



2016 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.

Connecticut Office
24 Farmington Drive
Hamden, CT 06518
T: 203-809-8709 | F: 203-821-7657

Corporate Office
20 F Street, 7th Floor
Washington, DC 20001
T: 202-507-6334 | F: 202-507-6101

<http://tirf.us/>

May 2017

2016 ANNUAL IGNITION INTERLOCK SURVEY: UNITED STATES

Tara D. Casanova Powell, Ward G.M. Vanlaar and Robyn D. Robertson



ACKNOWLEDGEMENTS

TIRF USA gratefully acknowledges the Association of Ignition Interlock Program Administrators (AIIPA) for their partnership and cooperation that facilitated the collection of data for this annual survey to obtain national and state ignition interlock counts. AIIPA's willingness to serve as a liaison to AIIPA members and individual states to field the request for state ignition interlock data allowed for efficient access to appropriate staff to collect data that are not always readily available or accessible.



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 appreciation to the following state agencies that shared their time, knowledge and expertise to contribute to this report.

Alabama Department of Economic and Community Affairs, Highway Traffic Safety Division
Alaska Department of Transportation and Public Facilities, 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
Colorado Department of Revenue, Division of Motor Vehicles, Driver Control Section
Connecticut Department of Motor Vehicles, Office of Driver Services
Delaware Department of Transportation, Driver Improvement Unit
Florida Department of Highway Safety and Motor Vehicles
Georgia Department of Driver Services, Regulatory Compliance Division
Hawaii Department of Transportation Highway Safety
Office of the Illinois Secretary of State, Breath Alcohol Ignition Interlock Device Division
Indiana Criminal Justice Institute
Iowa Department of Transportation, Driver Services-Records
Kansas Department of Revenue, Division of Vehicles
Kentucky Office of Highway Safety, Transportation Cabinet
Louisiana Department of Public Safety and Corrections, Highway Safety Commission
Maine Department of the Secretary of State, Bureau of Motor Vehicles, Driver License Services
Michigan Department of State, Administrative Hearings Section
Minnesota Department of Public Safety
Missouri Department of Revenue, Driver License Bureau
Missouri Department of Transportation, Traffic & Highway Safety Division
Nebraska Department of Roads, Highway Safety Office
Nevada Department of Public Safety, Office of Traffic Safety



New Hampshire Department of Safety
New Mexico Department of Transportation, Traffic Safety Division, Ignition Interlock Program
New York State Division of Criminal Justice Services
North Carolina Department of Transportation, Division of Motor Vehicles
North Dakota Department of Transportation, Safety Division
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
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
Texas Department of Public Safety, Compliance and Enforcement Service, Regulatory Services Division
Utah Department of Public Safety, Highway Safety Office Impaired Driving Program
Vermont Department of Motor Vehicles Ignition Interlock Unit
The Commission on Virginia Alcohol Safety Action Program
West Virginia Department of Transportation, Division of Motor Vehicles, Driver Services
Wisconsin State Patrol, Chemical Test Section
Wyoming Department of Transportation, Driver Services

TIRF USA also extends its sincere gratitude to the eight interlock manufacturers who provided their confidential and proprietary data 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. We are grateful for the support from each of these stakeholders.



TABLE OF CONTENTS

ACKNOWLEDGEMENTS i

INTRODUCTION..... 1

METHODS 5

 Definitions 5

 State data request..... 5

 Manufacturer data request..... 7

RESULTS 9

 State arrest data..... 9

 State conviction data 10

 Percentage of convictions per arrest 11

 Total and active installed numbers..... 12

 State data 13

 Manufacturer data 14

 State and manufacturer comparisons 14

 State total installed number (TIN) according to offense category 25

 State active installed numbers (AIN) according to offense category 25

 Percentage of interlocks installed per DWI arrest..... 26

 Percentage of interlocks installed per DWI conviction..... 27

 Offender eligibility 29

 Other state interlock data..... 32

 Total number of interlocks ordered by Department of Motor Vehicle (DMV) or Judiciary 32

 Total number of interlocks installed chosen by offenders to reinstate driving privileges 33

 Number of offenders who dropped out of the program 34

 Number of interlock offenders who never installed..... 34

 Number of interlock offenders who completed the program 35

 Number of interlock offenders removed from the program 36

 Program information 37

SUMMARY 41

 Arrest and conviction data..... 41

 Total and active installed numbers..... 41

 State data 42



Manufacturer data 43

Offender eligibility 43

Other state interlock data 44

Discussion..... 44

REFERENCES..... 47

APPENDIX I: STATE INTERLOCK LAWS AS OF FEBRUARY 2017 49

**APPENDIX II: INFORMATION REQUESTED FROM STATE INTERLOCK PROGRAMS FOR
AIIPA/TIRF USA ANNUAL INTERLOCK SURVEY 51**

**APPENDIX III: INFORMATION REQUESTED FROM INTERLOCK MANUFACTURERS FOR
AIIPA/TIRF USA ANNUAL INTERLOCK SURVEY 57**



TABLE OF FIGURES AND TABLES

Figure 1: Laws mandating alcohol ignition interlock orders (February 2017) 2

Figure 2: Manufacturer total installed number by state, January-December 2015 21

Figure 3: Manufacturer total installed number by state, January-August 2016 22

Figure 4: Manufacturer active installed number by state on December 31st, 2015 23

Figure 5: Manufacturer active installed number by state on August 31st, 2016 24

Table 1: State arrest data according to offense categories for January-December 2015 9

Table 2: State arrest data according to offense categories for January-August 2016 10

Table 3: State conviction data according to offense categories for January-December 2015 10

Table 4: State conviction data according to offense categories for January-August 2016 11

Table 5: Percentage of convictions per arrest January-December 2015 12

Table 6: Percentage of convictions per arrest January-August 2016 12

Table 7: Installation data reported by participating states and manufacturers 13

Table 8: State and manufacturers TIN for January-December 2014 and 2015 15

Table 9: State and manufacturers TIN for January-August 2014 and 2015 16

Table 10: State and manufacturers AIN for December 31st, 2014 and 2015 17

Table 11: State and manufacturers AIN for August 31st, 2015 and 2016 19

Table 12: State total interlocks installed January-December 2015 by offense category 25

Table 13: State total interlocks installed January-August 2016 by offense category 25

Table 14: State active installed number on December 31st, 2015 by offense category 26

Table 15: State active installed number on August 31st, 2016 by offense category 26

Table 16: Percentage of interlocks installed per DWI arrest as reported by state and manufacturers
January-December 2015 26

Table 17: Percentage of interlocks installed per DWI arrest as reported by state and manufacturers
January-August 2016 27

Table 18: Percentage of interlocks installed per DWI conviction as reported by state and manufacturers
January-December 2015 28

Table 19: Percentage of interlocks installed per DWI conviction as reported by state and manufacturers
January-August 2016 28

Table 20: State laws and percentage of interlocks installed per DWI arrest and DWI conviction as
reported by state and manufacturers January-December 2015 31

Table 21: Total number of interlocks ordered by DMV or Judiciary January-December 2015 32

Table 22: Total number of interlocks ordered by DMV or Judiciary January-August 2016 33

Table 23: Total number of interlocks installed chosen by offenders to reinstate driving privileges January-
December 2015 33

Table 24: Total number of interlocks installed chosen by offenders to reinstate driving privileges January-
August 2016 33

Table 25: Number of offenders who dropped out of the program during 2015 34

Table 26: Number of offenders who dropped out of the program January-August 2016 34

Table 27: Number of interlock offenders who never installed January-December 2015 34





Table 28: Number of interlock offenders who never installed January-August 2016	35
Table 29: Number of interlock offenders who completed the program January-December 2015.....	35
Table 30: Number of interlock offenders who completed the program January-August 2016.....	36
Table 31: Number of interlock offenders removed from the program January-December 2015.....	36
Table 32: Number of interlock offenders removed from the program January-August 2016	37
Table 33: State program information regarding risk assessment, treatment, use of FBI UCR, compliance-based removal and use of advanced technology	38
Table 34: The percentage of the eligible offender population determined by arrest data (state/manufacture) who installed an interlock in 2014 compared to 2015	43
Table 35: The percentage of the eligible offender population determined by arrest data (state/manufacture) who installed an interlock in 2014 compared to 2015	44



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 in 2016 of the number of installed and active ignition interlocks in the United States (U.S.). These data provide a comprehensive picture of interlock installations across the 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.

Drunk driving fatalities decreased 51 percent from 1982 to 2015, but it seems progress has been eroded in recent years. According to the Federal Bureau of Investigation (FBI) Uniform Crime Reports (UCR), there were 1,089,171 DWI¹ arrests in 2015. The National Highway Traffic Safety Administration (NHTSA) reported 10,265 alcohol-impaired driving fatalities in 2015 which accounted for 29% of total fatalities. This is a 3.2 percent increase from 2014, compared to an overall increase in fatalities of 7.2 percent (NHTSA 2016).

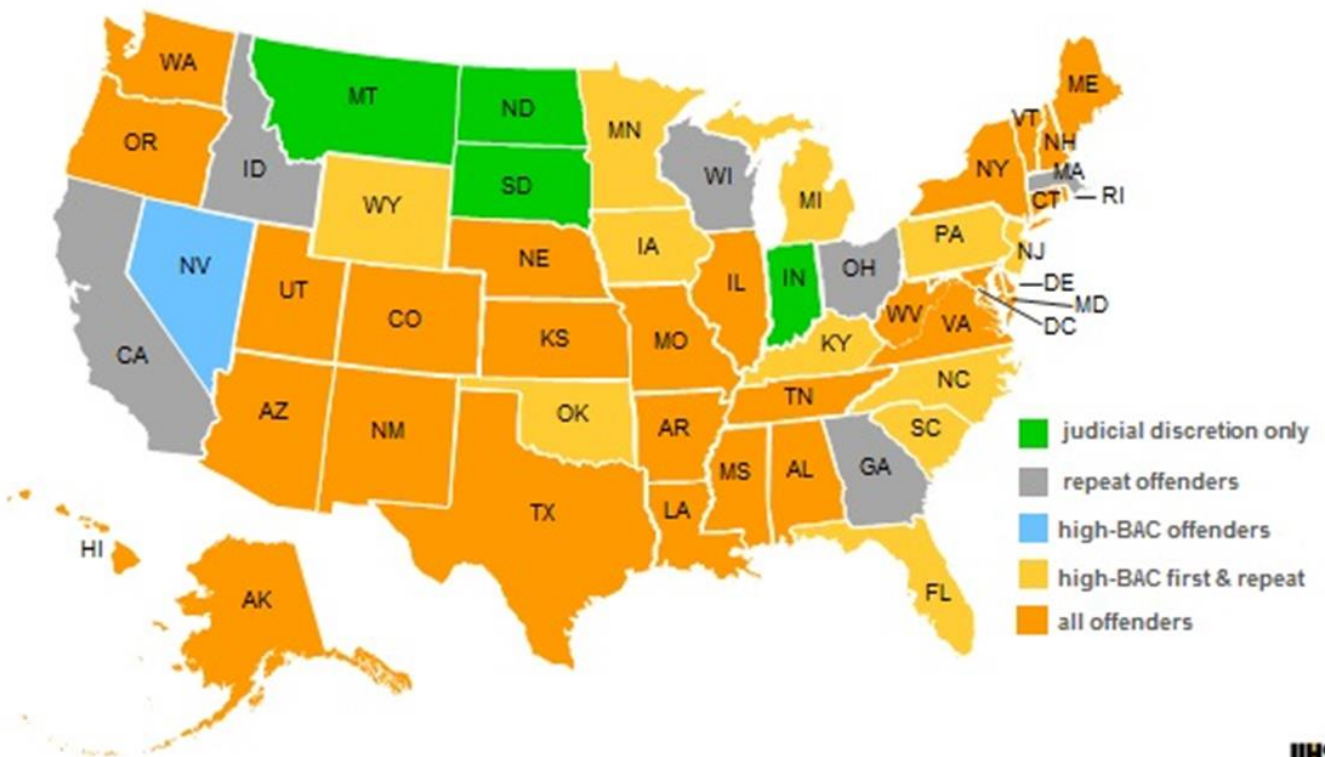
Interlock programs have been proven to reduce impaired driving while the interlock is installed in the vehicle. Furthermore, interlocks are associated with a reduction in DWI deaths of up to 15% (see: Kaufman & Wiebe 2016; Lucas et al. 2016; Vanlaar et al. 2017; McGinty et al. 2017) and reductions in DWI recidivism (McCartt et al. 2013). 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 components which may increase interlock use (Casanova Powell et al. 2016). The feature 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.

All states and the District of Columbia have some form of interlock law that includes either judicial discretion or an administrative requirement or a hybrid of the two. States are encouraged to increase the efficiency and effectiveness of their interlock programs. As a result, there have been several interlock law changes over the past few years. To illustrate, in 2014, Alabama, Mississippi, and Missouri passed a law requiring all DWI offenders to install an interlock. Indiana also passed legislation requiring ignition interlocks for repeat offenders, and to allow judges to order interlocks for first-time offenders. South Carolina passed Emma's Law, which requires all high-BAC (0.15) offenders to install an interlock. In 2015, Delaware, and Texas passed an all DWI offender law requiring an interlock. In addition, Kentucky strengthened its ignition interlock law which required an interlock for repeat offenders, high-BAC (0.15) first offenders and offenders who refuse a chemical alcohol test. In 2016, Vermont and Washington D.C. passed an all offender interlock law, and Maryland passed "Noah's law", an all offender law with a five-star rating from MADD (MADD 2017).

