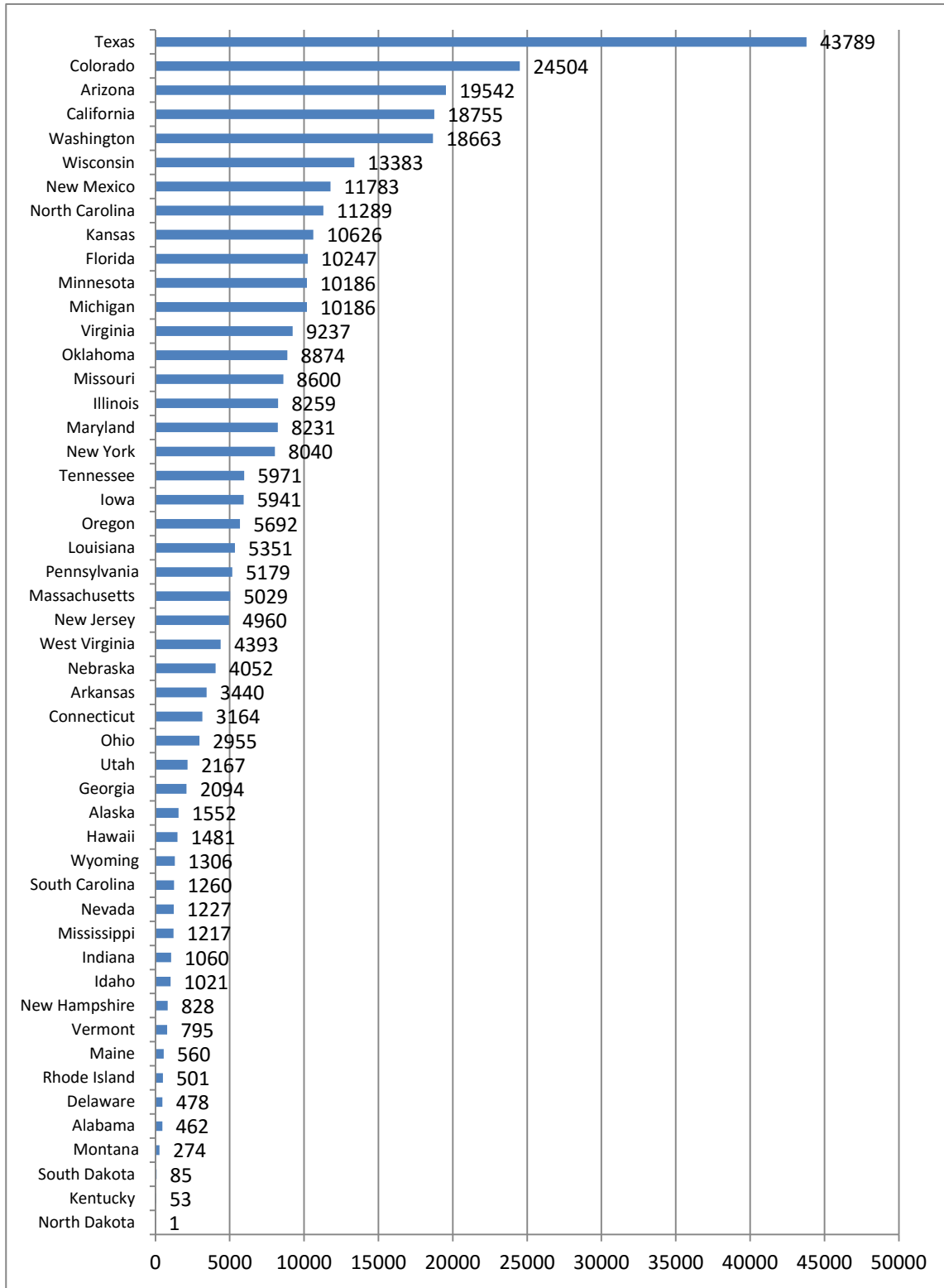




Figure 5: Manufacturer active installed number by state on August 31st, 2015





State total installed interlock numbers according to offense category

Five states (Connecticut, Delaware, Florida, Utah and Wyoming) reported total interlocks installed for the reporting period from January 1st, 2014 through to December 31st, 2014 according to category of offense. Missouri and Pennsylvania only reported the total numbers of repeat offenders who installed since those offenders are the only offenders required to install in these states. Therefore, the total number of repeat offenders who installed is equivalent to the total number of installed interlocks installed for the state (Table 8).

Table 8: State total interlocks installed January-December 2014 by offense category

State	State Total installed (all 1 st and repeat offenders)	1 st offenders "basic" DWI installed	1 st offenders high-BAC installed	1 st offender refused test installed	1 st offender deferred prosecution/diversion installed	1 st offender other installed	Total repeat offenders installed (all 2+ offenders)
Alaska	1312						
Arizona	19791						
Arkansas	4,805						
California	24119						
Connecticut	1142	758					384
Delaware	309		34		88	97	275
Florida	11529		5209				6320
Hawaii							
Illinois	8796						
Iowa	5847						
Louisiana	5506						
Minnesota							
Missouri	13190						13190
Nevada	803						
New Hampshire	598						
New Jersey							
New York	7564						
Oklahoma	5411						
Oregon	5131						
Pennsylvania	3753						3753
Rhode Island							
South Carolina							
South Dakota	91						
Tennessee	6004						
Utah	2587	60	162	19		68	133
Vermont	787						
Virginia	12069						
Wyoming	643		140	0			541
Totals	141787	818	5545	19	88	165	24596

The same five states (Connecticut, Delaware, Florida, Utah and Wyoming) reported state total interlocks installed for the reporting period January 1st, 2015 through to August 31st, 2015



according to offense category. Again, Missouri and Pennsylvania reported the total number of repeat offenders who installed since they are the only offenders required to install in these states. Therefore the total number of repeat offenders who installed is equivalent to the total number of installed interlocks (Table 9).

