



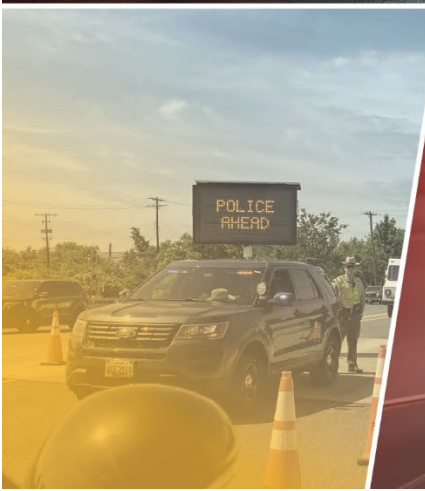
**MOT** MARYLAND DEPARTMENT OF TRANSPORTATION  
MOTOR VEHICLE ADMINISTRATION

FY 2023

# Ignition Interlock Report

February 2024

Prepared by MVA Office of Data Management



# Letter from the Administrator

## **Every crash is preventable. Every life counts.**

The Maryland Motor Vehicle Administration (MVA) has no greater responsibility than dedicating resources to save lives and prevent injuries from motor vehicle crashes. In the pages that follow, please be mindful that these statistics are not just numbers, but stories of families with cherished loved ones whose lives were cut too short. When a driver makes the poor decision to drive impaired, the impact ripples across society and forever changes the lives of parents, children, friends, and coworkers.

The Moore-Miller Administration is committed to the state's bold Vision Zero goal to eliminate serious injury and fatal collisions by 2030. The State of Maryland utilizes a multi-disciplinary action plan that addresses driver behavior, roadway operations as well as enforcement to ensure every roadway user arrives home each day. The administration will also aggressively evaluate modern engineering and vehicle technology solutions, expand current law to allow flexibility with academic research, and pilot new programs.

There is also a community of stakeholders and advocates that contribute their careers and personal time to ending this tragic cycle. We are thankful for all partners who tirelessly continue to help us prevent impaired driving and save lives. In coordination with the Motor Vehicle Administration's Highway Safety Office, we will continue to develop new campaign material to educate Marylanders on the dangers of driving under the influence and provide grants to our local and state partners.

Impaired driving, of any type, is 100 percent preventable. We all have a role in stopping needless fatalities by making the correct decision to drive sober, ensuring every vehicle occupant is buckled, obeying the speed limit, and putting our phones away when behind the wheel. As we enter 2024, we must collectively act with urgency and foster a Culture of Safety and Courtesy that respects all roadway users from vehicle passengers to bicyclists to pedestrians.

If you have a story to share and would like to honor your loved one, please visit our Maryland Remembers virtual memorial at [zerodeathsmd.gov/memorial](https://zerodeathsmd.gov/memorial).

With heartfelt sincerity,



Chrissy Nizer  
Administrator

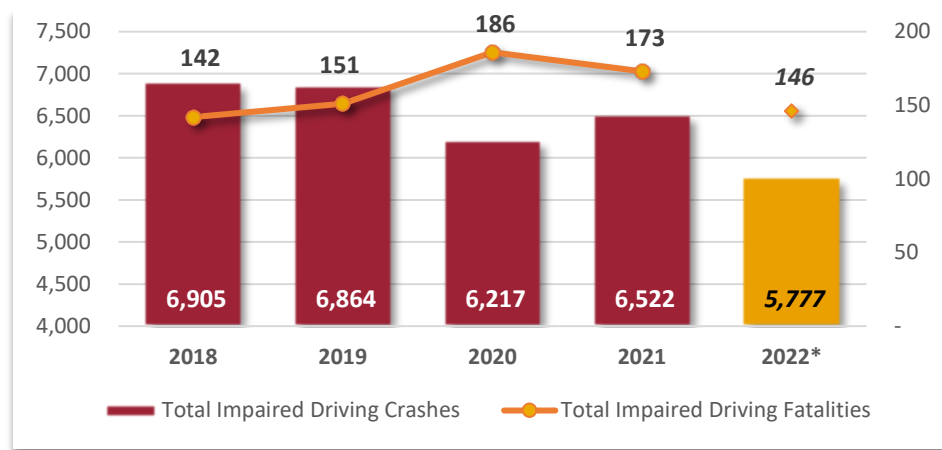


## Introduction

Drunk and drug-impaired drivers cause irreparable harm to individuals, families, and communities. Each year in Maryland, on average, there are more than 6,400 police-reported crashes involving drugs and/or alcohol that result in nearly 3,000 injuries and 160 fatalities. Over the past five years in Maryland, nearly 800 people have been killed in crashes involving an impaired driver and more than 32,000 have been injured. Deaths resulting from impaired driving crashes amount to about a third of all roadway fatalities.