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 February 2017, 28 states (Alabama, Alaska, Arizona, Arkansas, Colorado, Connecticut, Delaware, Hawaii, Illinois, Kansas, Louisiana, Maine, Maryland, Mississippi, Missouri, Nebraska, New Hampshire, New Mexico, New York, Oregon, Rhode Island, Tennessee, Texas, Utah, Vermont, Virginia, Washington, and West Virginia), the District of Columbia and four California counties require all alcohol-impaired driving offenders including first offenders, to install an interlock². An additional 11 states (Florida, Iowa, Kentucky, Michigan, Minnesota, New Jersey, North Carolina, Oklahoma, Pennsylvania², South Carolina and Wyoming) require interlocks for offenders with a high-BAC (usually 0.15% or higher) and for repeat offenders. Five states (Georgia, Idaho, Massachusetts, Ohio, and Wisconsin) require devices only for repeat offenders, and one state (Nevada) requires them only for high-BAC offenders. Finally, four states (Indiana, Montana, North Dakota, and South Dakota) do not have mandatory interlock requirements but allow for judicial discretion (Figure 1, Appendix I).³

Figure 1: Laws mandating alcohol ignition interlock orders (February 2017)



Source: IIHS (2017). Alcohol Impaired Driving-DUI/DWI Ignition Interlock Laws in the U.S. Arlington, VA: Insurance Institute for Highway Safety.

² California all-offender law goes into effect on January 1, 2019.

³ Pennsylvania high-BAC law goes into effect on August 25, 2017. A first DWI offender with a BAC of 0.10 or greater will be required to install an interlock.



Traffic Injury Research Foundation, USA Inc.

The purpose of this report is to provide accurate and reliable alcohol interlock data to states to allow yearly comparisons across jurisdictions and to enable interlock program managers and administrators to identify annual increases or decreases in program participation. It may also be used to inform national and state impaired driving behavioral campaigns. This report describes the methods used to collect and present the data and the “Results” section provides an overview of data obtained from states and manufacturers. It also presents estimates of participation rates of eligible offenders. This is followed by a summary section and the Appendices.



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 2016 to request impaired driving arrest and conviction data and relevant interlock data. A worksheet was created to capture state and manufacturer data (see Appendix II and III). Respondents were requested to complete the appropriate worksheet and return it to TIRF USA.

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 for each. Interlock counts during a period of one year (12 months) for the year 2015, and for the year 2016, from January 1st, 2016 through August 31st, 2016 (8 months) were requested.

Specific definitions of interlock data were provided as follows:

- > Total installed number (TIN) is the number of new ignition interlock device installations 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, 2015;
- > August 31st, 2016.

It was also requested that states provide, if possible, data according to offense categories. Offense categories are defined below:

- > first offenders “basic DWI” (0.0-0.08);
- > high BAC first offenders (high BAC_____);
- > repeat offenders; and,
- > test refusal offenders.

State data request

Instructions regarding the worksheet designated for state data requests (see Appendix II) 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 “basic DWI” (0.0-0.08);
 - » high-BAC first offenders (high-BAC_____);
 - » repeat offenders; and,
 - » test refusal offenders.
- > Have there been any changes to this law within the last two years (2014-2016)?
- > Is a risk assessment required when processing DWI offenders?
- > Is treatment required (mandatory, part of probation, voluntary, none)?
- > Is FBI Uniform Crime Report (UCR) data used in your state to obtain arrest or conviction information?
- > What constitutes removal of the interlock from the vehicle prior to the completion of the required interlock period (tampering/circumvention attempts)?
- > Does your state require compliance-based removal for completion of the interlock program? If so, what is the required length of compliance: 4 months, 6 months, etc.?
- > Does your state require advanced technology devices such as a camera, GPS or real-time reporting? If so, please indicate what features are required.
- > What is the number of approved manufacturers in the state? Please list manufacturers.

It was also requested that states provide, if possible, the following 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 included in the state worksheet as follows:

- > Number of impaired driving arrests during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > Number of impaired driving convictions during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > TIN during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > AIN on December 31st, 2015 and on August 31st, 2016 (snap shot of interlocks on these days) according to offense categories;
- > TIN assigned either ordered by DMV or judge or chosen by offender to obtain a restricted license in lieu of suspension during 2015 (for a period of twelve months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;



- > Dropout rate and number of incompletes during 2015 (for a period of twelve months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > Number of offenders who never installed during 2015 (for a period of twelve months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > 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 2015 (for a period of twelve months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories; and,
- > Number of offenders removed from the program by the governing agency (for non-compliance, tampering) during 2015 (for a period of twelve months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories.

Manufacturer data request

Manufacturers were also requested to complete a designated worksheet to the extent possible (see Appendix III). 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. The following information was requested:

- > TIN during 2015 (period of twelve months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > AIN on December 31st, 2015 and on August 31st, 2016 (snapshot of interlocks on these days) according to offense categories;
- > Dropout rate and number of incompletes during 2015 (for a period of twelve months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > 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 2015 (for a period of twelve months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories; and,
- > Number of offenders removed from the program by the governing agency (for non-compliance, tampering) during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories.

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

RESULTS

As of April 1st, 2017, a total of 41 states responded to the data request including Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Vermont, Virginia, West Virginia, Wisconsin 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 according to offense categories identifies the incidents of arrests in relation to each DWI offense category within a state. This can be helpful to inform DWI enforcement and awareness campaigns.

Eighteen states (Arkansas, Connecticut, Florida, Hawaii, Illinois, Kentucky, Louisiana, Minnesota, Missouri, Nebraska, Nevada, New York, North Carolina, Pennsylvania, Utah, Virginia, West Virginia, Wyoming) were able to provide total DWI arrest data for the reporting period from January 1st, 2015 through to December 31st, 2015. Eleven of these states (Arkansas, Connecticut, Illinois, Kentucky, Minnesota, Nevada, Pennsylvania, Utah, Virginia, West Virginia, and Wyoming) were able to provide further breakdowns of arrest data according to offense categories (Table 1).

Table 1: State arrest data according to offense categories for January-December 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)
Arkansas	14017			3172	3058
Connecticut	7542	2844	1108	2006	1584
Florida	46922				
Hawaii	6115				
Illinois	32285			11349	
Kentucky	38208	25891	5288		7029
Louisiana	16031				
Minnesota	25027	7096	4490	1860	11581
Missouri	13944				
Nebraska	8199				
Nevada	8813	4493			708
New York	44248				
North Carolina	49073				
Pennsylvania	98912	40113	54789		4010
Utah	10502	2133	1266	709	3386
Virginia	25607	20132			5475
West Virginia	10520			1081	2520
Wyoming	4118		1091		

Thirteen states (Arkansas, Connecticut, Florida, Hawaii, Kentucky, Minnesota, Nevada, New York, North Carolina, Utah, Virginia, West Virginia, and Wyoming) were able to provide total DWI arrest data for the reporting period from January 1st, 2016 through to August 31st, 2016. Nine of these states (Arkansas, Connecticut, Kentucky, Minnesota, Nevada, Utah, Virginia, West Virginia, and Wyoming) were able to provide further breakdowns of arrest data according to offense categories (Table 2).

Table 2: State arrest data according to offense categories for January-August 2016

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)
Arkansas	9276			2536	1875
Connecticut	5258	2534		1587	1137
Florida	30443				
Hawaii	2969				
Kentucky	24772	16374	3134		5264
Minnesota	15026	4747	2835	1155	6289
Nevada	2673	2317			356
New York	29994				
North Carolina	44038				
Utah	7451	1331	814	581	2350
Virginia	16487	12963			3524
West Virginia	6107			564	1562
Wyoming	2725		781		

State conviction data

DWI conviction data was requested to 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.

Twenty-one states, (Arkansas, Connecticut, Delaware, Florida, Hawaii, Illinois, Iowa, Kentucky, Maine, Minnesota, Missouri, Nebraska, Nevada, New York, North Carolina, Oregon, Pennsylvania, Utah, Virginia, West Virginia, and Wyoming) were able to provide total DWI conviction data for the reporting period January 1st, 2015 through to December 31st, 2015. Thirteen of these states (Arkansas, Connecticut, Delaware, Florida, Iowa, Kentucky, Missouri, Nebraska, North Carolina, Pennsylvania, Utah, Virginia, and Wyoming) reported further breakdowns of conviction data according to offense categories (Table 3).

Table 3: State conviction data according to offense categories for January-December 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)
Arkansas	11146			970	
Connecticut	3006	2027			979
Delaware	2258	268	197	27	518
Florida	25462	3944	1097		20421
Hawaii	5585				
Illinois	3921				
Iowa	11875	8948		1804	2826



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)
Kentucky	20930	16131			4799
Maine	3661				
Minnesota	18890				
Missouri	9275				2180
Nebraska	7697	4147	1247	263	2040
Nevada	4877				
New York	19476				
North Carolina	34966	29929			3784
Oregon	7054				
Pennsylvania	25610	2506	8271		14833
Utah	4346	548	854	1515	1429
Virginia	21226	17284			3942
West Virginia	3965				
Wyoming	2061	682			1379

Sixteen states (Arkansas, Connecticut, Delaware, Florida, Iowa, Kentucky, Minnesota, Missouri, Nebraska, New York, North Carolina, Oregon, Utah, Virginia, West Virginia, and Wyoming) were able to provide total DWI conviction data for the reporting period from January 1st, 2016 through to August 31st, 2016. Twelve of these states (Arkansas, Connecticut, Delaware, Florida, Iowa, Kentucky, Missouri, Nebraska, North Carolina, Utah, Virginia, and Wyoming) were able to give further breakdowns of conviction data according to offense categories (Table 4).

Table 4: State conviction data according to offense categories for January-August 2016

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)
Arkansas	5416			498	
Connecticut	2194	1484			710
Delaware	2031	117	187	94	399
Florida	11703	1664	468		9571
Iowa	7593	5746		1191	1803
Kentucky	13685	10182			3503
Minnesota	10567				
Missouri	5616				1363
Nebraska	5021	2663	828	144	1386
New York	12867				
North Carolina	23048	19672			2536
Oregon	5073				
Utah	2507	321	528	855	666
Virginia	10597	8646			1951
West Virginia	2393				
Wyoming	1242		388		854

Percentage of convictions per arrest

The 2015 percentage of convictions per arrest data were calculated for seventeen states (Arkansas, Connecticut, Florida, Hawaii, Illinois, Kentucky, Minnesota, Missouri, Nebraska, Nevada, New York,



North Carolina, Pennsylvania, Utah, Virginia, West Virginia, and Wyoming) that reported both total DWI arrests and conviction data for the reporting period January 1st, 2015 through to December 31st, 2015 (Table 5).

Table 5: Percentage of convictions per arrest January-December 2015

State	Total DWI arrests	Total DWI convictions	% Convictions per DWI arrest
Arkansas	14017	11146	79.5%
Connecticut	7542	3006	39.9%
Florida	46922	25462	54.3%
Hawaii	6115	5585	91.3%
Illinois	32285	3921	12.1%
Kentucky	38208	20930	54.8%
Minnesota	25027	18890	75.5%
Missouri	13944	9275	66.5%
Nebraska	8199	7697	93.9%
Nevada	8813	4877	55.3%
New York	44248	19476	44.0%
North Carolina	49073	34966	71.3%
Pennsylvania	98912	25610	25.9%
Utah	10502	4346	41.4%
Virginia	25607	21226	82.9%
West Virginia	10520	3965	37.7%
Wyoming	4118	2061	50.0%

The 2016 percentage of convictions per arrest data was calculated for twelve states (Arkansas, Connecticut, Florida, Kentucky, Minnesota, Nevada, New York, North Carolina, Utah, Virginia, West Virginia, and Wyoming) that reported both total DWI arrests and conviction data for the reporting period January 1st, 2016 through to August 31st, 2016 (Table 6).

Table 6: Percentage of convictions per arrest January-August 2016

State	Total DWI arrests	Total DWI convictions	% Convictions per DWI arrest
Arkansas	9276	5416	58.4%
Connecticut	5258	2194	41.7%
Florida	30443	11703	38.4%
Kentucky	24772	13685	55.2%
Minnesota	15026	10567	70.3%
Nevada	2673	2466	92.3%
New York	29994	12867	42.9%
North Carolina	44038	23048	52.3%
Utah	7451	2507	33.6%
Virginia	16487	10597	64.3%
West Virginia	6107	2393	39.2%
Wyoming	2725	1242	45.6%

Total and active installed numbers

The number of interlocks that were installed during the specific time periods were requested, based on the definitions provided to states. These requested data are critical to evaluate state interlock programs. Reporting the annual total number of new interlock installations 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 installed an interlock, therefore identifying potential gaps within the program.

State data

All states that reported data reported TIN and AIN interlock totals (see Table 7). The state TIN based on those states that reported interlock data for the reporting period from January 1st, 2015 through to December 31st, 2015 was 223,252 (see Table 7). The state TIN for those states that reported interlock data for the reporting period January 1st, 2016 through to August 31st, 2016 was 150,846 (see Table 7).

The state AIN for those states that reported interlock data on December 31st, 2015 was 166,018 (see Table 7). The state AIN for those states that reported interlock data for the reporting period on August 31st, 2016 was 182,017 (see Table 7).