Table 9: State total interlocks installed January-August 2015 by offense category

State	State total installed (all 1 st and repeat offenders)	1 st offenders "basic" DWI installed	1 st offenders high-BAC installed	1 st offender refused test installed	1 st offender deferred prosecution/diversion installed	1 st offender other installed	Total repeat offenders installed (all 2+ offenders)
Alaska	1450						
Arizona	20473						
Arkansas	3,269						
California	18236						
Connecticut	1627	1253					374
Delaware	330		26		55	91	304
Florida	8373		4088				4285
Hawaii							
Illinois	6152						
Iowa	5559						
Louisiana	4005						
Minnesota							
Missouri	9002						9002
Nevada	1095						
New Hampshire	466						
New Jersey							
New York	4960						
Oklahoma	4008						
Oregon	2925						
Pennsylvania	3637						3637
Rhode Island							
South Carolina							
South Dakota	55						
Tennessee	4425						
Utah	1752	24	61	3		30	57
Vermont	516						
Virginia	7746						
Wyoming	426		120	0			306
Totals	110487	1277	4295	3	55	121	17965

State active interlock installed numbers according to offense category

The state active interlock installed number is defined as the number of ignition interlock devices reported to be installed in a vehicle on the date designated by the request. In other words, these data present a "snapshot" of installed interlocks at a particular moment in time, rather than during a specified period of time. This information can be useful since the number of installed interlocks is a moving target as installations and removals occur on a daily basis. A "snapshot" number can



enable states to gauge the general number of interlocks that are currently installed in a vehicle at any given time and help to determine interlock activity. This information can be useful to inform planning for the allocation of resources or monitoring strategies.

Four states (Delaware, Florida, South Carolina and Utah) reported active interlock installed numbers for December 31st, 2014 according to offense category. Pennsylvania reported the total number of repeat offenders who installed as they are the only offenders required to install in these states. Therefore the total number of repeat offenders who installed is equivalent to the total number of installed interlocks (Table 10).

Table 10: State active installed number on December 31st, 2014 by offense category

State	State active installed (all 1 st and repeat offenders)	1 st offenders "basic" DWI installed	1 st offenders high-BAC installed	1 st offender refused test installed	1 st offender deferred prosecution/diversion installed	1 st offender other installed	Total repeat offenders installed (all 2+ offenders)
Alaska							
Arizona							
Arkansas							
California							
Connecticut							
Delaware	0		0				0
Florida	9926		4485				5441
Hawaii							
Illinois	8914						
Iowa	8839						
Louisiana							
Minnesota	8456						
Missouri	10996*						8087*
Nevada	1019						
New Hampshire	744						
New Jersey							
New York	3612						
Oklahoma	7642						
Oregon	5734						
Pennsylvania	1						1
Rhode Island	555						
South Carolina	760	0	1	5		0	754
South Dakota	53						
Tennessee	227						
Utah	521	55	148	18		66	234
Vermont	7						
Virginia	8916						
Wyoming	987						
Totals	77909	55	4634	23	0	66	14517

* It is unclear why the total repeat offenders installed (all 2+ offenders) number reported differs from the total active installed number in Missouri



Four states (Delaware, Florida, South Carolina and Utah) reported active interlock installed numbers for August 31st, 2015 according to offense category. Pennsylvania reported the total number of repeat offenders who installed since they are the only offenders required to install in these states. Therefore the total number of repeat offenders who installed is equivalent to the total number of installed interlocks (Table 11).

Table 11: State active installed number on August 31st, 2015 by offense category

State	State active installed (all 1 st and repeat offenders)	1 st offenders "basic" DWI installed	1 st offenders high-BAC installed	1 st offender Refused Test installed	1 st offender deferred prosecution/diversion installed	1 st offender other installed	Total repeat offenders installed (all 2+ offenders)
Alaska							
Arizona							
Arkansas	3,905						
California							
Connecticut							
Delaware	2		0				2
Florida	10573		5162				5411
Hawaii							
Illinois	9715						
Iowa	7152						
Louisiana							
Minnesota	9305						
Missouri	11446*						8604*
Nevada	1268						
New Hampshire	861						
New Jersey							
New York	7390						
Oklahoma	8609						
Oregon	6351						
Pennsylvania	23						23
Rhode Island							
South Carolina	854	7	36	27		7	783
South Dakota	58						
Tennessee	218						
Utah	297	23	63	4		30	177
Vermont	4						
Virginia	8737						
Wyoming	1426						
Totals	88194	30	5261	31	0	37	15000

*It is unclear why the total number of repeat offenders installed (all 2+ offenders) that was reported differs from the total number of active installs in Missouri

Percentage of interlocks installed per DWI arrest

The percentage of interlocks installed per DWI arrest was calculated for those states that reported both interlock and arrest data. This information can be useful to determine the eligible population

of offenders to install an interlock in those states that allow reinstatement of driving privileges with an interlock as a result of an automatic license revocation upon a DWI arrest. However, as previously mentioned this may not identify the precise eligible population of offenders. Both manufacturer and state numbers were calculated for the reporting period January 1st, 2014 through to December 31st, 2014 (Table 12).

Table 12: Percentage of interlocks installed per DWI arrest as reported by state and manufacturers January-December 2014

State	Total DWI arrests	State total interlocks installed (all 1 st and repeat offenders)	% Interlocks installed per arrest as reported by state	Manufacturer total interlocks installed (all 1 st and repeat offenders)	% Interlocks installed per arrest as reported by manufacturer
Alaska	3563	1312	36.8%	1829	51.3%
Arizona		19791		14954	
Arkansas		4805		3762	
California		24119		20083	
Connecticut	7883	1142	14.5%	1853	23.5%
Delaware		309		241	
Florida	49776	11529	23.2%	9465	19.0%
Hawaii	6489			1814	28.0%
Illinois	32822	8796	26.8%	9012	27.5%
Iowa		5847		6099	
Louisiana	22701	5506	24.3%	4871	21.5%
Minnesota	25341			7049	27.8%
Missouri	25710	13190	51.3%	8252	32.1%
Nevada	9291	803	8.6%	758	8.2%
New Hampshire		598		471	
New Jersey				5534	
New York	46871	7564	16.1%	6882	14.7%
Oklahoma	21490	5411	25.2%	4852	22.6%
Oregon		5131		5342	
Pennsylvania	102357	3753	3.7%	4719	4.6%
Rhode Island				93	
South Carolina				718	
South Dakota		91		110	
Tennessee	26810	6004	22.4%	5410	20.2%
Utah	10373	2587	24.9%	1472	14.2%
Vermont		787		479	
Virginia		12069		6274	
Wyoming	4404	643	14.6%	1078	24.5%

The following table contains the same information but for the reporting period January 1st, 2015 through to August 31st, 2015 (Table 13).