In 2022, preliminary data indicates that total impaired driving crashes decreased approximately 11 percent from 2021 to 2022, and related fatalities decreased by 16 percent compared to 2021. Despite the decrease in total impaired driving crashes in Maryland between 2018 and 2021, fatalities resulting from impaired driving crashes increased by more than 20 percent during that same period.

**Figure 1: Alcohol- and/or Drug-Involved Crashes and Fatalities in Maryland, CY 2018-2022**



Source: Maryland Highway Safety Office, based on Automated Crash Reporting System data, \*as of August 2023. 2022 data is preliminary and subject to change.

Maryland's Ignition Interlock Program (IIP) remains a key strategy in the state's fight against alcohol-impaired driving. Maryland's IIP, one of the nation's oldest, is managed by MVA and provides Maryland drivers with an alternative to license suspension or revocation and allows them to continue driving while reducing the likelihood they will drive impaired by alcohol.

Ignition interlock devices connect a motor vehicle's ignition system to a breath testing unit that measures a driver's breath alcohol level. The driver must blow into the device, allowing it to capture a breath sample and calculate the driver's BAC. If the device detects a BAC greater than 0.025, it will prevent the vehicle from starting. After a driver has passed this





initial test and the car has been started, random rolling retests are required to be certain the driver has not consumed alcohol.

Research continues to find that ignition interlock devices are effective in reducing recidivism by impaired drivers when there is an interlock device in the vehicle. State ignition interlock laws are associated with reductions in alcohol-involved fatal crashes. In Fiscal Year (FY) 2023, Maryland's IIP prevented nearly 3,000 attempts to start or operate a vehicle where the driver's blood alcohol concentration (BAC) was greater than 0.08 grams of alcohol per deciliter of blood (g/dL) grams of alcohol per 210 liters of breath – the legal limit in Maryland.

While alcohol continues to be the most significant factor in impaired driving in Maryland, other impairing substances, including narcotic analgesics (such as Fentanyl, heroin and Oxycontin), central nervous system depressants (barbiturates, antidepressants, anti-anxiety tranquilizers), and cannabis, present similar challenges.

Maryland voters approved a constitutional amendment in the 2022 General Election to allow the use of cannabis by adults 21+ starting July 1, 2023. During the 2023 legislative session, the General Assembly passed legislation that provided a framework for implementing legal adult-use sales, including a licensing and taxation framework. The Cannabis Reform Act authorized existing licensed dispensaries to convert their licenses for dual medical and adult-use sales, thereby creating a legal adult-use marketplace as of July 1, 2023. Maryland joins 22 other states and the District of Columbia with expanded legalization of cannabis.

To combat drunk and drugged driving, Maryland uses a range of mutually supportive countermeasures, including strict laws, license sanctions, remediation programs, high-visibility law enforcement, public education campaigns and outreach.

The legalization of cannabis in Maryland prompted expansion of impaired driving prevention campaigns and messages to be distributed across the state to ensure Marylanders understand driving under the influence of cannabis carries the same penalties and risks as driving under the influence of alcohol.



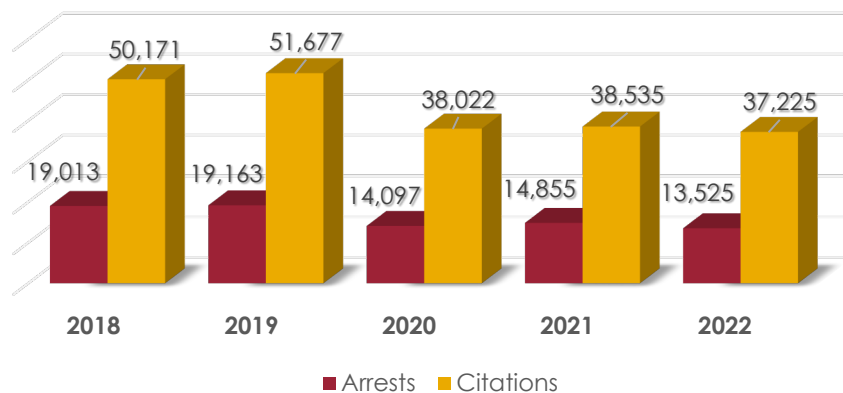
## Impaired Driving Arrests in Maryland

Law enforcement officers initiate traffic stops to assess driver's ability to safely operate a vehicle if they have a reasonable suspicion that a driver may be operating under the influence of alcohol or drugs.

The MVA's Maryland Highway Safety Office (MHSO), which is responsible for leadership and coordination of the State's overall highway safety program, uses a High Visibility Enforcement (HVE) strategy to deter and change unlawful traffic behaviors, combining enforcement with public awareness campaigns to educate drivers to promote voluntary compliance with the law. For more than 20 years, the statewide *Checkpoint Strikeforce* campaign has promoted driving sober and prevented impaired driving. Specific holidays where drinking is prevalent, including Halloween, Superbowl Sunday, St. Patrick's Day, and July 4th, also receive high visibility enforcement combined with robust media campaigns.