Table 7: Installation data reported by participating states and manufacturers

State	TIN 2015		TIN Jan-Aug 2016		AIN Dec 31, 2015		AIN Aug 31, 2016	
	State	Manufacturers	State	Manufacturers	State	Manufacturers	State	Manufacturers
Alabama		568		435		550		742
Alaska*	1371	2045	1725	1221	4588	1526	4416	1411
Arizona	21352	16971	13705	9628		16759		16583
Arkansas	5037	4611	3819	3634		3761	4969	4248
California	28530	20003	20004	13123		17733		17688
Colorado	25018	16034	15701	10160	28569	24013	29270	24403
Connecticut**	1521	3101	3552	3733	4884	4044	7119	5726
Delaware	493	542	458	507		491		604
Florida	11850	9413	8162	6842	10312	10515	10487	11103
Georgia	2048	3037	2099	1938	2062	2049	2099	2185
Hawaii	1735	1733	1084	1078	1441	1450	1441	1383
Idaho		827		559		999		998
Illinois	8867	9871	6873	7331	5824	7578	7622	8504
Indiana		1758		1360		1131		1388
Iowa	5702	6198	3787	3985	6257	5564	6115	5594
Kansas	10058	7918	6263	5550	5018	10406	8795	10833
Kentucky	482	194	781	595	113	179	553	547
Louisiana	5527	5249	3443	3259	4974	5321	4859	5154
Maine	789	662	482	447	636	546	647	574
Maryland		6808		4613		8121		8248
Massachusetts		2676		1918		5423		5634
Michigan		5776		3883		10541		9843
Minnesota	8229	7786		5729	9780	10855	10012	11492
Mississippi	1325	2972	1693	1730		1189		1161
Missouri	11060	8835	7689	5864	11452	8484	10324	8706
Montana		313		261		281		337
Nebraska	3285	4767	2001	3117	3075	4130	3033	4219
Nevada		897		590	1332	1266	1323	1239
New	952	652	1092	594	844	874	1078	1079
New Jersey		6149		4061		4865		4643



	TIN 2015		TIN Jan-Aug 2016		AIN Dec 31, 2015		AIN Aug 31, 2016	
State	State	Manufacturers	State	Manufacturers	State	Manufacturers	State	Manufacturers
New Mexico	6879	7875	6166	5475	11745	11307	12882	11821
New York	4608	7927	3483	5741	7432	8164	8076	8393
North	9558	9071	6742	6466	11157	11297	11533	11654
North Dakota		24		14		1		2
Ohio		2333		1608		2660		2656
Oklahoma	6124	6165	3808	4355	8252	8808	9309	9763
Oregon***	2554	6026	1691	3894	2161	5719	1586	5606
Pennsylvania	5468	4760	3929	3745	6859	5094	6776	5650
Rhode Island		813		699		664		808
South	998	1108	989	967	904	1237	1142	1508
South Dakota		89		50		62		51
Tennessee	5892	6387	4860	3875	1868	6015	1932	6057
Texas		35332		23948		45780		47220
Utah	436	2229	208	1418	337	2006	356	1917
Vermont	668	384	272	288	125	834	415	893
Virginia	11165	9592	6893	5894	8441	8946	7958	8584
Washington		16903		11634		18533		19170
West Virginia	4759	3900	2199	2138	4200	4291	4569	3986
Wisconsin	6783	10908	4852	7438	0	13493	0	13788
Wyoming	541	997	341	631	1376	1300	1321	1234
Totals	223252	291189	150846	198023	166018	326855	182017	337030

*Alaska state TIN data are extrapolations from the number of drivers required to have an IID and those who actually reinstated their driving privileges.

**Connecticut state TIN data are underestimates since by the time of the request some data were no longer in the system.

***In 2015 Oregon numbers reported both diversion and conviction installations which accounts for the inflated 2015 number published in the May 2016 report for the January-August period. Current TIN numbers reflect installations as a result of convictions only.

Manufacturer data

As of April 1, 2017, data were received from eight manufacturers (Alcohol Countermeasure Systems, Corp., Alcohol Detection Systems, Draeger, Guardian, Intoxalock, LifeSafer, Monitech and SmartStart, Inc.). These eight manufacturers are the same manufacturers that reported interlock numbers for the previous survey that was released in May 2016. 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, 2015 through to December 31st, 2015 was 291,189 (see Table 7). The manufacturer TIN based on the eight manufacturers who reported interlock data for the reporting period January 1st, 2016 through to August 31st, 2016 was 198,023 (see Table 7).

The manufacturer AIN based on the eight manufacturers who reported interlock data for the reporting period on December 31st, 2015 was 326,855 (see Table 7). The manufacturer AIN based on the eight manufacturers who reported interlock data for the reporting period on August 31st, 2016 was 337,030 (see Table 7).

State and manufacturer comparisons

State and manufacturer TIN and AIN for the time periods specified in this report were compared to the results from the May 2016 report. Please note that there are inconsistencies among states who reported



not only year to year, but there were also inconsistencies for various reporting periods. Comparisons are made to identify yearly increases or decreases where possible.

State and manufacturers TIN were compared for the reporting period January-December 2014, and the reporting period for January-December 2015 (see Table 8).

Table 8: State and manufacturers TIN for January-December 2014 and 2015

State	State TIN 2014	State TIN 2015	Manufacturers TIN 2014	Manufacturers TIN 2015
Alabama			213	568
Alaska	1312	1371	1829	2045
Arizona	19791	21352	14954	16971
Arkansas	4805	5037	3762	4611
California	24119	28530	20083	20003
Colorado		25018	14987	16034
Connecticut	1142	1521	1853	3101
Delaware	309	493	241	542
Florida	11529	11850	9465	9413
Georgia		2048	3218	3037
Hawaii		1735	1814	1733
Idaho			782	827
Illinois	8796	8867	9012	9871
Indiana			1329	1758
Iowa	5847	5702	6099	6198
Kansas		10058	7749	7918
Kentucky		482	49	194
Louisiana	5506	5527	4871	5249
Maine		789	469	662
Maryland			6448	6808
Massachusetts			2637	2676
Michigan			5288	5776
Minnesota		8229	7049	7786
Mississippi		1325	878	2972
Missouri	13190	11060	8252	8835
Montana			230	313
Nebraska		3285	4116	4767
Nevada	803		758	897
New Hampshire	598	952	471	652
New Jersey			5534	6149
New Mexico		6879	6525	7875
New York	7564	4608	6882	7927
North Carolina		9558	8941	9071
North Dakota			1	24
Ohio			2464	2333
Oklahoma	5411	6124	4852	6165
Oregon	5131	2554	5342	6026
Pennsylvania	3753	5468	4719	4760
Rhode Island			93	813
South Carolina		998	718	1108
South Dakota	91		110	89
Tennessee	6004	5892	5410	6387
Texas			29895	35332
Utah	2587	2024	1472	2229



State	State TIN 2014	State TIN 2015	Manufacturers TIN 2014	Manufacturers TIN 2015
Vermont	787	668	479	384
Virginia	12069	11165	6274	9592
Washington			14615	16903
West Virginia		4759	3802	3900
Wisconsin		6783	8038	10908
Wyoming	643	541	1078	997
Totals	141787	223352	256150	291189

The state TIN based on the 35 states that reported interlock data for the reporting period from January 1st, 2015 through to December 31st, 2015 was 223,252. This is an increase of 81,465 interlocks from 23 states that reported 2014 TIN, 141,787 (see Table 8). Please note that more states reported TIN for 2015. Therefore, for comparisons of growth in installations only 21 states with data in both years were considered. The number of installations among those 21 states who reported data for both of these years increased from 140,893 in 2014 to 141,306. This represents 413 more devices in 2015 for a 0.3% increase.

The manufacturer TIN based on the eight manufacturers that reported interlock data for the reporting period from January 1st, 2015 through to December 31st, 2015 for all 50 states was 291,189. This is an increase of 35,039 interlocks from the 2014 TIN, 256,150 (see Table 8), which represents a 13.7% increase in growth.

State and manufacturer TIN were also compared for the reporting period January-August 2015, and the reporting period for January-August 2016 (see Table 9).

Table 9: State and manufacturers TIN for January-August 2014 and 2015

State	State TIN Jan-Aug 2015	State TIN Jan-Aug 2016	Manufacturers TIN Jan-Aug 2015	Manufacturers TIN Jan-Aug 2016
Alabama			328	435
Alaska	1450	1725	1107	1221
Arizona	20473	13705	12048	9628
Arkansas	3269	3819	2637	3634
California	18236	20004	13454	13123
Colorado		15701	11948	10160
Connecticut	1627	3552	1669	3733
Delaware	330	458	204	507
Florida	8373	8162	6517	6842
Georgia		2099	2072	1938
Hawaii		1084	1165	1078
Idaho			571	559
Illinois	6152	6873	6335	7331
Indiana			1250	1360
Iowa	5559	3787	4124	3985
Kansas		6263	5666	5550
Kentucky		781	57	595
Louisiana	4005	3443	3533	3259
Maine		482	446	447
Maryland			4641	4613
Massachusetts			2087	1918
Michigan			4316	3883



State	State TIN Jan-Aug 2015	State TIN Jan-Aug 2016	Manufacturers TIN Jan-Aug 2015	Manufacturers TIN Jan-Aug 2016
Minnesota			5561	5729
Mississippi		1693	2052	1730
Missouri	9002	7689	5510	5864
Montana			150	261
Nebraska		2001	2947	3117
Nevada	1095		691	590
New Hampshire	466	1092	419	594
New Jersey			4003	4061
New Mexico		6166	4917	5475
New York	3541	3483	5282	5741
North Carolina		6742	6198	6466
North Dakota			0	14
Ohio			1563	1608
Oklahoma	4008	3808	4129	4355
Oregon	2925	1691	4117	3894
Pennsylvania	3637	3929	3189	3745
Rhode Island			506	699
South Carolina		989	716	967
South Dakota	55		66	50
Tennessee	4425	4860	4177	3875
Texas			21618	23948
Utah	1752	208	1077	1418
Vermont	201	272	264	288
Virginia	7746	6893	4501	5894
Washington			11183	11634
West Virginia		2199	2768	2138
Wisconsin		4852	7019	7438
Wyoming	426	341	681	631
Totals	108753	150846	191479	198023

The state TIN based on the 34 states that reported interlock data for the reporting period from January 1st, 2016 through to August 31st, 2016 was 150,846. This is an increase of 42,093 interlocks from 23 states that reported TIN January 1st, 2015 through to August 31st, 2015, 108,753 (see Table 9). Please note that 11 more states reported TIN for 2015. Considering only the 21 states with data in both periods, the number of installations decreased from 107,603 in Jan-Aug 2015 to 99,794 in Jan-Aug 2016. This represents decrease of 7,809 devices (7.3% decrease).

The manufacturer TIN based on the eight manufacturers who reported interlock data for the reporting period January 1st, 2016 through to August 31st, 2016 was 198,023 (see Table 9). This is a small increase of 6,544 interlocks from the 2015 TIN reporting period from January 1st, 2015 to August 31st, 2015 (191,479) which represents a 3.4% increase.

State and manufacturer AIN were compared for December 31st, 2014, and December 31st, 2015 (see Table 10).

Table 10: State and manufacturers AIN for December 31st, 2014 and 2015

State	State AIN Dec 31 st , 2014	State AIN Dec 31 st , 2015	Manufacturers AIN Dec 31 st , 2014	Manufacturers AIN Dec 31 st , 2015
Alabama			262	550



State	State AIN Dec 31 st , 2014	State AIN Dec 31 st , 2015	Manufacturers AIN Dec 31 st , 2014	Manufacturers AIN Dec 31 st , 2015
Alaska		4588	1555	1526
Arizona			18286	16759
Arkansas			3488	3761
California			17745	17733
Colorado		28569	22279	24013
Connecticut		4884	2695	4044
Delaware			357	491
Florida	9926	10312	9349	10515
Georgia		2062	1921	2049
Hawaii		1441	1523	1450
Idaho			1026	999
Illinois	8914	5824	8181	7578
Indiana			776	1131
Iowa	8839	6257	5820	5564
Kansas		5018	9826	10406
Kentucky		113	59	179
Louisiana		4974	5103	5321
Maine		636	502	546
Maryland			8147	8121
Massachusetts			4965	5423
Michigan			9807	10541
Minnesota	8456	9780	9125	10855
Mississippi			905	1189
Missouri	10996	11452	8372	8484
Montana			312	281
Nebraska		3075	3805	4130
Nevada	1019	1332	1115	1266
New Hampshire	744	844	735	874
New Jersey			3527	4865
New Mexico		11745	11432	11307
New York	3612	7432	7526	8164
North Carolina		11157	11290	11297
North Dakota			1	1
Ohio			3048	2660
Oklahoma	7642	8252	8062	8808
Oregon	5734	2161	5273	5719
Pennsylvania	1	6859	5209	5094
Rhode Island	555		115	664
South Carolina	760	904	1031	1237
South Dakota	53		55	62
Tennessee	227	1868	5208	6015
Texas			41821	45780
Utah	521	337	2113	2006
Vermont	7	125	732	834
Virginia	8916	8441	9295	8946
Washington			18236	18533
West Virginia		4200	3827	4291
Wisconsin			12727	13493
Wyoming	987	1376	1350	1300
Totals	77909	166018	309919	326855



The state AIN based on the 30 states who reported interlock data for the reporting period on December 31st, 2015 was 166,018. This is an increase of 88,109 interlocks from the 19 states who reported AIN for December 31st, 2014, 77,909 (see Table 10). Please note that 11 more states reported AIN on December 31st, 2015 than on December 31st, 2014. When analyzing growth in active devices, among those 17 states who reported AIN for both dates, the number of active devices reported on December 31st, 2014, 77,301, increased to 83,556 on December 31st, 2015. This represents 6,255 more devices on December 31st, 2015 for an 8.1% increase.

The manufacturer AIN based on the eight manufacturers who reported interlock data for the reporting period on December 31st, 2015 was 326,855. This is an increase of 16,936 interlocks from the December 31st, 2014 AIN, 309,919 (see Table 10), for a 5.5% increase.

State and manufacturer AIN were also compared for August 31st, 2015, and August 31st, 2016 (see Table 11).