Table 13: Percentage of interlocks installed per DWI arrest as reported by state and manufacturers January-August 2015

State	Total DWI arrests	State total interlocks installed (all 1 st and repeat offenders)	% Interlocks installed per arrest as reported by state	Manufacturer total interlocks installed (all 1 st and repeat offenders)	% Interlocks installed per arrest as reported by manufacturers
Alaska	3081	1450	47.0%	1107	35.9%
Arizona		20473		12048	
Arkansas		3269		2,637	
California		18236		13454	
Connecticut	5094	1627	31.9%	1669	32.8%
Delaware		330		204	
Florida		8373		6517	
Hawaii	3989			1165	29.2%
Illinois		6152		6335	
Iowa		5559		4124	
Louisiana		4005		3533	
Minnesota	16163			5561	34.4%
Missouri	14224	9002	63.3%	5510	38.7%
Nevada	5956	1095	18.4%	691	11.6%
New Hampshire		466		419	
New Jersey				4003	
New York	25018	4960	19.8%	5282	21.1%
Oklahoma	10211	4008	39.3%	4129	40.4%
Oregon		2925		4117	
Pennsylvania		3637		3189	
Rhode Island				506	
South Carolina				716	
South Dakota		55		66	
Tennessee		4425		4177	
Utah	6985	1752	25.1%	1077	15.4%
Vermont		516		264	
Virginia		7746		4501	
Wyoming	2837	426	15.0%	681	24.0%

Percentage of interlocks installed per DWI conviction

The percentage of interlocks installed per DWI conviction was calculated for those states that reported both interlock and conviction data. This information can be used to determine the eligible population of offenders required to install an interlock for those states that require all offenders to install upon conviction. As with the percentage of interlocks installed per DWI arrest, this may not identify the precise eligible population of offenders. Both manufacturer and state numbers were calculated for the reporting period January 1st, 2014 through to December 31st, 2014 (Table 14).

Table 14: Percentage of interlocks installed per DWI conviction as reported by state and manufacturers January-December 2014

State	Total DWI convictions	State total interlocks installed (all 1 st and repeat offenders)	% Interlocks installed per conviction as reported by state	Manufacturer total interlocks installed (all 1 st and repeat offenders)	% Interlocks installed per conviction as reported by manufacturer
Alaska		1312		1829	
Arizona		19791		14954	
Arkansas	12488	4805	38.5%	3762	30.1%
California		24119		20083	
Connecticut	3842	1142	29.7%	1853	48.2%
Delaware	1421	309	21.7%	241	17.0%
Florida	30876	11529	37.3%	9465	30.7%
Hawaii	5932		0.0%	1814	30.6%
Illinois*	3863	8796	227.7%	9012	233.3%
Iowa		5847		6099	
Louisiana		5506		4871	
Minnesota	20370			7049	34.6%
Missouri	16526	13190	79.8%	8252	49.9%
Nevada	4463	803	18.0%	758	17.0%
New Hampshire		598		471	
New Jersey	20541			5534	26.9%
New York	20636	7564	36.7%	6882	33.3%
Oklahoma		5411		4852	
Oregon**	7439	5131 (3235)	45.5%	5342	N/A
Pennsylvania	26242	3753	14.3%	4719	18.0%
Rhode Island				93	
South Carolina				718	
South Dakota		91		110	
Tennessee	24262	6004	24.7%	5410	22.3%
Utah	4268	2587	60.6%	1472	34.5%
Vermont		787		479	
Virginia		12069		6274	
Wyoming	2591	643	24.8%	1078	41.6%

*Illinois allows the reinstatement of driving privileges with an interlock for an administrative license revocation upon a DWI arrest and prior to a DWI conviction. This accounts for the >100 % conviction percentages shown above as Illinois reported 32,822 DWI arrests in 2014 with 8796 interlock installations. The number of installations is more than twice the number of convictions for 2014, hence the 227.7/233.3 percentages.

**Oregon's state TIN (5131) includes those DWI offenders enrolled in the diversion program. The state number of interlocks installed for 2014 for those convicted of a DWI is 3,235. Therefore, Oregon's eligible population for those convicted of a DWI is 45.5%. Manufacturer interlock numbers did not separate convictions/diversions.

The following table contains the same information but for the reporting period January 1st, 2015 through to August 31st, 2015 (Table 15).

Table 15: Percentage of interlocks installed per DWI conviction as reported by state and manufacturers January-August 2015

State	Total DWI convictions	State total interlocks installed (all 1 st and repeat offenders)	% Interlocks installed per conviction as reported by state	Manufacturer total interlocks installed (all 1 st and repeat offenders)	% Interlocks installed per conviction as reported by manufacturer
Alaska		1450		1107	
Arizona		20473		12048	
Arkansas	8446	3269	38.7%	2637	31.2%
California		18236		13454	
Connecticut	2060	1627	79.0%	1669	81.0%
Delaware	616	330	53.6%	204	33.1%
Florida		8373		6517	
Hawaii	3584			1165	32.5%
Illinois		6152		6335	
Iowa		5559		4124	
Louisiana		4005		3533	
Minnesota	8350			5561	66.7%
Missouri	6150	9002	146.3%	5510	89.6%
Nevada	1659	1095	66.0%	691	41.7%
New Hampshire		466		419	
New Jersey	13387			4003	29.9%
New York	11652	4960	42.6%	5282	45.3%
Oklahoma		4008		4129	
Oregon		2925		4117	
Pennsylvania		3637		3189	
Rhode Island				506	
South Carolina				716	
South Dakota		55		66	
Tennessee		4425		5410	
Utah	1913	1752	91.6%	1077	56.3%
Vermont		516		264	
Virginia		7746		4501	
Wyoming	1532	426	27.8%	681	44.5%

Offender eligibility

An accurate way to measure the effectiveness of an interlock program within a state is to identify the percentage of those offenders who actually installed an interlock among those who were eligible or required to install a device. Dependent upon legislation, the eligible population in a state for those offenders who are required to install may be either those offenders arrested for a DWI (if an administrative license suspension or revocation requires an interlock) or those convicted of a DWI which is further dependent upon what category of offense requires an interlock. Of course this assumes that offenders are not deemed ineligible for other driving violations unrelated to DWI.



An effort to determine this percentage for those states that provided data for 2014 is shown in Table 16. The percentage of those offenders who were eligible or required to install an interlock who actually installed are highlighted in yellow for each state where applicable.