From 2018 to 2022, more than 80,000 impaired driving arrests were made in Maryland and more than 215,000 criminal citations issued during these arrests. The number of impaired driving arrests fell by 9% in 2022, compared to 2021, and are down nearly 30% compared to 2018.

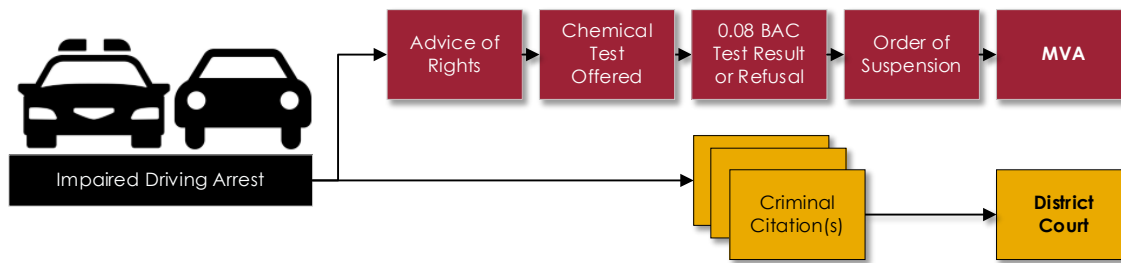
**Figure 2: Impaired Driving Arrests and §21-902 Citations, CY 2018 – 2022**



Source: University of Maryland Baltimore/STAR-ORC/NSC using District Court of Maryland data

Under Maryland law, if you drive or attempt to drive a motor vehicle on a road or private property used by the public, you agree to take a drug or alcohol test if requested by a law enforcement officer. This is referred to as *implied consent*.

Typically, at the time of an impaired driving arrest, but before a chemical test for alcohol is offered, the suspected impaired driver is presented with an *Advice of Rights*, Form DR-15, which describes the potential administrative sanctions that may result from a positive alcohol test above the legal limit, and for refusing the chemical test. It also advises drivers of the option to participate voluntarily in the IIP.



*During an impaired driving arrest, a driver can be issued both an administrative Order of Suspension and criminal citations for one or more sections of Maryland's impaired driving laws.*

According to Maryland State Police summary reporting for 2022, the number of tests offered, and drivers tested for BAC during an arrest decreased compared to 2021. However, the overall refusal rate increased to 44% in 2022, the highest refusal rate in the last five years.

More than 80% of drivers tested had BAC levels above the legal limit of 0.08 BAC, and more than 43% of those drivers had BAC levels of 0.15 or higher.

**Table 2: Chemical Testing for §21-902 (a) and (b) Offenses, CY 2018-2022**

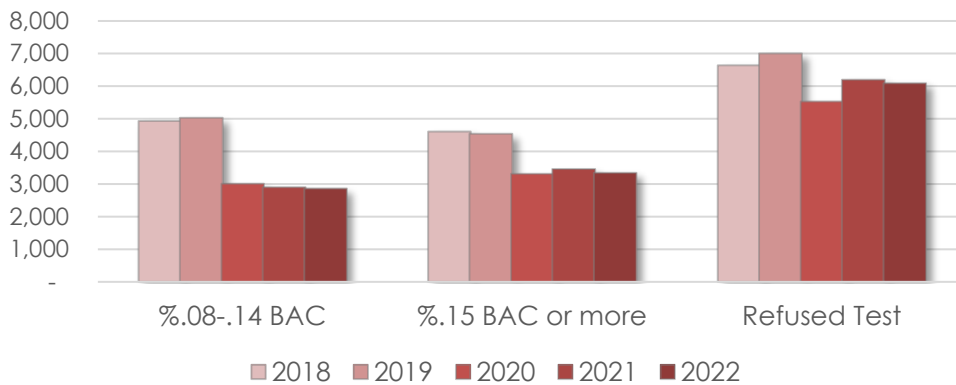
	2018	2019	2020	2021	2022
<b>Drivers Offered Test</b>	18,762	18,983	14,132	14,769	13,722
<b>Drivers Tested</b>	12,123	11,979	8,605	8,568	7,587
<b>Drivers Refused Test</b>	6,639	7004	5,527	6,201	6,091
<b>Refusal Rate</b>	35.4%	36.9%	39.1%	42.0%	44.5%

Source: Compiled from Department of Maryland State Police, *Alcohol Influence and PBT<sup>1</sup> Use Summary* reports

The number of drivers testing between 0.08 and 0.14 BAC decreased for the third year in a row. The number of drivers testing above 0.15 BAC and who refused the test decreased slightly. Overall, BAC violations remained 35% lower than 2018 levels. By contrast, test refusals were just 8% lower in 2022 than in 2018.