Table 11: State and manufacturers AIN for August 31st, 2015 and 2016

State	State AIN Aug 31 st , 2015	State AIN Aug 31 st , 2016	Manufacturers AIN Aug 31 st , 2015	Manufacturers AIN Aug 31 st , 2016
Alabama			462	742
Alaska		4416	1552	1411
Arizona			19542	16583
Arkansas	3905	4969	3440	4248
California			18755	17688
Colorado		29270	24504	24403
Connecticut		7119	3164	5726
Delaware	2		478	604
Florida	10573	10487	10247	11103
Georgia		2099	2094	2185
Hawaii		1441	1481	1383
Idaho			1021	998
Illinois	9715	7622	8259	8504
Indiana			1060	1388
Iowa	7152	6115	5941	5594
Kansas		8795	10626	10833
Kentucky		553	53	547
Louisiana		4859	5351	5154
Maine		647	560	574
Maryland			8231	8248
Massachusetts			5029	5634
Michigan			10186	9843
Minnesota	9305	10012	10186	11492
Mississippi			1217	1161
Missouri	11446	10324	8600	8706
Montana			274	337
Nebraska		3033	4052	4219
Nevada	1268	1323	1227	1239
New Hampshire	861	1078	828	1079
New Jersey			4960	4643
New Mexico		12882	11783	11821
New York	7390	8076	8040	8393
North Carolina		11533	11289	11654

State	State AIN Aug 31 st , 2015	State AIN Aug 31 st , 2016	Manufacturers AIN Aug 31 st , 2015	Manufacturers AIN Aug 31 st , 2016
North Dakota			1	2
Ohio			2955	2656
Oklahoma	8609	9309	8874	9763
Oregon	6351	1586	5692	5606
Pennsylvania	23	6776	5179	5650
Rhode Island			501	808
South Carolina	854	1142	1260	1508
South Dakota	58		85	51
Tennessee	218	1932	5971	6057
Texas			43789	47220
Utah	297	356	2167	1917
Vermont	4	415	795	893
Virginia	8737	7958	9237	8584
Washington			18663	19170
West Virginia		4569	4393	3986
Wisconsin			13383	13788
Wyoming	1426	1321	1306	1234
Totals	88194	182017	328743	337030

The state AIN based on the 31 states who reported interlock data for the reporting period on August 31st, 2016 was 182,017. This is an increase of 93,823 interlocks from the 20 states who reported AIN for August 31st, 2015 AIN, 88,194 (see Table 11). Please note that 11 more states reported AIN on August 31st, 2016 than on August 31st, 2015. Among those 18 states who reported data for both dates, the number of active devices increased from 88,134 on August 31st, 2015 to 90,801 on August 31st, 2016. This represents 2,667 more devices in August 2016 for a 3.0% increase.

The manufacturer AIN based on the eight manufacturers who reported interlock data for the reporting period on August 31st, 2016 was 337,030. This is a small increase of 8,287 from the August 31st, 2015 AIN, 328,743 (see Table 11), which represents an increase of 2.5%.

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 largest to smallest 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 2015 and January-August 2016) as well as the active interlock number on December 31st, 2015 and August 31st, 2016. 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 2015