- > Alaska, Arkansas, Hawaii, Illinois, Louisiana, Missouri, New York and Oklahoma all allow the restoration of driving privileges with an interlock during the administrative license suspension period, therefore the eligible population for these states are those arrested for a 1st offense DWI under an administration license suspension. However, it was not possible to define the eligible population for Arkansas because Arkansas did not report arrest data.
- > Connecticut, Delaware, Tennessee and Utah legislation requires all offenders to install an interlock upon conviction, therefore, the eligible populations are determined by the number of DWI convictions as driving privileges during the period of this study are not restored with an interlock for the administrative license suspension.
- > Florida requires high-BAC and repeat offenders to install a device. Arrest and conviction data were not available according to offense category; therefore the eligible population cannot be determined.
- > New Jersey requires an interlock for both high-BAC and repeat offenders. However, there is no administrative license suspension requirement and conviction data were unavailable therefore the eligible population cannot be determined.
- > Minnesota allows the restoration of driving privileges with an interlock upon conviction and did provide the breakdown of convictions for these offenders (see Table 4). Minnesota reported a 2014 TIN of 7,043, therefore the percentage of those eligible to install and who actually do install is 54.0*%.
- > Nevada requires an interlock for high-BAC only. Driving privileges are not restored with an interlock. The eligible population of offenders to install an interlock would be those convicted of a high-BAC DWI. These convictions were not reported by Nevada; therefore the eligible population cannot be determined.
- > Oregon has a strong diversion program which requires an interlock. The State TIN (5131) includes those DWI offenders enrolled in the diversion program. The state number of interlocks installed for 2014 for those convicted of a DWI is 3,235. Therefore, Oregon's eligible population for those convicted of a DWI 45.5%. The manufacturer interlock number did not separate conviction from diversion installations; therefore the eligible population for these offenders could not be determined according to the manufacturer number.
- > Pennsylvania requires an interlock for repeat offenders only. However, conviction data were not reported, therefore the eligible population cannot be determined.
- > Wyoming requires an interlock for both high-BAC and repeat offenders and allows the restoration of driving privileges with an interlock. However, the number of high-BAC convictions were not reported, therefore the eligible population cannot be determined.



Table 16: State laws and percentage of interlocks installed per DWI arrest and DWI conviction as reported by state and manufacturers January-December 2014

State	Administrative license suspension 1 st offense	Restore driving privileges during suspension	Mandatory interlock requirement	% Interlocks installed per arrest as reported by state	% Interlocks installed per arrest as reported by manufacturer	% Interlocks installed per conviction reported by state	% Interlocks installed per conviction as reported by manufacturer
Alaska	90 days	After 30 days with interlock	All offenders	36.8%	51.3%		
Arkansas	6 months	With interlock	All offenders			38.5%	30.1%
Connecticut	45 days	No	All offenders	14.5%	23.5%	29.7%	48.2%
Delaware	3 months	No	All offenders			21.7%	17.0%
Florida	6 months	Yes	High-BAC & repeat	23.2%	19.0%	37.3%	30.7%
Hawaii	3 months	With interlock	All offenders		28.0%		30.6%
Illinois	6 months	With interlock	All offenders	26.8%	27.5%	227.7%	233.3%
Louisiana	90 days	30 days; immediate w/ interlock	All offenders	24.3%	21.5%		
Minnesota*	90 days	After 15 days	High-BAC & repeat	N/A	27.8%	*54.0%	34.6%
Missouri	30 days	With interlock	All offenders	51.3%	32.1%	79.8%	49.9%
Nevada	90 days	After 45 days	High-BAC	8.6%	8.2%	18.0%	17.0%
New Jersey	No	N/A	High-BAC & repeat				26.9%
New York	Variable	Yes	All offenders	16.1%	14.7%	36.7%	33.3%
Oklahoma	180 days	With interlock	High-BAC & repeat	25.2%	22.6%		
Oregon	90 days	After 30 days	All offenders			45.5%	NA%
Pennsylvania	No	N/A	Repeat only	3.7%	4.6%	14.3%	18.0%
Tennessee	No	N/A	All offenders	22.4%	20.2%	24.7%	22.3%
Utah	120 days	No	All offenders	24.9%	14.2%	60.6%	34.5%
Wyoming	90 days	Yes	High-BAC & repeat	14.6%	24.5%	24.8%	41.6%

Other state interlock data

Additional data were requested to measure other interlock program variables. Several states were unable to provide the following additional interlock data for a variety of reasons. Therefore no tables are included to present the following information.



Total number of interlocks ordered by Department of Motor Vehicle (DMV) or Judiciary

Nine states (Connecticut, Florida, Missouri, New Jersey, New York, Oklahoma, Oregon, Pennsylvania and Wyoming) reported TIN ordered by the DMV or a judge to obtain a restricted license in lieu of suspension for the reporting period from January 1st, 2014 through to December 31st, 2014. Four states (Connecticut, Florida, Pennsylvania and Wyoming) were able to provide a breakdown of numbers by offense category. Missouri only provided the total number of repeat offenders who were ordered to install.

Eight states (Connecticut, Florida, Missouri, New Jersey, New York, Oklahoma, Oregon and Wyoming) reported TIN ordered by DMV or to obtain a restricted license in lieu of suspension for the reporting period January 1st, 2015 through to August 31st, 2015. Three states (Connecticut, Florida and Wyoming) were able to provide a breakdown of numbers according to offense category. Missouri provided the total repeat offenders who were ordered to install.

Total number of interlocks installed chosen by offenders to reinstate driving privileges

Three states (Illinois, Missouri and Wyoming) reported the TIN of interlocks chosen by offenders to reinstate driving privileges to obtain a restricted license in lieu of a suspension/revocation for the reporting period or to reduce the hard suspension/revocation period from January 1st, 2014 through to December 31st, 2014. Wyoming was able to provide a breakdown of numbers according to offense category.

Three states (Illinois, Missouri and Wyoming) reported TIN voluntarily installed by offenders to obtain a restricted license in lieu of suspension for the reporting period January 1st, 2015 through to August 31st, 2015. Wyoming was able to provide a breakdown of numbers according to offense category.

Dropout rate-number of incompletes

Two states (Florida and Utah) reported the dropout rate-number of incompletes for the reporting period from January 1st, 2014 through to December 31st, 2014 including a breakdown of numbers according to offense category.

Two states (Florida and Utah) reported the dropout rate-number of incompletes for the reporting period January 1st, 2015 through to August 31st, 2015 including a breakdown of numbers according to offense category.

Number of interlock offenders who never installed

Six states (Arkansas, Florida, Missouri, New York, Utah and Wyoming) reported the total number of interlock offenders who never installed during the reporting period from January 1st, 2014 through to December 31st, 2014. Illinois reported 1st offenders who never installed during this time period. Three states (Florida, Utah and Wyoming) were able to provide a breakdown of numbers according to offense category.

Six states (Arkansas, Florida, Missouri, New York, Utah and Wyoming) reported the total number of interlock offenders who never installed during the reporting period January 1st, 2015 through to August 31st, 2015. Illinois reported 1st offenders who never installed during this time period. Three



states (Florida, Utah and Wyoming) were able to provide a breakdown of numbers by offense category.

Number of interlock offenders who completed the program

Three states (Florida, Pennsylvania and South Carolina) reported the number of interlock offenders that successfully completed the program with or without violations (a violation would be a tampering or circumvention attempt or a positive alcohol event while the interlock device is installed in the vehicle) for the reporting period from January 1st, 2014 through to December 31st, 2014. Florida was able to provide a breakdown of numbers according to offense category.