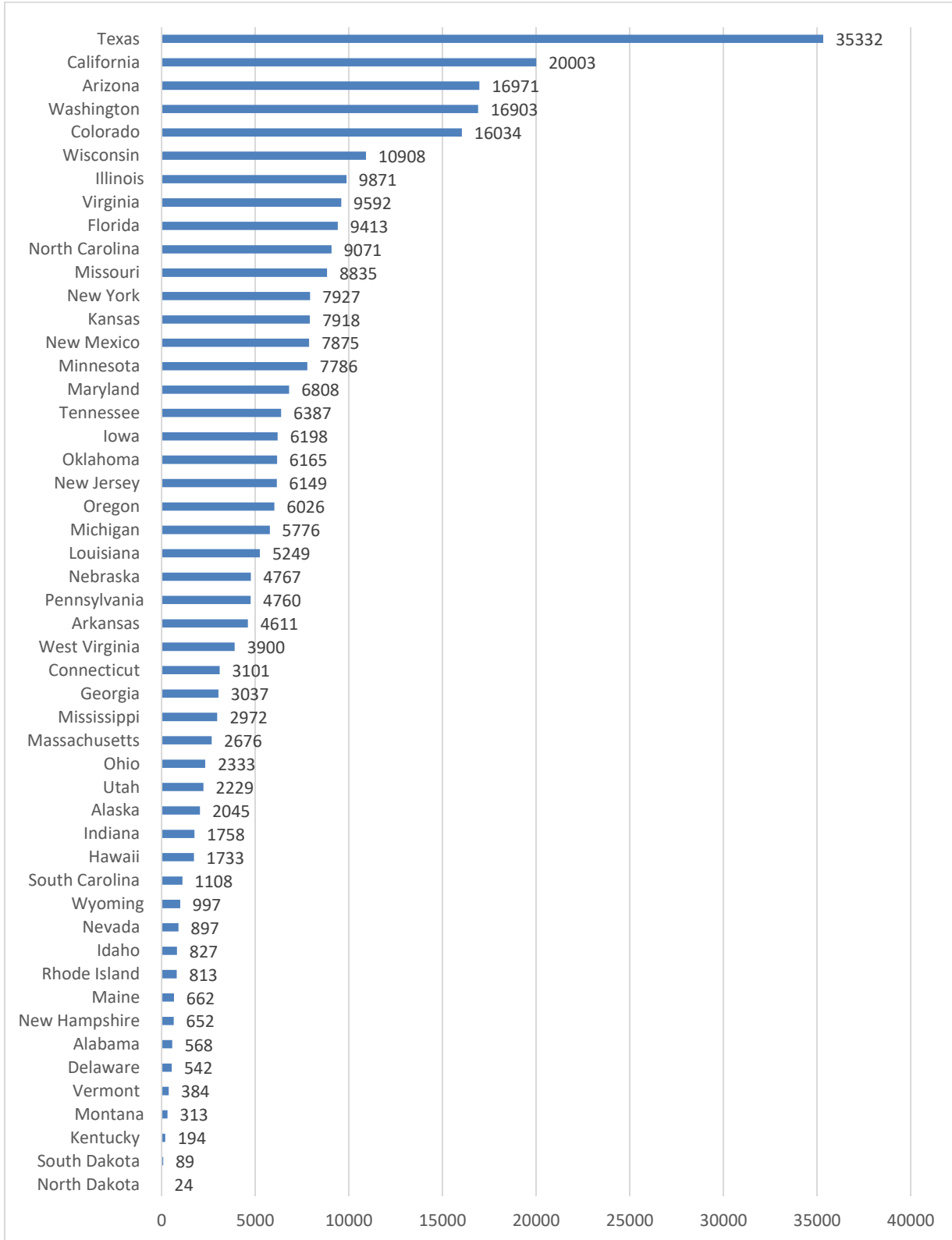




Figure 3: Manufacturer total installed number by state, January-August 2016

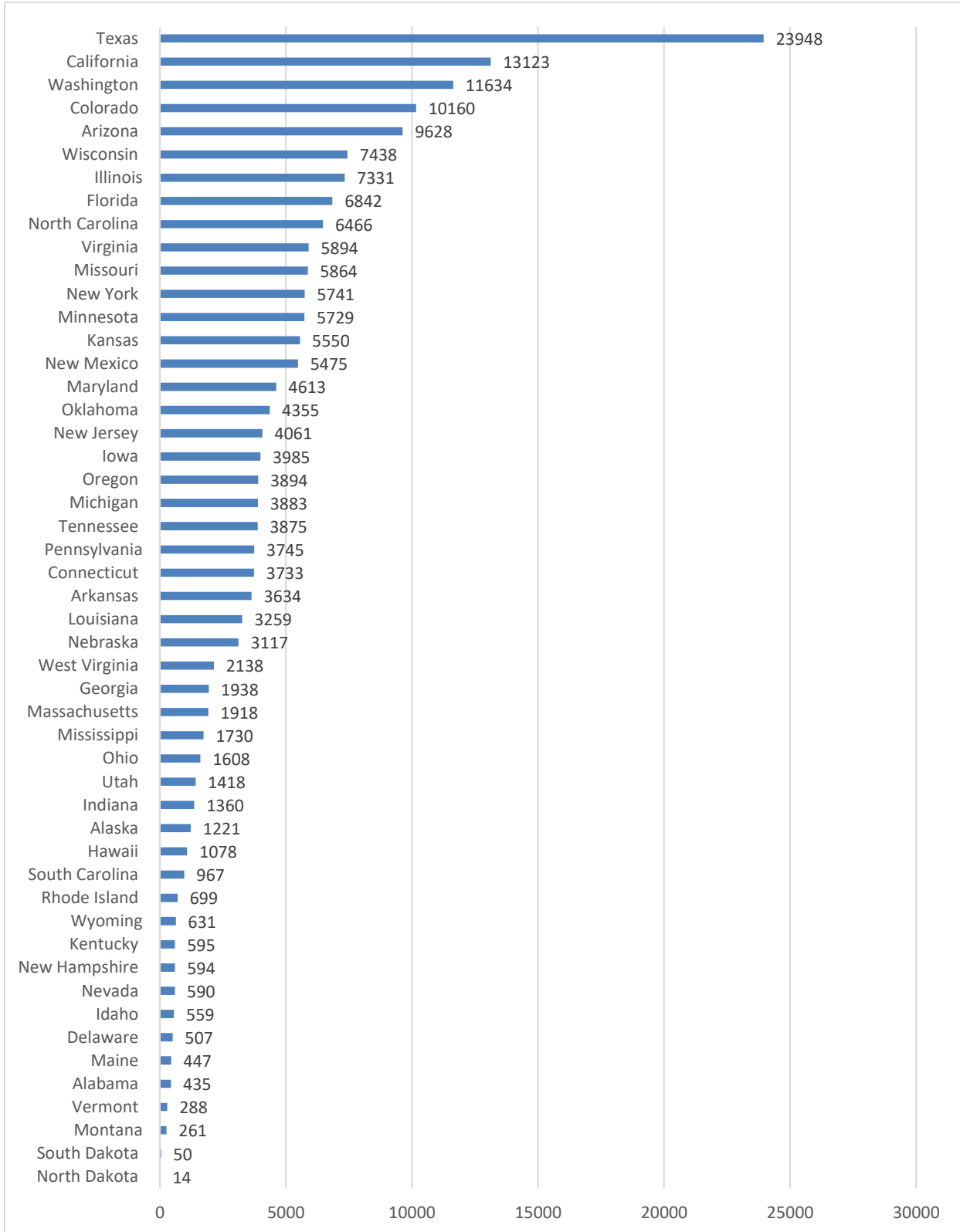




Figure 4: Manufacturer active installed number by state on December 31st, 2015

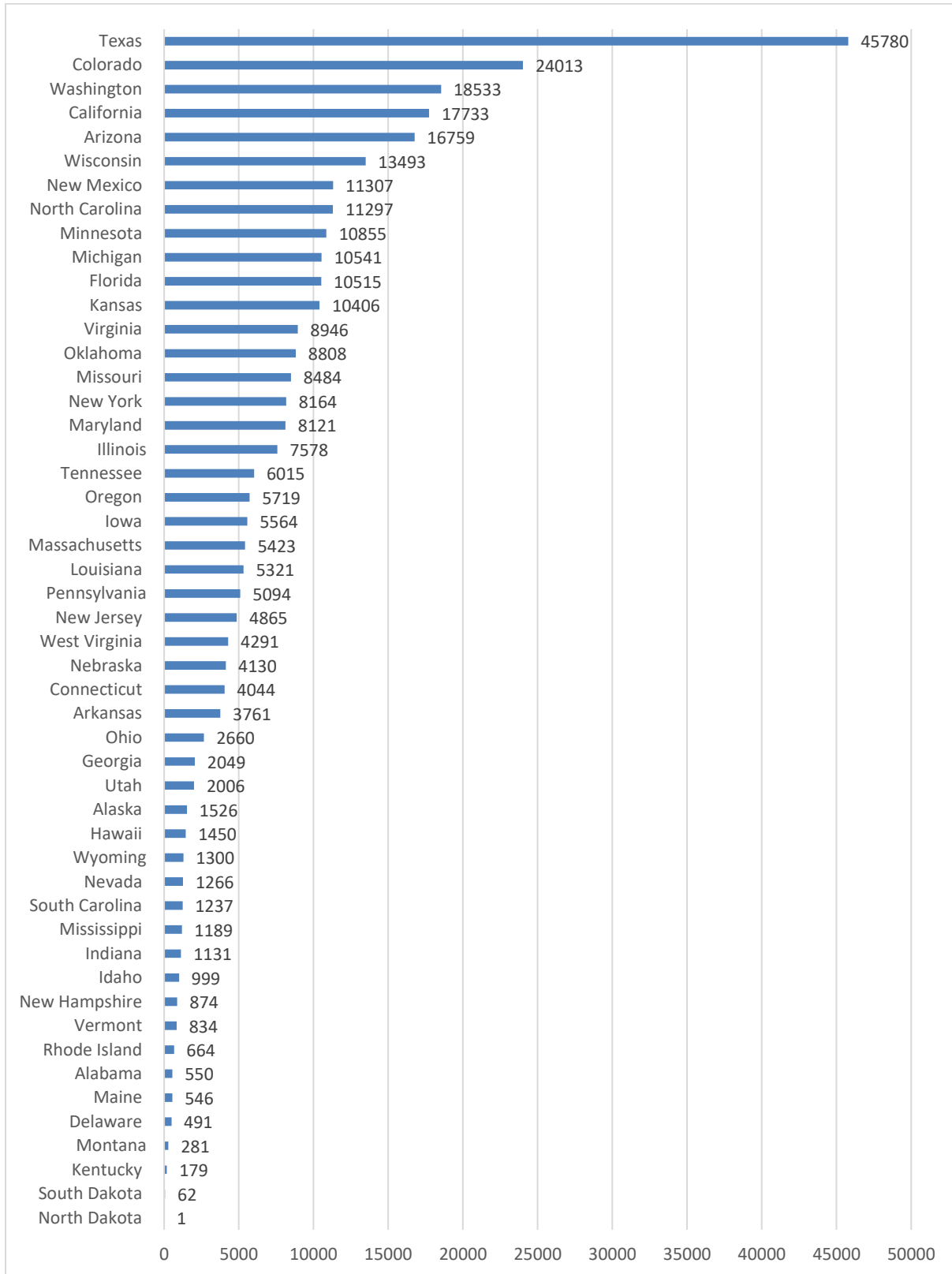
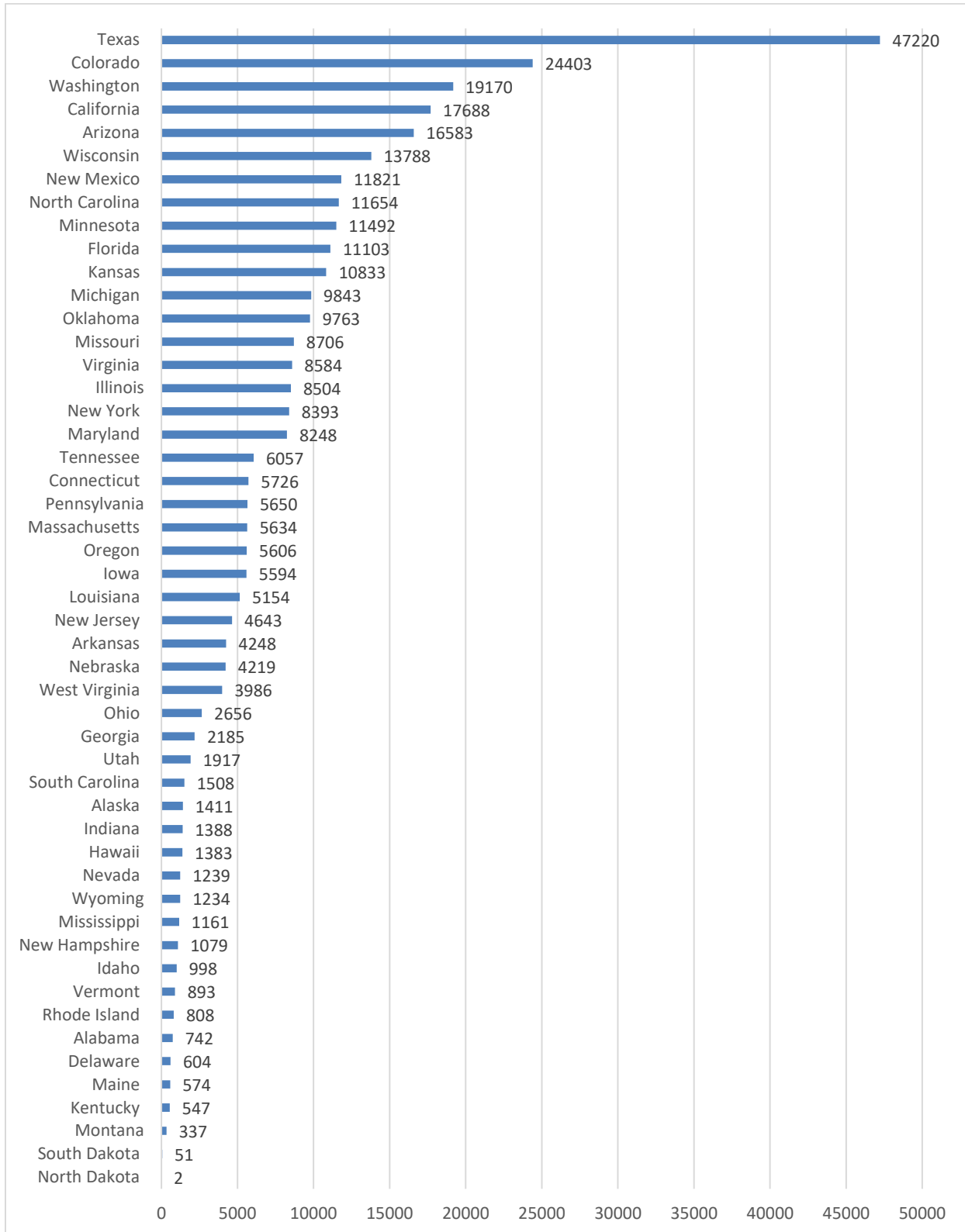


Figure 5: Manufacturer active installed number by state on August 31st, 2016



State total installed number (TIN) according to offense category

Seven states (Connecticut, Florida, Kentucky, Minnesota, Nebraska, Utah, and West Virginia) reported total interlocks installed for the reporting period from January 1st, 2015 through to December 31st, 2015 according to category of offense (Table 12).

Table 12: State total interlocks installed January-December 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)
Connecticut	1521	952					569
Florida	11850		4866				6984
Kentucky	482		253				229
Minnesota	8229	178	1892	33			6126
Nebraska	3285	1808	524	68			885
Utah	436	55	157	7		87	130
West Virginia	4759	143	2388	278	629	31	1290

Six of the seven states (Connecticut, Florida, Kentucky, Nebraska, Utah and West Virginia) who reported total interlocks installed for the reporting period from January 1st, 2015 through to December 31st, 2015 according to category of offense also reported this for the reporting period January 1st, 2016 through to August 31st, 2016 (Table 13).

Table 13: State total interlocks installed January-August 2016 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)
Connecticut	3552	3125					427
Florida	8162		3599				4563
Kentucky	781		352				429
Nebraska	2001	1120	351	35			495
Utah	208	30	62	10		31	75
West Virginia*	2199	286	765	179	345	20	624

State active installed numbers (AIN) according to offense category

Three states (Florida, Nebraska and Utah) reported the number of active interlocks installed for December 31st, 2015 according to offense category (Table 14).

Table 14: State active installed number on December 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)
Florida	10312		4234				6078
Nebraska	3075	238	412	47			2378
Utah	337	57	157	7		86	30

The same three states (Florida, Nebraska and Utah) reported active interlock installed numbers for August 31st, 2016 according to offense category (Table 15).

Table 15: State active installed number on August 31st, 2016 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)
Florida	10487		4278				6209
Nebraska	3033	224	398	45			2366
Utah	356	29	58	10		32	227

Percentage of interlocks installed per DWI arrest

The percentage of interlocks installed per DWI arrest was calculated for those eighteen 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. Note that the following percentages do not take into account state-specific differences regarding eligibility. A more precise calculation that takes into account such differences is presented in Table 34 for those states that provided arrest data by offense category.

Table 16: Percentage of interlocks installed per DWI arrest as reported by state and manufacturers January-December 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 manufacturer
Arkansas	14017	5037	35.9%	4611	32.9%
Connecticut	7542	1521	20.2%	3101	41.1%
Florida	46922	11850	25.3%	9413	20.1%
Hawaii	6115	1735	28.4%	1733	28.3%
Illinois	32285	8867	27.5%	9871	30.6%
Kentucky	38208	482	1.3%	194	0.5%
Louisiana	16031	5527	34.5%	5249	32.7%
Minnesota	25027	8229	32.9%	7786	31.1%
Missouri	13944	11060	79.3%	8835	63.4%



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
Nebraska	8199	3285	40.1%	4767	58.1%
Nevada	8813			897	10.2%
New York	44248	4608	10.4%	7927	17.9%
North Carolina	49073	9558	19.5%	9071	18.5%
Pennsylvania	98912	5468	5.5%	4760	4.8%
Utah	10502	436	4.2%	2229	21.2%
Virginia	25607	11165	43.6%	9592	37.5%
West Virginia	10520	4759	45.2%	3900	37.1%
Wyoming	4118	541	13.1%	997	24.2%

The following table contains the same information but for the reporting period January 1st, 2016 through to August 31st, 2016 (Table 17).

Table 17: Percentage of interlocks installed per DWI arrest as reported by state and manufacturers January-August 2016

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
Arkansas	9276	3819	41.2%	3634	39.2%
Connecticut	5258	3552	67.6%	3733	71.0%
Florida	30443	8162	26.8%	6842	22.5%
Hawaii	2969	1084	36.5%	1078	36.3%
Kentucky	24772	781	3.2%	595	2.4%
Minnesota	15026			5729	38.1%
Nevada	2673			590	22.1%
New York	29994	3483	11.6%	5741	19.1%
North Carolina	44038	6742	15.3	6466	14.7%
Utah	7451	208	2.8%	1418	19.0%
Virginia	16487	6893	41.8%	5894	35.7%
West Virginia	6107	2199	36.0%	2138	35.0%
Wyoming	2725	341	12.5%	631	23.2%

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, state-specific percentages that account for eligibility criteria are available in Table 34. Please note, explanations for those states with percentages which total greater than 100% are found at the bottom of the corresponding graph.

Table 18: Percentage of interlocks installed per DWI conviction as reported by state and manufacturers January-December 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
Arkansas	11146	5037	45.2%	4611	41.4%
Connecticut*	3006	1521	50.6%	3101	103.2%
Delaware	2258	493	21.8%	542	24.0%
Florida	25462	11850	46.5%	9413	37.0%
Hawaii	5585	1735	31.1%	1733	31.0%
Illinois**	3921	8867	226.1%	9871	251.7%
Iowa	11875	5702	48.0%	6198	52.2%
Kentucky	20930	482	2.3%	194	0.9%
Maine	3661	789	21.6%	662	18.1%
Minnesota	18890	8229	43.6%	7786	41.2%
Missouri**	9275	11060	119.2%	8835	95.3%
Nebraska	7697	3285	42.7%	4767	61.9%
Nevada	4877			897	18.4%
New York	19476	4608	23.7%	7927	40.7%
North Carolina	34966	9558	27.3%	9071	25.9%
Oregon	7054	2554	36.2%	6026	85.4%
Pennsylvania	25610	5468	21.4%	4760	18.6%
Utah	4346	436	10.0%	2229	51.3%
Virginia	21226	11165	52.6%	9592	45.2%
West Virginia	3965	4759	120.0%	3900	98.4%
Wyoming	2061	541	26.2%	997	48.4%

*Connecticut requires an IID for all offenders, including administrative per se cases (failure or refusal of chemical test at arrest).

This explains the percentage greater than 100 as those arrested of a per se violation would be required to install at this time which may be well before the case has been adjudicated.

**Illinois, Missouri, and West Virginia allow 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 greater than 100 % conviction percentages shown above.

The following table contains the same information but for the reporting period January 1st, 2016 through to August 31st, 2016 (Table 19).

Table 19: Percentage of interlocks installed per DWI conviction as reported by state and manufacturers January-August 2016

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
Arkansas	5416	3819	70.5%	3634	67.1%
Connecticut*	2194	3552	161.9%	3733	170.1%
Delaware	2031	458	22.6%	507	25.0%
Florida	11703	8162	69.7%	6842	58.5%
Iowa	7593	3787	49.9%	3985	52.5%

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
Kentucky	13685	781	5.7%	595	4.3%
Minnesota	10567			5729	54.2%
Missouri**	5615	7689	136.9%	5864	104.4%
Nebraska	5021	2001	39.9%	3117	62.1%
Nevada	2466			590	23.9%
New York	12867	3483	27.1%	5741	44.6%
North Carolina	23048	6742	29.3%	6466	28.1%
Oregon	5073	1691	33.3%	3894	76.8%
Utah	2507	208	8.3%	1418	56.6%
Virginia	10597	6893	65.0%	5894	55.6%
West Virginia**	2393	2199	91.9%	2138	89.3%
Wyoming	1242	341	27.5%	631	50.8%

*Connecticut requires an IID for all offenders, including administrative per se cases (failure or refusal of chemical test at arrest). This could account for the greater than 100% percentage of interlocks installed per conviction as reported by manufacturers, since the suspension period is only 45 days where those arrested of a per se violation would be required to install at this time. This may be well before the case has been adjudicated.

**Missouri and West Virginia allow 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 high or >100 % conviction percentages shown above.

Offender eligibility

An accurate way to measure the efficacy of an interlock program within a state is to identify the percentage of those offenders who installed an interlock among those who were eligible or required to install. Dependent upon legislation, the eligible population in a state for those offenders who are required to install may be either those offenders arrested for DWI (if an administrative license suspension or revocation requires an interlock) or those convicted of DWI which is further dependent upon which categories of offenses require an interlock. Of course, this assumes that offenders are not deemed ineligible for other driving or non-driving violations for example, delinquent child support payments that are unrelated to DWI.

An effort to determine this percentage for those states that provided data for 2015 is shown in Table 20. The percentage of those offenders who were eligible or required to install an interlock who were able to install a device are indicated by an asterisk (*) for each state where applicable.

- > Arkansas, Hawaii, Illinois, Louisiana, Missouri, Nebraska, New York and West Virginia 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.
- > Connecticut passed legislation effective July 1st, 2015 that requires an interlock for all impaired driving arrests, including Administrative Per Se. Prior to July 1st, 2015 an interlock was required following a court conviction. Since this law change was effective after the first half of the year in 2015, the eligible population cannot be determined for this time period.