Three states (Florida, Pennsylvania and South Carolina) reported the number of interlock offenders that successfully completed the program with or without violations (a violation would be a tampering or circumvention attempt or a positive alcohol event while the interlock device is installed in the vehicle) during the reporting period January 1st, 2015 through to August 31st, 2015. Florida was able to provide some breakdown of numbers by offense category.

Number of interlock offenders removed from the program

Five states (Delaware, Illinois, Pennsylvania and South Carolina) reported the number of interlock offenders removed from the program during the reporting period from January 1st, 2014 through to December 31st, 2014 but were unable to provide a breakdown of numbers by offense category.

Four states (California, Delaware, Illinois, and South Carolina) reported the number of offenders removed from the program during the reporting period January 1st, 2015 through to August 31st, 2015. Pennsylvania was able to provide the total number of repeat offenders removed during this time period.



SUMMARY

As of January 18th, 2016, a total of 28 states submitted data, including Alaska, Arkansas, Arizona, California, Connecticut, Delaware, Florida, Hawaii, Illinois, Iowa, Louisiana, Minnesota, Missouri, Nevada, New Hampshire, New Jersey, New York, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Utah, Vermont, Virginia and Wyoming (see Table 5). Several states expressed the need for more time to accommodate the request.

Arrest and conviction data

DWI arrest data and conviction data by offense category were requested to identify the number of offenders in each state that may be eligible to install an interlock. However, for some of those eligible offenders, there may be additional penalties linked to driver licensing which could prohibit them from installing an interlock. For example, several states connect child support payment delinquencies to license suspensions. This means that offenders who are delinquent in paying child support could be ineligible to obtain a license, and therefore not eligible to install an interlock when they would otherwise be eligible.

These data may be used to make comparisons across states and to identify yearly increases or decreases. Reporting DWI arrests and convictions by offense category provides insight regarding the incidence of individual DWI offense categories within a state. Conviction data may be compared to arrest data to identify the number of those arrested for a DWI who are convicted. This information can be helpful to inform the development of state DWI enforcement and awareness campaigns.

Fifteen states reported arrest data; ten of these states were able to provide a breakdown of arrest data by offense category. In addition, sixteen states reported conviction data, and eleven of these states were able to provide a breakdown of conviction data by offense category (Tables 1-4). The percentage of convictions per arrests was calculated for twelve states for January-December 2014 and eight states for January-August 2015 (Table 6).

Total and active installed numbers

Data requests were slightly different than data requests states may have previously received from Dr. Roth at Impact DWI. To ensure consistency and in an effort to prevent potential misinterpretation of the requested data, specific definitions of interlock data as well as specific timelines were provided to both states and manufacturers for this survey. Interlock data requests were limited to the total installed number (TIN) and the active installed number (AIN) and offense categories of each. Therefore, due to the specific nature of this request, comparisons to reports of interlock data from previous years were not possible.

These requested data are critical to evaluate state interlock programs. Reporting annual total number of installed interlocks can assist interlock program managers in gauging the effectiveness of their program and provide insight regarding continuous program improvement. Also, these data can be used in conjunction with arrest and conviction data to identify the percentage of the eligible



offender population within the state who actually installed an interlock, therefore identifying potential gaps within the program.

The state active interlock installed number is useful since the number of installed interlocks is a constant moving target; installations and removals occur on a daily basis. A “snapshot” number can enable states to gauge the general number of interlocks that are currently installed in vehicles at any given time to help determine interlock activity. This information can be useful to states to inform the planning and allocation of resources and monitoring strategies.

All states that reported data (with the exception of Hawaii and New Jersey) reported TIN and AIN interlock totals (see Table 5). The state TIN based on those 26 states that reported interlock data for the reporting period January-December 2014 was 141,787 (see Table 5). The state TIN for those 26 states that reported interlock data for the reporting period January-August 2015 was 110,487 (see Table 5).

The state AIN for those 26 states that reported interlock data for the reporting period January-December 2014 was 77,909 (see Table 6). The state AIN for those 26 states that reported interlock data for the reporting period January-August 2015 was 88,194 (see Table 5).

As of January 18, 2016, data were received from eight manufacturers (Alcohol Countermeasure Systems, Corp., Alcohol Detection Systems, Draeger, Guardian, Intoxalock, LifeSafer, Monitech and SmartStart, Inc.). All vendors were able to provide interlock TIN and AIN data.

The manufacturer TIN based on the eight manufacturers who reported interlock data for the reporting period January-December 2014 was 256,150 (see Table 5). The manufacturer TIN based on the eight manufacturers who reported interlock data for the reporting period January-August 2015 was 191,479 (see Table 5).

The manufacturer total AIN based on the eight manufacturers who reported interlock data for the reporting period January-December 2014 was 309,919 (see Table 5). The manufacturer total AIN based on the eight manufacturers who reported interlock data for the reporting period January-August 2015 was 328,743 (see Table 5).

Offender eligibility

An accurate way to measure effectiveness of an interlock program is to identify the percentage of those offenders who were eligible or required to install and who actually installed a device. Dependent upon legislation, the eligible population of those offenders who are required to install may be either those offenders arrested for a DWI (if an administrative license suspension or revocation requires an interlock) or those convicted of a DWI which is further dependent upon what categories of offense require an interlock. However, as mentioned previously, other additional penalties which may be connected to licensing could prohibit offenders from installing an interlock.

Twelve states provided data so that percentages of those offenders eligible to install who actually did install were calculated (Table 16). The highest percentage was Utah (60.6%-state).



Eligible offender population determined by arrest data (state/manufacture):

- > Alaska 36.8% 51.3%
- > Hawaii N/A 28.0%
- > Illinois 26.8% 27.5%
- > Louisiana 24.3% 21.5%
- > Missouri 51.3% 32.1%
- > New York 16.1% 14.7%
- > Oklahoma 25.2% 22.6%

The following percentages were calculated for the eligible offender population determined by conviction data (state/manufacture):

- > Connecticut 29.7% 48.2%
- > Delaware 21.7% 17.0%
- > Oregon 45.5% N/A%
- > Tennessee 24.7% 22.3%
- > Utah 60.6% 34.5%

Other state interlock data

The following interlock data were requested from the states:

- > Information regarding the number of installations ordered by a judge or DMV;
- > Number of installations chosen by the offender, the number of offenders who dropped out of the program;
- > Number of offenders who never installed;
- > Number of offenders who completed the program and;
- > Number of offenders who were removed from the program.

Less than ten states were able to provide some information for each of these requested data (Tables 6-21).