- > Delaware, Maine, Utah, and Virginia legislation requires all offenders to install an interlock upon conviction, therefore, the eligible populations are determined by the number of DWI convictions because 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 an interlock. Florida conviction data for 2015 shows that there were 1,097 1st offender high-BAC and 20,421 repeat offender DWI convictions (see Table 3). Therefore, the eligible population of offenders for Florida in 2015 is 21,518. The state TIN for 2015 is 11,850. The state percentage of interlocks installed for those eligible for Florida is 55.1%. The manufacturer TIN for 2015 is 9,413. The manufacturer percentage of interlocks installed for those eligible for Florida is 43.7%.
- > Iowa and Kentucky require high-BAC and repeat DWI offenders to install an interlock upon conviction. High-BAC conviction numbers were not reported for either state (see Table 3), therefore, the eligible population and the percentage of those eligible to install and who actually did install cannot be determined.
- > Minnesota allows the restoration of driving privileges with an interlock upon conviction but did not provide the convictions according to offense category for these offenders (see Table 3). Therefore, the eligible population and the percentage of those eligible to install and who actually do install cannot be determined.
- > Nevada requires an interlock for high-BAC offenders 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. Conviction numbers are not reported for Nevada (see Table 3); therefore, the eligible population and the percentage of those eligible to install and who actually do install cannot be determined.
- > North Carolina and Wyoming require an interlock for both high-BAC and repeat offenders and allows the restoration of driving privileges with an interlock. The number of high-BAC convictions are not reported for each state for this survey (see Table 3). Even though the number of convictions for repeat offenders are reported, the eligible population and the percentage of those eligible to install and who do install cannot be determined.
- > Oregon has a strong diversion program which requires an interlock. The 2015 state TIN (2,554) does not include those DWI offenders enrolled in the diversion program. The manufacturer TIN (6,026) does include diversion program numbers. The state number of interlocks ordered by the DMV is 7,186. The number of those ordered to install by the courts for 2015 for those convicted of a DWI is 8,157. This is a total of 15,343 of DWI offenders ordered to install an interlock. Therefore, Oregon's eligible population for those convicted of a DWI is 15,343. The percentage of interlocks installed for those eligible calculated as described above is 39.3%
- > Pennsylvania, for the time period January 1st, 2015 to December 31st, 2015, required an interlock for repeat offenders only. High-BAC offenders are required to install an interlock effective August 25, 2017 where a high-BAC is considered .10 or greater. Those repeat offenders convicted for the 2015 time period was 14,833 (see Table 3). The state TIN for 2015 is 5,468, therefore the state percentage of interlocks installed for those eligible is 36.9%. The manufacturer



TIN for 2015 is 4,760, therefore the state percentage of interlocks installed for those eligible is 32.1%. It was reported that a large number of DWI offenders receive diversion (33-40%), which does not require an interlock. This may influence the current rate of percentage of interlocks installed for those eligible.

Table 20: State laws and percentage of interlocks installed per DWI arrest and DWI conviction as reported by state and manufacturers January-December 2015

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
Arkansas	6 months	yes, with an interlock	all offenders	35.9%*	32.9%*	45.2%	41.4%
Connecticut	45 days	no, however the suspension period is 45 days	all offenders	20.2%	41.1%	50.6%	103.2%
Delaware	3 months	no	all offenders			21.8%*	24.0%*
Florida	6 months	yes	high-BAC and repeat	25.3%	20.1%	46.5%	37.0%
Hawaii	3 months	yes, with an interlock	all offenders	28.4%*	28.3%*	31.1%	31.0%
Illinois	6 months	yes, with an interlock	all offenders	27.5%*	30.6%*	226.1%	251.7%
Iowa	180 days	yes	high-BAC & repeat			48.0%	52.2%
Kentucky	no	not applicable	high-BAC & repeat	1.3%	0.5%	2.3%	0.9%
Louisiana	90 days	after 30 days, immediately with an interlock	all offenders	34.5%*	32.7%*		
Maine	90 days	yes	all offenders			21.6%*	18.1%*
Minnesota	90 days	after 15 days	high-BAC & repeat	32.9%	31.1%	43.6%	41.2%
Missouri	30 days	yes, with an interlock	all offenders	79.3%*	63.4%*	119.2%	95.3%
Nebraska	180 days	yes, with an interlock	all offenders	40.1%*	58.1%*	42.7%	61.9%
Nevada	90 days	after 45 days	high-BAC only		10.2%		18.4%
New York	variable	yes	all offenders	10.4%*	17.9%*	23.7%	40.7%
North Carolina	30 days	after 10 days	high-BAC & repeat	19.5%	18.5%	27.3%	25.9%
Oregon	90 days	after 30 days	all offenders			36.2	85.4
Pennsylvania	no	not applicable	high-BAC & repeat (eff. 8/25/17)	5.5%	4.8%	21.4%	18.6%
Utah	120 days	no	all offenders	4.2%	21.2%	10.0%*	51.3%*

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
Virginia	7 days	no	all offenders	43.6%	37.5%	52.6%*	45.2%*
West Virginia	90 days	after 15 days, with an interlock	all offenders	45.2%*	37.1%*	120.0%	98.4%
Wyoming	90 days	yes	high-BAC & repeat	13.1%	24.2%	26.2%	48.4%

The percentage of those offenders who were eligible or required to install an interlock who installed are indicated by an asterisk () for each state where applicable.*

Other state interlock data

Additional data were requested to measure other interlock program variables. Several states were unable to provide these data for a variety of reasons.

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

Seven states (Connecticut, Florida, Missouri, New York, North Carolina, Oregon, and Pennsylvania) 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, 2015 through to December 31st, 2015. Two states (Connecticut and Florida) were able to provide a breakdown of numbers according to offense category. Missouri only provided the total number of repeat offenders who were ordered to install.

Table 21: Total number of interlocks ordered by DMV or Judiciary January-December 2015

State	Total ordered (by DMV or judge)	1 st offenders "basic" DWI ordered	1 st offenders high-BAC *(0.+) ordered	1 st offender Refused test DWI ordered	1 st offender deferred prosecution/diversion ordered	1 st offender other ordered	Total repeat offenders ordered (all 2+ offenders)
Connecticut	6592			1052			3006
Florida	22194		43234				6078
Missouri	17544						17544
New York	17104						
North Carolina	3166						
Oregon	15343						
Pennsylvania	11922						

The same seven states reported TIN ordered by DMV or to obtain a restricted license in lieu of suspension for the reporting period January 1st, 2016 through to August 31st, 2016. Two states (Connecticut and Florida) were able to provide a breakdown of numbers according to offense category, and Missouri provided the total repeat offenders who were ordered to install during this time period.

Table 22: Total number of interlocks ordered by DMV or Judiciary January-August 2016

State	Total ordered (by DMV or judge)	1 st offenders “basic” DWI ordered	1 st offenders high-BAC *(0. __) ordered	1 st offender refused test DWI ordered	1 st offender deferred prosecution/diversion ordered	1 st offender other ordered	Total repeat offenders ordered (all 2+ offenders)
Connecticut	5258			1587			1137
Florida	25086		4278				6209
Missouri	11320						11320
New York	13165						
North Carolina	3004						
Oregon	10084						
Pennsylvania	8220						

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

Three states (Illinois, Missouri, and Oregon) reported 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, 2015 through to December 31st, 2015. Missouri provided the total repeat offenders who chose to install during this time period.

Table 23: Total number of interlocks installed chosen by offenders to reinstate driving privileges January-December 2015

State	Total chosen (by offender in lieu of hard suspension)	1 st offenders “basic” DWI chosen by offender	1 st offenders high-BAC *(0. __) chosen by offender	1 st offenders refused test DWI chosen by offender	1 st offenders Deferred prosecution/diversion chosen by offender	1 st offender other chosen by offender	Total repeat offenders chosen by offender (all 2+ offenders)
Illinois	9379						
Missouri	802						802
Oregon	603						

The same three states reported TIN voluntarily installed by offenders to obtain a restricted license in lieu of suspension for the reporting period January 1st, 2016 through to August 31st, 2016. Missouri provided the total repeat offenders who chose to install during this time period.

Table 24: Total number of interlocks installed chosen by offenders to reinstate driving privileges January-August 2016

State	Total chosen (by offender in lieu of hard suspension)	1 st offenders “basic” DWI chosen by offender	1 st offenders high-BAC *(0. __) chosen by offender	1 st offenders refused test DWI chosen by offender	1 st offenders deferred prosecution/diversion chosen by offender	1 st offender other chosen by offender	Total repeat offenders chosen by offender (all 2+ offenders)
Illinois	8678						
Missouri	501						501
Oregon	430						

Number of offenders who dropped out of the program

Three states (Florida, Maine, and Utah) reported the number of offenders who dropped out of the interlock program for the reporting period from January 1st, 2015 through to December 31st, 2015 including a breakdown of numbers according to offense category.

Table 25: Number of offenders who dropped out of the program during 2015

State	Total dropped out (all 1st and repeat offenders)	1 st offenders “basic” DWI dropped out	1 st offenders high-BAC *(0.____) dropped out	1 st offender refused test dropped out	1 st offender deferred prosecution/diversion dropped out	1 st offender other dropped out	Total repeat offenders dropped out (all 2+ offenders)
Florida	148		63				85
Maine	15						6
Utah	28	1	3	1		5	18

The same three states (Florida, Maine, and Utah) reported the number of offenders who dropped out of the interlock program for the reporting period January 1st, 2016 through to August 31st, 2016 including a breakdown of numbers according to offense category.

Table 26: Number of offenders who dropped out of the program January-August 2016

State	Total dropped out (all 1st and repeat offenders)	1 st offenders “basic” DWI dropped out	1 st offenders high-BAC *(0.____) dropped out	1 st offender refused Test dropped out	1 st offender deferred prosecution/diversion dropped out	1 st offender other dropped out	Total repeat offenders dropped out (all 2+ offenders)
Florida	131		56				75
Maine	4						3
Utah	34	2	5	2		1	14

Number of interlock offenders who never installed

Eight states (Florida, Illinois, Kentucky, Missouri, Nebraska, Oregon, Pennsylvania, and Utah) reported the total number of interlock offenders who never installed during the reporting period from January 1st, 2015 through to December 31st, 2015. Illinois reported 1st offenders who never installed during this time period. Missouri provided the total repeat offenders who never installed. Three states (Florida, Nebraska, and Utah) were able to provide a breakdown of numbers according to offense category during this time period.

Table 27: Number of interlock offenders who never installed January-December 2015

State	Total never installed (all 1st and repeat offenders)	1 st offenders “basic” DWI never installed	1 st offenders high-BAC *(0.____) never installed	1 st offender refused test never installed	1 st offender deferred prosecution/diversion never installed	1 st offender other never installed	Total repeat offenders never installed (all 2+ offenders)
Florida	10900		4671				6229
Illinois						6441	
Kentucky	153						



Missouri	26164						26164
Nebraska	4379	2311	701	144			1223
Oregon	5025						
Pennsylvania	6454						
Utah	9139	1968	894	642		2764	2871

Seven states (Florida, Illinois, Kentucky, Missouri, Nebraska, Oregon, and Utah) reported the total number of interlock offenders who never installed during the reporting period January 1st, 2016 through to August 31st, 2016. Illinois reported 1st offenders who never installed during this time period. Missouri provided the total number of repeat offenders who never installed. Three states (Florida, Nebraska, and Utah) were able to provide a breakdown of numbers according to offense category during this time period.

Table 28: Number of interlock offenders who never installed January-August 2016

State	Total never installed (all 1st and repeat offenders)	1 st offenders “basic” DWI never installed	1 st offenders high-BAC *(0.____) never installed	1 st offender refused test never installed	1 st offender deferred prosecution/diversion never installed	1 st offender other never installed	Total repeat offenders never installed (all 2+ offenders)
Florida	9661		4140				5221
Illinois						2935	
Kentucky	363						
Missouri	17465						17465
Nebraska	2904	1536	444	78			846
Oregon	3142						
Utah	6752	1262	653	559		2291	1987

Number of interlock offenders who completed the program

Nine states (Florida, Kentucky, Maine, Minnesota, Missouri, Nebraska, North Carolina, Pennsylvania and West Virginia) reported the number of interlock offenders that successfully completed the program with or without violations (a violation would be a tampering or a circumvention attempt or a positive alcohol event while the interlock device is installed in the vehicle) for the reporting period from January 1st, 2015 through to December 31st, 2015. Nine states (Florida, Maine, Nebraska, North Carolina, and West Virginia) were able to provide a breakdown of numbers according to offense category during this time period.

Table 29: Number of interlock offenders who completed the program January-December 2015

State	Total completed (all 1st and repeat offenders)	1 st offenders “basic” DWI completed	1 st offenders high-BAC completed	1 st offender refused test completed	1 st offender deferred prosecution/diversion completed	1 st offender other completed	Total repeat offenders completed (all 2+ offenders)
Florida	10005		4287				5718
Kentucky	183						
Maine	535						95
Minnesota	4529						
Missouri	4591						

Nebraska	3087	1771	507	60			749
North Carolina			2295				871
Pennsylvania	4992						
West Virginia	2632	341	1022	121	561	18	569

Eight states (Florida, Kentucky, Maine, Missouri, Nebraska, North Carolina, Pennsylvania and West Virginia) reported the number of interlock offenders that successfully completed the program with or without violations (a violation would be a tampering or a circumvention attempt or a positive alcohol event while the interlock device is installed in the vehicle) during the reporting period January 1st, 2016 through to August 31st, 2016. Five states (Florida, Maine, Nebraska, North Carolina, and West Virginia) were able to provide some breakdown of numbers according to offense category during this time period.

Table 30: Number of interlock offenders who completed the program January-August 2016

State	Total completed (all 1 st and repeat offenders)	1 st offenders "basic" DWI completed	1 st offenders high-BAC completed	1 st offender refused test completed	1 st offender deferred prosecution/diversion completed	1 st offender other completed	Total repeat offenders completed (all 2+ offenders)
Florida	6369		2729				3640
Kentucky	230						
Maine	298						13
Missouri	2813						
Nebraska	2120	1169	370	42			539
North Carolina			1488				520
Pennsylvania	3104						
West Virginia	1869	255	727	133	234	19	411

Number of interlock offenders removed from the program

Four states (Illinois, Maine, Pennsylvania, and West Virginia) reported the number of interlock offenders removed from the program during the reporting period from January 1st, 2015 through to December 31st, 2015, West Virginia provided a breakdown of numbers according to offense category, and Maine provided only the number of those repeat offenders who were removed from the program during this time period.

Table 31: Number of interlock offenders removed from the program January-December 2015

State	State Total removed (all 1 st and repeat offenders)	1 st offenders "basic" DWI removed	1 st offenders high-BAC removed	1 st offender refused test removed	1 st offender deferred prosecution/diversion removed	1 st offender other removed	Total repeat offenders removed (all 2+ offenders)
Illinois	31						
Maine	7						7
Pennsylvania	347						
West Virginia	79	1	17	3	4	1	53

Four states (Illinois, Maine, Pennsylvania, and West Virginia) reported the number of offenders removed from the program during the reporting period January 1st, 2016 through to August 31st, 2016. West



Virginia and Maine were able to provide a breakdown of numbers according to offense category during this time period.

Table 32: Number of interlock offenders removed from the program January-August 2016

State	State Total removed (all 1 st and repeat offenders)	1 st offenders “basic” DWI removed	1 st offenders high-BAC removed	1 st offender refused test removed	1 st offender deferred prosecution/diversion removed	1 st offender other removed	Total repeat offenders removed (all 2+ offenders)
Illinois	8						
Maine	7						3
Pennsylvania	583						
West Virginia	110	4	25	6	18	2	55

Program information

Sixteen states (Arkansas, California, Connecticut, Florida, Illinois, Maine, Minnesota, Missouri, Nebraska, New Hampshire, New York, Pennsylvania, Utah, Virginia, West Virginia, Wisconsin) responded to the program information questions (see Table 29).

Eight of the sixteen states (Florida, Illinois, Minnesota, New Hampshire, Pennsylvania, Virginia, West Virginia, and Wisconsin) require some kind of risk assessment or evaluation. Utah requires a risk assessment upon judicial discretion.

Four of the sixteen states (Arkansas, Maine, Missouri and New Hampshire) require education and/or treatment. Four states (California, Connecticut, New York, and Utah), require treatment at the discretion of the courts. Five states (Florida, Minnesota, Pennsylvania, Virginia, and West Virginia) require treatment if indicated by an assessment or an evaluation.

Two of the sixteen states (Pennsylvania and Utah) use FBI Uniformed Crime Data (UCR) to obtain arrest or conviction data. One state reported that the Department of Justice (DOJ) uses FBI UCR data.

Six of the sixteen states (Connecticut, Minnesota, Missouri, Nebraska, New York, and Virginia) do not remove the interlock device for violations. Five states (Arkansas, California, Florida, Illinois, and Maine) remove the interlock device from the vehicle prior to the completion of the required interlock period for tampering, circumvention, and premature removal of the device by the offender. Two states (Pennsylvania and Utah) remove the interlock device from the vehicle prior to the completion of the required interlock period for tampering and circumvention. New Hampshire removes the interlock device from the vehicle prior to the completion of the required interlock period for premature removal of the device by the offender and other suspensions. West Virginia removes the interlock device from the vehicle prior to the completion of the required interlock period for tampering, circumvention and an additional DWI.

Eight of the sixteen states (Arkansas, Connecticut, Illinois, Minnesota, New Hampshire, Pennsylvania⁴, Virginia, and West Virginia) have implemented a compliance-based removal program as part of the interlock program. Nine of the sixteen states (Florida, Illinois, Minnesota, Missouri, Nebraska, New

⁴ Pennsylvania will require compliance-based removal effective August 25, 2017.

York, Pennsylvania⁵, Virginia, and West Virginia), require a camera. Two states (Missouri and Pennsylvania⁶) also require GPS in addition to a camera. Minnesota requires real-time reporting in addition to a camera.

Table 33: State program information regarding risk assessment, treatment, use of FBI UCR, compliance-based removal and use of advanced technology

State	Require a risk assessment	Require treatment	FBI (UCR) data used	What constitutes removal	Compliance-based removal	Advanced technology services
Arkansas	no	mandatory	no	tampering/ circumvention/ removal of device	yes	no
California	no	court discretion	by DOJ	tampering/ circumvention/ removal of device 3+ failures to comply	no	no
Connecticut	no	court discretion	no	n/a	yes	no, but camera allowed if deemed necessary
Florida	yes	if indicated by psycho-social evaluation	no	tampering/ circumvention/ removal of device	no	camera
Illinois	drug/ alcohol evaluation required	not required for MDDP, recommended treatment required to obtain RDP	no	tampering, circumvention, removal of device	MDDP yes, RDP requires hearing	camera
Maine	no	mandatory	no	tampering/ circumvention/ removal	no	no
Minnesota	yes	if indicated by assessment	no	n/a	yes	camera, real time reporting
Missouri	no	SATOP class required	no	n/a	-	camera, GPS
Nebraska	no	no	no	n/a	n/a	camera
New Hampshire	yes	mandatory	-	removal, suspended	yes	no
New York	no	judicial discretion	no	n/a	no	camera
Pennsylvania	CRN	if determined	yes	tampering/	yes (effective	camera, GPS

⁵ Pennsylvania will require a camera effective August 25, 2017.

⁶ Pennsylvania will require GPS capability effective August 25, 2017.



State	Require a risk assessment	Require treatment	FBI (UCR) data used	What constitutes removal	Compliance-based removal	Advanced technology services
	evaluation required	by evaluation		circumvention	8/25/2017)	(effective 8/25/17)
Utah	judicial discretion	judicial discretion	yes	tampering/ circumvention	no	no
Virginia	yes	if indicated by assessment	no	n/a	yes	camera
West Virginia	yes	if indicated by assessment	no	tampering/ circumvention/ additional DWI	yes	camera
Wisconsin	yes	unknown	unknown	unknown	no	no



SUMMARY

As of April 1st, 2017, a total of 41 states responded to the data request including Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming (see Table 7). This is an increase from the 28 states who responded to the previous survey that was released in May 2016. However, several states expressed the need for more time to accommodate the full 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 careful comparisons across states and to identify yearly increases or decreases. Reporting DWI arrests and convictions by offense category provides insight regarding the incidents of individual DWI offenses according to categories within a state. Conviction data may be compared to arrest data to identify the number of those arrested for DWI who are convicted. This information can be helpful to inform the development of state DWI enforcement and awareness campaigns.

The number of states that were able to report these numbers increased slightly from those who were able to report numbers for the previous survey that was released in May 2016. Eighteen states reported arrest data; eleven of these states were able to provide a breakdown of arrest data by offense category. In addition, twenty-one states reported conviction data, and thirteen of these states were able to provide a breakdown of conviction data according to offense category (Tables 1-4). The percentage of convictions per arrests was calculated for seventeen states for January-December 2015 and twelve states for January-August 2016 (Tables 5 and 6).

Total and active installed numbers

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 as described in the methods section of this report. Interlock data requests included the total installed number (TIN) and the active installed number (AIN) and offense categories of each (see Appendix II).

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 who installed an interlock in each state, therefore identifying potential gaps within programs.

The state active interlock installed number is useful since the number of installed interlocks is a constant moving target; installations and removals occur daily. 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 usage. This information can be useful to states to inform the planning and allocation of resources and monitoring strategies.

State and manufacturer TIN and AIN for the time periods specified in this report were compared to the results from the May 2016 report. Please note that there are inconsistencies among states who reported not only year to year, but there were also inconsistencies for various reporting periods. Comparisons are made to identify yearly increases or decreases where possible.

State data

All states that reported data reported TIN and AIN interlock totals where available (see Table 7).

The state TIN based on the 35 states that reported interlock data for the reporting period from January 1st, 2015 through to December 31st, 2015 was 223,252. This is an increase of 81,465 interlocks from 23 states that reported 2014 TIN, 141,787 (see Table 8). Please note that 12 more states reported TIN for 2015. Considering only the 21 states who reported data for both years, the number of installations reported increased from 140,893 in 2014 to 141,306. This represents 413 more devices in 2015 for a 0.3% increase.

The state TIN based on the 34 states that reported interlock data for the reporting period from January 1st, 2016 through to August 31st, 2016 was 150,846. This is an increase of 42,093 interlocks from 23 states that reported TIN January 1st, 2015 through to August 31st, 2015, 108,753 (see Table 9). Please note that 11 more states reported TIN for 2016. Considering only the 21 states with data in both periods, the number of installations decreased from 107,603 in Jan-Aug 2015 to 99,794 in Jan-Aug 2016. This represents decrease of 7,809 devices (7.3% decrease).

The state AIN based on the 30 states who reported interlock data for the reporting period on December 31st, 2015 was 166,018. This is an increase of 88,109 interlocks from the 19 states who reported AIN for December 31st, 2014, 77,909 (see Table 10). Please note that 11 more states reported AIN on December 31st, 2015 than on December 31st, 2014. When analyzing growth in active devices, among those 17 states who reported AIN for both dates, the number of active devices reported on December 31st, 2014, 77,301, increased to 83,556 on December 31st, 2015. This represents 6,255 more devices on December 31st, 2015 for an 8.1% increase.

The state AIN based on the 31 states who reported interlock data for the reporting period on August 31st, 2016 was 182,017. This is an increase of 93,823 interlocks from the 20 states who reported AIN for August 31st, 2015 AIN, 88,194 (see Table 11). Please note that 11 more states reported AIN on August 31st, 2016 than on August 31st, 2015. Among those 18 states with data in both dates, the number of active devices reported on August 31st, 2015 increased 88,134 to 90,801 on August 31st, 2016, which represents 2,667 more devices in August 2016 for a 3.0% increase.



Manufacturer data

As of April 1, 2017, data were received from eight manufacturers (Alcohol Countermeasure Systems, Corp., Alcohol Detection Systems, Draeger, Guardian, Intoxalock, LifeSafer, Monitech and SmartStart, Inc.). These eight manufacturers are the same manufacturers that reported interlock numbers for the previous survey that was released in May 2016. 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, 2015 through to December 31st, 2015 was 291,189 (see Table 7). This is an increase of 35,039 interlocks from the 2014 TIN of 256,150 (see Table 8), which represents a 13.7% increase in growth.

The manufacturer TIN based on the eight manufacturers who reported interlock data for the reporting period January 1st, 2016 through to August 31st, 2016 was 198,023 (see Table 9). This is a small increase of 6,544 interlocks from the 2015 TIN reporting period from January 1st, 2015 to August 31st, 2015 (191,479) which represents a 3.4% increase.

The manufacturer AIN based on the eight manufacturers who reported interlock data for the reporting period on December 31st, 2015 was 326,855. This is an increase of 16,936 interlocks from the December 31st, 2014 AIN of 309,919 (see Table 10), for a 5.5% increase.

The manufacturer AIN based on the eight manufacturers who reported interlock data for the reporting period on August 31st, 2016 was 337,030 (see Table 7). This is a small increase of 8,287 from the August 31st, 2015 AIN of 328,743 (see Table 11), which represents an increase of 2.5%.

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 DWI (if an administrative license suspension or revocation requires an interlock) or those convicted of 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.

Eleven states provided data so that percentages of those offenders eligible to install who did install were calculated (Table 16). The percentage of those offenders eligible to install who did install were also compared to those results from the January 1st, 2014 to December 31st, 2014 survey results from the May 2016 report.

The following percentages were calculated for the eligible offender population determined by arrest data (state/manufacturer)(see Table 34).

Table 34: The percentage of the eligible offender population determined by arrest data (state/manufacturer) who installed an interlock in 2014 compared to 2015

State	state DWI arrests 2015	manufacturer DWI arrests 2015	state DWI arrests 2014	manufacturer DWI arrests 2014
Arkansas	35.9%	32.9%		
Hawaii	28.4%	28.3%		28.0%

State	state DWI arrests 2015	manufacturer DWI arrests 2015	state DWI arrests 2014	manufacturer DWI arrests 2014
Illinois	27.5%	30.6%	26.8%	27.5%
Louisiana	34.5%	32.7%	24.3%	21.5%
Missouri	79.3%	63.4%	51.3%	32.1%
Nebraska	40.1%	58.1%		
New York	10.4%	17.9%	16.1%	14.7%
West Virginia	45.2%	37.1%		

The following percentages were calculated for the eligible offender population determined by conviction data (state/manufacturer)(see Table 35).

Table 35: The percentage of the eligible offender population determined by arrest data (state/manufacturer) who installed an interlock in 2014 compared to 2015

State	state DWI convictions 2015	manufacturer DWI convictions 2015	state DWI convictions 2014	manufacturer DWI convictions 2014
Delaware	21.8%	24.0%	21.7%	17.0%
Maine	21.6%	18.1%		
Utah	10.0%	51.3%	60.6%	34.5%
Virginia	52.6%	45.2%		

In most states for which the eligible population could be determined showed an increase from the reporting period in 2014 to the reporting period in 2015. Those states that had some kind of law change showed a substantial increase. Arkansas passed a legislative requirement requiring all DWI offenders to install an interlock. Both Missouri and West Virginia passed a law in 2014 which allowed DWI 1st offenders a zero-day hard suspension period if the offender installed an interlock. In Missouri, at this time, an interlock monitoring program was also established. Research shows that it is likely these law changes increased participation in the interlock program (Casanova Powell et al. 2016).