Discussion

Since the collection of data was slightly different than data requests states may have previously received from Dr. Roth, interlock installation numbers from previous years cannot be compared to the current data reported here. However, the specific nature of the requested information for this survey, which will be requested on an annual basis, can inform future comparisons to state arrest and conviction data, state, and manufacturer total and active installed numbers.



There are several barriers that can impede the ability of states to provide data. For example, data capture processes vary across state agencies and jurisdictions. Many states lack centralized data collection or even standardized data collection. Often linkages between court data and DMV data are limited. Several states do not have the resources, including staff and funding, invested in the program. For this reason, very few states were able to provide data other than TIN and AIN. Several states were unable to respond or provide any data during the allotted timeframe. Few states were able to provide a breakdown by offense category numbers.

Accurate records and timely reporting is essential to successful interlock programs (Casanova Powell et al. 2015). Implementing automated record systems and central repositories has been shown to improve the availability of these data in states like Florida and Colorado, however even these states have room for improvement. If more states were able to provide these data, more informative statistics could be calculated and used to evaluate progress within their interlock programs.

APPENDIX I: STATE INTERLOCK LAWS AS OF JANUARY 2016

Table 17: State interlock laws as of January 2016

State	Administrative license suspension 1st offense?	Restore driving privileges during suspension?	Are ignition interlocks mandatory under state law for the following offenses?	
			First offenders	Repeat offenders
Alabama	90 days	No	all offenders	yes
Alaska	90 days	after 30 days, with an interlock	all offenders	yes
Arizona	90 days	after 30 days	all offenders	yes
Arkansas	6 months	yes, with an interlock	all offenders	yes
California	4 months	after 30 days	only 4 counties ¹	yes
Colorado	9 months	yes, with an interlock	all offenders	yes
Connecticut	45 days	no ²	all offenders	yes
Delaware	3 months	no ³	all offenders	yes
District of Columbia	2-90 days	yes	no	no
Florida	6 months	yes	high-BAC offenders only	yes
Georgia	1 year	yes	no	yes ⁴
Hawaii	3 months	yes, with an interlock	all offenders	yes
Idaho	90 days	after 30 days	no	yes
Illinois	6 months	yes, with an interlock	all offenders ⁵	yes
Indiana	180 days	yes	no	no
Iowa	180 days	yes	high-BAC offenders only	yes
Kansas	30 days	no ⁶	all offenders	yes
Kentucky	no	not applicable	high-BAC offenders only	yes
Louisiana	90 days	after 30 days or immediately with an interlock	all offenders	yes
Maine	90 days	yes	all offenders	yes
Maryland	45 days	yes	high-BAC offenders only	yes
Massachusetts	30 days	no	no	yes
Michigan	no	not applicable	high-BAC offenders only	yes
Minnesota	90 days	after 15 days	high-BAC offenders only	yes
Mississippi	90 days	no	all offenders	yes
Missouri	30 days	yes, with an interlock	all offenders	yes
Montana	no	not applicable	no	no
Nebraska	180 days	yes, with an interlock	all offenders	yes
Nevada	90 days	after 45 days	high-BAC offenders only ⁷	high-BAC offenders only ⁷
New Hampshire	6 months	no	all offenders	yes
New Jersey	no	not applicable	high-BAC offenders only	yes
New Mexico	6 months	yes, with an interlock	all offenders	yes



State	Administrative license suspension 1st offense?	Restore driving privileges during suspension?	Are ignition interlocks mandatory under state law for the following offenses?	
			First offenders	Repeat offenders
New York	variable ⁸	yes	all offenders	yes
North Carolina	30 days	after 10 days	high-BAC offenders only	yes
North Dakota	91 days	after 30 days	no	no
Ohio	90 days	after 15 days	no	yes
Oklahoma	180 days	yes, with an interlock	high-BAC offenders only	yes
Oregon	90 days	after 30 days	all offenders	yes
Pennsylvania	no	not applicable	no	yes
Rhode Island	no	not applicable	high-BAC offenders only	yes
South Carolina	no	not applicable	high-BAC offenders only	yes
South Dakota	no	not applicable	no	no
Tennessee	no	not applicable	all offenders	yes
Texas	90 days	yes	all offenders	yes
Utah	120 days	no	all offenders	yes
Vermont	90 days	after 30 days, with an interlock	all offenders	yes
Virginia	7 days	no	all offenders	yes
Washington	90 days	yes, with an interlock	all offenders	yes
West Virginia	6 months	after 15 days, with an interlock	all offenders	yes
Wisconsin	6 months	yes	high-BAC offenders only	yes
Wyoming	90 days	yes	high-BAC offenders only	yes

Chart courtesy of Insurance Institute for Highway Safety/Highway Loss Data Institute January 2016

¹In California, the all-offender pilot program is in Alameda, Los Angeles, Sacramento and Tulare counties.

²In Connecticut, the suspension period is 45 days after which an ignition interlock is required as a condition for license reinstatement.

³In Delaware, any person who meets the criteria for a first offense election may apply for an interlock to be installed on a vehicle to be driven by the applicant and may be issued an interlock license.

⁴In Georgia, the interlock is mandatory unless waived due to financial hardship.

⁵In Illinois, the interlock is mandatory for first offenders at the time of arrest, not conviction.

⁶In Kansas, the suspension period is 30 days after which an ignition interlock is required as a condition for license reinstatement.

⁷In Nevada, the interlock is also mandatory for felony offenses, regardless of BAC level.

⁸In New York, the court at arraignment suspends the license for test failure “pending prosecution”.



APPENDIX II: INFORMATION REQUESTED FROM STATE INTERLOCK PROGRAMS FOR AIIPA/TIRF USA ANNUAL INTERLOCK SURVEY

Introduction

The Traffic Injury Research Foundation USA, Inc. (TIRF USA) is seeking to gather both total installed interlock counts and active installed interlock counts for States for the development of an annual interlock survey report.

Annual state interlock survey reports were initially compiled by Dr. Richard Roth of IMPACT DWI Inc. Moving forward, TIRF USA has partnered with the Association of Ignition Interlock Program Administrators (AIIPA) to build on the work of Dr. Roth, and further strengthen data collection to provide greater insight into installation with an augmented data collection strategy. Hence the collection of data beginning this year will be slightly different that data requests states may have previously received from Dr. Roth.

Total installed number (TIN) is the number of ignition interlock devices reported to be installed in a vehicle over a period of time.

TIRF USA is looking to obtain counts of total installed ignition interlocks over the period of a year (12 months) for the year 2014, and total installed ignition interlocks for the year 2015, from January 2015 through August 2015 (8 months).

Active installed number (AIN) is the number of ignition interlock devices reported to be installed in a vehicle for the date designated by this request, in other words a "snapshot" of installed interlocks on a particular moment in time, rather than during a specified period of time.

TIRF USA is looking to obtain counts of active installed ignition interlocks for the following "snapshot" dates:

- > December 31st, 2014;
- > August 31st, 2015.

These data will be reported in an annual report published by the Association of Ignition interlock Program Administrators and TIRF USA.

This worksheet was designed to be filled out where possible. Please provide information in relation to 1st offenders including "basic" DWI, high-BAC DWI and Refused Test DWI as well as all repeat offenders. **It is acknowledged that data according to offender type as well as other requested data may not be available. Please provide as much information as possible.**

- > How is a conviction defined in your state?



- > What is the current ignition interlock law for the following offenders, in particular who is required to install an interlock device and what is the length of the interlock requirement?
- > First offenders (0.0-0.08):
- > High-BAC first offenders (High-BAC_____):
- > Repeat offenders:
- > Refusal offenders:
- > Have there been any changes to this law within the last two years (2014/2015)?
- > Is treatment required (Mandatory, part of probation, voluntary, none)?
- > Is FBI UCR data used in your state?
- > What constitutes removal of the interlock from the vehicle prior to the completion of the required interlock period by the governing agency for violations (tampering/circumvention attempts)?
- > Number of approved manufacturers in the state. Please list manufacturers.

The following data are requested (**See tables below**):

- > Number of impaired driving arrests during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015).
- > Number of impaired driving convictions during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015).
- > TIN broken down by level of offense during 2014 (from 01/01/14 through to 12/31/14) and 2015 (from 01/01/15 through to 8/31/15).
- > AIN broken down by level of offense on December 31st, 2014 and on August 31st, 2015 (snap shot of interlocks on these days).
- > TIN assigned either ordered by DMV or judge or chosen by offender to obtain a restricted license in lieu of suspension during 2014 (from 01/01/14 through to 12/31/14) and 2015 (from 01/01/15 through to 8/31/15).
- > Dropout rate-number of incompletes during 2014 (from 01/01/14 through to 12/31/14) and 2015 (from 01/01/15 through to 8/31/15).
- > Number who never installed during 2014 (from 01/01/14 through to 12/31/14) and 2015 (from 01/01/15 through to 8/31/15).
- > Number that complete the program successfully with or without violation (a violation would be a tampering or circumvention attempt or a positive alcohol event while the interlock



device is installed in the vehicle) during 2014 (from 01/01/14 through to 12/31/14) and 2015 (from 01/01/15 through to 8/31/15).

- > Number removed from the program during 2014 (from 01/01/14 through to 12/31/14) and 2015 (from 01/01/15 through to 8/31/15).

Please fill out what you can. Leave the space blank where the data are not available. Please also complete the BAC level used in your state to designate High-BAC offenders. If you have any questions or concerns, please contact Tara Casanova Powell, Director of Research at TIRF USA (Tel.: 203-809-8709 or Email: taracp@tirf.us). Thank you for your participation!

Requested information

Number of impaired driving arrests during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

	Total DWI arrests	1 st offender "Basic" DWI arrests	1 st offender high-BAC *(0.____) DWI arrests	1 st offender refused test DWI arrests	All repeat offender DWI arrests (all 2+ offenders)
Jan-Dec 2014					
Jan-Aug 2015					

Number of impaired driving convictions during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

	Total DWI convictions	1 st offender "basic " DWI convictions	1 st offender high-BAC *(0.____) DWI convictions	1 st offender refused test DWI convictions	All repeat offender DWI convictions (all 2+ offenders)
Jan-Dec 2014					
Jan-Aug 2015					

TIN for 2014 during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

	Total interlocks installed (all 1 st and repeat offenders)	1 st offenders "basic" DWI installed	1 st offenders high-BAC *(0.____) installed	1 st offender Refused Test installed	1 st offender deferred prosecution/ diversion installed	1 st offender other installed	Total repeat offenders installed (all 2+ offenders)
Jan-Dec 2014							
Jan-Aug 2015							



AIN on December 31st, 2014 and on August 31st, 2015 (snap shot of interlocks on these days):

	Total active Interlocks installed (all 1st and repeat offenders)	1st offenders "basic" DWI installed	1st offenders high-BAC *(0.____) installed	1st offender refused test installed	1st offender deferred prosecution / diversion installed	1st offender other installed	Total repeat offenders installed (all 2+ offenders)
On 31st of Dec. 2014							
On 31st of Aug 2015							

TIN assigned either ordered by DMV or judge or chosen by offender to obtain a restricted license in lieu of suspension during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

	Total ordered (by DMV or judge)	1st offenders "basic" DWI ordered	1st offenders high-BAC *(0.____) ordered	1st offender refused test DWI ordered	1st offender deferred prosecution/ diversion ordered	1st offender other ordered	Total repeat offenders ordered (all 2+ offenders)
Jan-Dec 2014							
Jan-Aug 2015							
	Total chosen (by offender in lieu of hard suspension)	1st offenders "basic" DWI chosen by offender	1st offenders High-BAC *(0.____) chosen by offender	1st offenders Refused test DWI chosen by offender	1st offenders Deferred prosecution/ diversion chosen by offender	1st offenders Other chosen by offender	Total repeat offenders chosen by offender (all 2+ offenders)
Jan-Dec 2014							
Jan-Aug 2015							

Dropout rate-number of offenders who stopped using the interlock before their term was over-opted out early before completing their designated time with the interlock device during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

	Total dropped out (all 1st and repeat offenders)	1st offenders "basic" DWI dropped out	1st offenders high-BAC *(0.____) dropped out	1st offender refused test dropped out	1st offender deferred prosecution/ diversion dropped out	1st offender other dropped out	Total repeat offenders dropped out (all 2+ offenders)
Jan-Dec 2014							
Jan-Aug 2015							



Traffic Injury Research Foundation, USA Inc.