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 in relation to these requested data.

Discussion

Since the collection of data prior to 2015 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, state and manufacturer TIN and AIN results for



these reporting periods were compared to the results in the May 2016 report to identify yearly state increases and decreases where appropriate. Several states who could not provide data for the previous were able to provide data for this report. 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, and state total and active installed numbers. Manufacturer total and active installed numbers increased slightly for each time period reported, however, since this is only two years of comparison data, trends cannot be determined at this time.

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 could provide data other than TIN and AIN in the previous report released in May 2016 and again for reporting period for this survey. Several states were unable to respond or provide any data during the allotted timeframe. Few states could provide a breakdown by offense category numbers. However, the number of states who were able to provide TIN and AIN increased significantly from 26 to 37. It is the goal of this survey to gather all data requested for all 50 states.

Accurate records and timely reporting is essential to successful interlock programs (Casanova Powell et al. 2016). Implementing automated record systems and central repositories has been shown to improve the availability of these data in states like Florida, Maryland, 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.



REFERENCES

- Casanova Powell, T.D., Vanlaar, W.G.M., and Robertson, R.D. (2016). Annual Ignition Interlock Survey: United States. Connecticut: Traffic Injury Research Foundation USA, Inc
- Casanova–Powell, T., Hedlund, J., W.A. Leaf, and Tison, J. (July 2015) *Evaluation of State Ignition Interlock Programs–Interlock Rate Analysis of 28 States*. Final Report, National Highway Traffic Safety Administration; Governors Highway Safety Association; Center for Disease Control. Contract DTNH22–H–11–00316.
- FBI Uniform Crime Reports (2015). www.fbi.gov/about-us/cjis/ucr/crime-in-the-u.s/2010/crime-in-the-u.s.-2015/tables/10tbl29.xls (accessed 4/15/17).
- IIHS (2017). Alcohol Impaired Driving-DUI/DWI Ignition Interlock Laws in the U.S. Arlington, VA: Insurance institute for Highway Safety. <http://www.iihs.org/iihs/topics/laws/dui?topicName=alcohol-impaired-driving>.
- Kaufman, E.J. and Wiebe D.J.. Impact of State Ignition Interlock Laws on Alcohol-Involved Crash Deaths in the United States. *American Journal of Public Health*: May 2016, Vol. 106, No. 5, pp. 865-871.
- Lucas, J.M., Casanova-Powell, Le, Scopatz (2016). Minnesota Ignition Interlock Program Evaluation-Final Report. Minnesota Office of Traffic Safety.
- McCart, A., William A. Leaf, Charles M. Farmer & Angela H. Eichelberger (2013): Washington State's Alcohol Ignition Interlock Law: Effects on Recidivism Among First-Time DUI Offenders, *Traffic Injury Prevention*, 14:3, 215-229. <http://dx.doi.org/10.1080/15389588.2012.708885>.
- McGinty, Emma E. *American Journal of Preventive Medicine*, “Ignition Interlock Laws: Effects on Fatal Motor Vehicle Crashes, 1982–2013,” January, 2017
- Mothers Against Drunk Driving (2017). 2.3 Million Attempts to Drive Drunk Stopped By Ignition Interlocks, State-by-State Counts For 12 months & 10 Years.
- National Highway Traffic Safety Administration (2017). Traffic Safety Facts, 2015 Motor Vehicle Crashes: Overview. Publication No. DOT HS 812 318. Washington, DC: National Highway Traffic Safety Administration. <http://www-nrd.nhtsa.dot.gov/Pubs/812318.pdf>.
- Roth, R. (2006-2013). Estimates of currently installed interlocks in the U.S. Unpublished manuscripts. Santa Fe, NM: Impact DWI, Inc. Available at <http://www.rothinterlock.org/>.
- U.S. Census Bureau (2017). State & County QuickFacts. <http://quickfacts.census.gov> (accessed 4/15/17).
- Vanlaar, W.G.M., Mainegra Hing, M., Robertson, R.D. (2017). An evaluation of Nova Scotia’s alcohol ignition interlock program. *Accident Analysis and Prevention*, 100, pp. 44-52.

APPENDIX I: STATE INTERLOCK LAWS AS OF FEBRUARY 2017

State	Administrative license suspension 1st offense	Restore driving privileges during suspension	Mandatory ignition interlock 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, (effective 1/1/19, yes with an interlock)	only 4 counties ¹ all offenders-effective 1/1/19	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	all offenders	yes
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	90 days	yes, with an interlock	all offenders	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

State	Administrative license suspension 1st offense	Restore driving privileges during suspension	Mandatory ignition interlock under state law for the following offenses	
			First offenders	Repeat offenders
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
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	high BAC offenders only (effective 8/25/17)	yes
Rhode Island	no	not applicable	all offenders	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	no	yes
Wyoming	90 days	yes	high-BAC offenders only	yes

Chart courtesy of Insurance Institute for Highway Safety/Highway Loss Data Institute April 2017

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) and the Association of Ignition Interlock Program Administrators (AIIPA) are collaborating to conduct the second annual survey on interlock installations in the US.

Annual state interlock survey data were initially compiled by Dr. Richard Roth of IMPACT DWI Inc. In 2015, TIRF USA partnered with AIIPA for the first time to build on the work of Dr. Roth, and further strengthen data collection to provide greater insight into installation rates with an augmented data collection strategy. The results from this survey can be downloaded from the TIRF USA website (<http://tirf.us/projects>). The collection of 2016 data will use the same methodology as in 2015.

Interlock installation rates

We request the following information about the number of interlocks installed.

- > Total installed number (TIN) is the number of new interlock installations over a period of time. TIRF USA is collecting counts of total installed ignition interlocks over the period of a year (12 months) for the year 2015, and total installed ignition interlocks for the year 2016, from January 2016 through August 2016 (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 collecting counts of active installed ignition interlocks for the following “snapshot” dates:

- > December 31, 2015;
- > August 31, 2016.

Similar to last year, these data will be reported in an annual report published by AIIPA and TIRF USA.

We also request to provide some additional data elements, as explained in the next section.

State interlock program information

The following questions are asked to obtain information regarding the main features of the interlock program in your state. Please provide as much detail as possible when responding to the following questions:



- > 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? For example, if the law in your state requires all DWI offenders to install an interlock in their vehicle, each bullet below would list “required”; if only second and subsequent DWI offenders and high BAC offenders are required to install an interlock in their vehicle, the appropriate bullets would list “required”, If offenders may choose to install an interlock to reduce the suspension period or to enable them to drive during suspension, the appropriate bullets would list “voluntary”; all others would be listed as “not applicable or N/A”.
 - » 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 (2014-2016)?
- > Is a risk assessment required when processing DWI offenders?
- > Is treatment required (Mandatory, part of probation, voluntary, none)?
- > Is FBI Uniform Crime Report (UCR) data used in your state to obtain arrest or conviction information?
- > What constitutes removal of the interlock from the vehicle prior to the completion of the required interlock period (tampering/circumvention attempts)?
- > Does your state require compliance-based removal for completion of the interlock program? If so, what is the required length of compliance: 4 months, 6 months, etc.?
- > Does your state require advanced technology devices such as a camera, GPS or real-time reporting? If so, please indicate what features are required.
- > What is the number of approved manufacturers in the state? Please list manufacturers:

Details of data requested to compare states

This worksheet was designed to be filled out where possible. It is acknowledged that states may not be able to provide all of the data requested. Please use the worksheet below to provide as much information as possible.

The following data are requested in the worksheet below:

- > Number of impaired driving arrests according to offense categories (1st offender, repeat, high BAC, voluntary-probation or restricted license) during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016);
- > Number of impaired driving convictions according to offense categories (1st offender, repeat, high BAC, voluntary-probation or restricted license) during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016);



- > TIN according to offense categories (1st offender, repeat, high BAC, voluntary-probation or restricted license) during 2015 (from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016);
- > AIN according to offense categories (1st offender, repeat, high BAC, voluntary-probation or restricted license) on December 31st, 2015 and on August 31st, 2016 (snapshot of interlocks on these days).

The following data are requested if available:

- > TIN assigned either ordered by DMV or judge or chosen by offender to obtain a restricted license in lieu of suspension during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > Dropout number of offenders who stopped using the interlock before their term was over, in other words, they opted out early before completing their designated time with the interlock device during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > Number who never installed during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > Number of completions (those who 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 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories; and,
- > Number of offenders removed from the program by the governing agency (for non-compliance, tampering) during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories. Please note that some programs extend interlock time for non-compliance and do not have a removal option according to offense categories; in this case, please use N/A where appropriate.
- > Please also complete the BAC level used in your state to designate High BAC offenders.

Requested information

If offense categories are not available, please leave them blank.

Number of impaired driving arrests during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

	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 2015					
Jan-Aug 2016					

Number of impaired driving convictions during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

	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 2015					
Jan-Aug 2016					

TIN for 2015 during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

	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 2015							
Jan-Aug 2016							

AIN on December 31st, 2015 and on August 31st, 2016 (snap shot of interlocks on these days):

	Total active 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)
On 31 st of Dec. 2015							
On 31 st of Aug 2016							

TIN assigned either ordered by DMV or judge or chosen by offender to obtain a restricted license in lieu of suspension during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

	Total ordered (by DMV or judge)	1 st offenders “basic” DWI ordered	1 st offenders high-BAC *(0.____) ordered	1 st offender refused test DWI ordered	1 st offender deferred prosecution/diversion ordered	1 st offender other ordered	Total repeat offenders ordered (all 2+ offenders)
Jan-Dec 2015							
Jan-Aug 2016							



	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 offender refused test DWI chosen by offender	1st offender deferred prosecution/diversion chosen by offender	1st offender other chosen by offender	Total repeat offenders chosen by offender (all 2+ offenders)
Jan-Dec 2015							
Jan-Aug 2016							

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 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

	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 2015							
Jan-Aug 2016							

Number who never installed (ignored their order and risked driving under suspension) during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

	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 2015							
Jan-Aug 2016							

Number of completions-those who successfully completed the program-with or without violations during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

	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 2015							
Jan-Aug 2016							

Number removed from the program by the governing agency (for non-compliance, tampering during 2015



Traffic Injury Research Foundation, USA Inc.

(during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016). *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 2015							
Jan-Aug 2016							

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!



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

Introduction

The Traffic Injury Research Foundation USA, Inc. (TIRF USA) and the Association of Ignition Interlock Program Administrators (AIIPA) are collaborating to conduct the second annual survey on interlock installations in the US.

Annual state interlock survey data were initially compiled by Dr. Richard Roth of IMPACT DWI Inc. In 2015, TIRF USA partnered with AIIPA for the first time to build on the work of Dr. Roth, and further strengthen data collection to provide greater insight into installation rates with an augmented data collection strategy. The results from this survey can be downloaded from the TIRF USA website (<http://tirf.us/projects>). The collection of 2016 data will use the same methodology as in 2015.

Interlock installation rates

We request the following information about the number of interlocks installed.

- > Total installed number (TIN) is the number of new interlock installations over a period of time.

TIRF USA is collecting counts of total installed ignition interlocks over the period of a year (12 months) for the year 2015, and total installed ignition interlocks for the year 2016, from January 2016 through August 2016 (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 collecting counts of active installed ignition interlocks for the following “snapshot” dates:

- > December 31st, 2015;
- > August 31st, 2016.

Similar to last year, these data will be reported in an annual report published by AIIPA and TIRF USA.

The Excel worksheet provided to you as an attachment to the invite was designed to be filled out where possible. Manufacturers are requested to provide information in relation to 1st offenders including: "basic" DWI, high-BAC DWI and Refused Test DUI 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 according to offense categories (1st offender, repeat, high BAC, voluntary-probation or restricted license) during 2015 (from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016);
- > AIN according to offense categories (1st offender, repeat, high BAC, voluntary-probation or restricted license) on December 31st, 2015 and on August 31st, 2016 (snapshot of interlocks on these days);
- > Dropout number of offenders who stopped using the interlock before their term was over; in other words, they opted out early before completing their designated time with the interlock device during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories;
- > Number of completions (those who 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 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories; and,
- > Number of offenders removed from the program by the governing agency (for non-compliance, tampering) during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016) according to offense categories. Please note that some programs extend interlock time for non-compliance and do not have a removal option according to offense categories; in this case, please use N/A where appropriate.

Example of information requested

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

If level of offense categories data are not available, please leave them blank.

TIN for 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

		TIN: Total Interlocks installed (all 1 st & 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)
Alabama	Jan-Dec 2015							



Jan-Aug 2016								
--------------	--	--	--	--	--	--	--	--

AIN on December 31st, 2015 and on August 31st, 2016 (snap shot of interlocks on these days):

		AIN: 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 31 st of Dec. 2015							
	On 31 st of August 2016							

Dropout number of offenders who stopped using the interlock before their term was over; in other words, they opted out early before completing their designated time with the interlock device during 2015 (the period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

		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 2015							
	Jan-Aug 2016							

Number of completions (those who successfully completed the program-with or without violations) during 2015 (during a period of 12 months from January 1st 2015 through to December 31st 2015) and 2016 (from January 1st, 2016 through to August 31st, 2016):

		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 2015							
	Jan-Aug 2016							

Number of offenders removed from the program by the governing agency for non-compliance, tampering during 2015 (during a period of 12 months from January 1st, 2015 through to December 31st, 2015) and 2016 (from January 1st 2016 through to August 31st, 2016). *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 2015							
	Jan-Aug 2016							

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)



Traffic Injury Research Foundation, USA Inc.

Connecticut Office
24 Farmington Drive
Hamden, CT 06518

Corporate Office
20 F Street, 7th Floor
Washington, DC 20001

www.tirf.us
Email: tirf@tirf.us