Number who never installed (ignored their order and risked driving under suspension) during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

	Total never installed (all 1st and repeat offenders)	1st offenders "basic" DWI never installed	1st offenders high-BAC *(0.____) never installed	1st offender refused test never installed	1st offender deferred prosecution/diversion never installed	1st offender other never installed	Total repeat offenders never installed (all 2+ offenders)
Jan-Dec 2014							
Jan-Aug 2015							

Number of completions-those who successfully completed the program-with or without violations during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

	Total completed (all 1st and repeat offenders)	1st offenders "basic" DWI completed	1st offenders high-BAC *(0.____) completed	1st offender refused test completed	1st offender deferred prosecution/diversion completed	1st offender other completed	Total repeat offenders completed (all 2+ offenders)
Jan-Dec 2014							
Jan-Aug 2015							

Number removed from the program by the governing agency (for non-compliance, tampering during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015). *If applicable, some programs extend interlock time for non-compliance and do not have a removal option:

	Total removed (all 1st and repeat offenders)	1st offenders "basic" DWI removed	1st offenders high-BAC *(0.____) removed	1st offender refused test removed	1st offender deferred prosecution/diversion removed	1st offender other removed	Total repeat offenders removed (all 2+ offenders)
Jan-Dec 2014							
Jan-Aug 2015							



APPENDIX III: INFORMATION REQUESTED FROM INTERLOCK MANUFACTURERS FOR AIIPA/TIRF USA ANNUAL INTERLOCK SURVEY

Introduction

The Traffic Injury Research Foundation USA, Inc. (TIRF USA) is seeking to gather both total installed interlock counts and active installed interlock counts for States for the development of an annual interlock survey report.

Annual state interlock survey reports were initially compiled by Dr. Richard Roth of IMPACT DWI Inc. Moving forward, TIRF USA has partnered with the Association of Ignition Interlock Program Administrators (AIIPA) to build on the work of Dr. Roth, and further strengthen data collection to provide greater insight into installation with an augmented data collection strategy. Hence the collection of data beginning this year will be slightly different that data requests states may have previously received from Dr. Roth.

TIRF USA is requesting the following data to measure interlock usage and growth.

Total installed number (TIN) is the number of ignition interlock devices reported to be installed in a vehicle over a period of time.

TIRF USA is looking to obtain counts of total installed ignition interlocks over the period of a year (12 months) for the year 2014, and total installed ignition interlocks for the year 2015, from January 2015 through August 2015 (8 months).

Active installed number (AIN) is the number of ignition interlock devices reported to be installed in a vehicle for the date designated by this request, in other words a “snapshot” of installed interlocks on a particular moment in time, rather than during a specified period of time.

TIRF USA is looking to obtain counts of active installed ignition interlocks for the following “snapshot” dates:

- > December 31st, 2014
- > August 31st, 2015.

TIRF USA is also requesting:

- > Removals by the offender/dropout rate over the period of a year (12 months) for the year 2014 (through to December 31st, 2014) and for the year 2015 through August 2015 (8 months).
- > Removals by the state (for violations or noncompliance) over the period of a year (12 months) for the year 2014 (through to December 31st, 2014) and for the year 2015 through August 2015 (8 months).



- > Successful completions over the period of a year (12 months) for the year 2014 (through to December 31st, 2014) and for the year 2015 through August 2015 (8 months).

These data will be reported in an annual report published by the Association of Ignition interlock Program Administrators and TIRF USA.

The Excel worksheet was designed to be filled out where possible. Manufacturers are requested to provide information in relation to 1st offenders including: "basic" DWI, high-BAC high-BAC high-BAC High-BAC DWI and Refused Test DWI as well as all repeat offenders. **It is acknowledged that data according to offender type as well as other requested data may not be available. Please provide as much information as possible.**

Details of data requested to compare states each of these items are separated by five individual tabs at the bottom of the spreadsheet as follows:

- > TIN installed broken down by level of offense - (1st offender, repeat, High-BAC, voluntary-probation or restricted license)
- > AIN installed broken down by level of offense - (1st offender, repeat, High-BAC, voluntary-probation or restricted license)
- > Dropout rate-number of offenders who stopped using the interlock before their term was over for December 31st, 2014 and August 31st, 2015 (opted out early before completing their designated time with the interlock device) broken down by level of offense.
- > Number of completions (those who successfully completed the program-with or without violations) broken down by level of offense.
- > Number removed from the program by the governing agency (for non-compliance, tampering) broken down by level of offense. *If applicable, some programs extend interlock time for non-compliance and do not have a removal option.

The following is an example only. You will be provided with an excel spreadsheet to enter this data for each of the states where you have installed and monitored ignition interlock devices.

Requested Information

Here are examples of the format of the five questions in the Excel Spreadsheet:

TIN that has been installed during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):



		Total interlocks installed (all 1st & repeat offenders)	1st offenders "basic" DWI installed	1st offenders high BAC *(0.____) installed	1st offender refused test installed	1st offender deferred prosecution/diversion installed	1st offender other installed	Total repeat offenders installed (all 2+ offenders)
Alabama	Jan-Dec 2014							
	Jan-Aug 2015							

AIN on December 31st, 2014 and on August 31st, 2015 (snap shot of interlocks on these days):

		Total active interlocks installed (all 1st & repeat offenders)	1st offenders "basic" DWI installed	1st offenders high-BAC *(0.____) installed	1st offender refused test installed	1st offender deferred prosecution/diversion installed	1st offender other installed	Total repeat offenders installed (all 2+ offenders)
Alabama	On 31st of Dec. 2014							
	On 31st of August 2015							

Dropout rate-number of offenders who stopped using the interlock before their term was over-opted out early before completing their designated time with the interlock device during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

		Total dropped out (all 1st and repeat offenders)	1st offenders "basic" DWI dropped out	1st offenders High-BAC *(0.____) dropped out	1st offender Refused Test dropped out	1st offender Deferred prosecution/diversion dropped out	1st offender other dropped out	Total repeat offenders dropped out (all 2+ offenders)
Alabama	Jan-Dec 2014							
	Jan-Aug 2015							



Number of completions (those who successfully completed the program-with or without violations) during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015):

		Total completed (all 1st and repeat offenders)	1st offenders "basic" DWI completed	1st offenders High-BAC *(0.____) completed	1st offender Refused Test completed	1st offender Deferred prosecution/diversion completed	1st offender other completed	Total repeat offenders completed (all 2+ offenders)
Alabama	Jan-Dec 2014							
	Jan-Aug 2015							

Number removed from the program by the governing agency (for non-compliance, tampering during 2014 (during a period of 12 months from January 1st 2014 through to December 31st 2014) and 2015 (from January 1st 2015 through to August 31st, 2015). *If applicable, some programs extend interlock time for non-compliance and do not have a removal option:

		Total removed (all 1st and repeat offenders)	1st offenders "basic" DWI removed	1st offenders High-BAC *(0.____) removed	1st offender Refused Test removed	1st offender Deferred prosecution/diversion removed	1st offender other removed	Total repeat offenders removed (all 2+ offenders)
Alabama	Jan-Dec 2014							
	Jan-Aug 2015							

If you have any questions or concerns, please contact Tara Casanova Powell, Director of Research at TIRF USA (Tel.: 203-809-8709 or Email: taracp@tirf.us)

NOTES