<sup>1</sup> A police officer who has reasonable grounds to believe that a driver is under the influence of alcohol may, without making an arrest and prior to issuing a citation, request the individual to submit to a preliminary breath test (PBT) to be administered by the officer using a device approved by the State Toxicologist. (see § 16-205.2)

**Figure 3: Driver Chemical Test Results and Test Refusals, CY 2018 – 2022**



Source: Compiled from Department of Maryland State Police, Alcohol Influence and PBT Use Summary Reports

Drivers who consent to a chemical test and whose test results indicate a blood alcohol concentration (BAC) of 0.08 or higher, or who refuse a chemical test are issued an administrative *Order of Suspension (OS)* and a copy is sent to Maryland Motor Vehicle Administration (MVA). The driver will also be issued criminal citations by law enforcement officers for one or more impaired driving offenses under Transportation Article §21-902.

Drivers who consent to a chemical test but whose test results are less than 0.08 BAC are not issued an OS but may still be cited for impaired driving offenses. Drivers who have an alcohol restriction, such as drivers under 21 years of age, with a test result of 0.02 BAC face license suspension of one year or more. Drivers who were operate a commercial vehicle with a test result of BAC of 0.04 or higher will be disqualified from holding a commercial driver's license for at least one year.

### Administrative Sanctions under Maryland's Per Se Law

On average, MVA receives more than 12,000 OS each year. Each OS indicates whether the driver refused a chemical test, was tested with a BAC of 0.08 to 0.14, or was tested with a BAC of 0.15 or greater. The total number of OS received significantly influences the number of new participants entering the program.

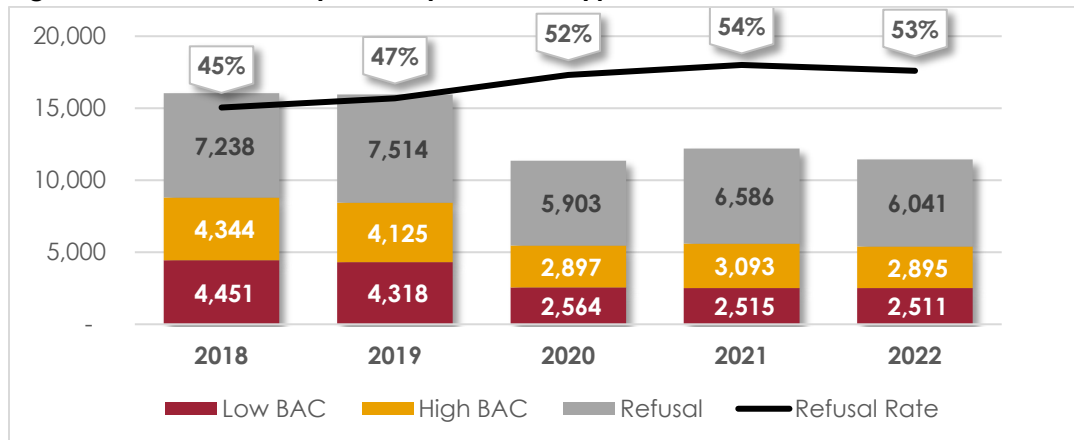
Sanctions that apply to Administrative Per Se violations depend on chemical test results (or refusal to submit to a test) and whether it is a first violation or a second or subsequent violation, with greater sanctions applied to repeat offenses, high BAC or test refusal.

**Table 3: Administrative Per Se License Suspensions by Violation Type**

Offense Number	0.08 -0.14 BAC	0.15 BAC or higher	Test Refusal
First	180 Day	180 Days	270 Days
Second or Subsequent	180 Days	270 Days	2 Years

The total number of OS received by MVA decreased by 6% to 11,447 in 2022 and remains roughly 28% less compared to 2019. OS for BAC violations decreased by 4%, amounting to 47% of OS received. In the last three years, MVA has observed a shift violation types where refusals amount to more than 50% of OS received. OS for test refusals decreased by 8% in 2022 compared to prior year.

**Figure 4: OS Received by MVA by Violation Type, CY 2018-2022**



Source: MVA, Customer Connect

### Administrative Hearings

Once an OS has been issued, a driver has 30 days to request an administrative hearing at the Office of Administrative Hearings (OAH). If the driver requests a hearing within 10 days, the suspension is stayed until the hearing. If a hearing is requested after 10 days, or a hearing is not requested within 30 days, the driver's license is suspended on 46<sup>th</sup> day after the OS was issued.

At an OAH hearing, for a 0.08 – 0.14 BAC violation, the Judge may modify the suspension and offer the driver a license restricted for work, education or medical purposes, may refer the driver to an alcohol education program or to IIP. For 0.15 BAC or greater violations, the driver is ineligible for a restricted license and the only suspension modification available is for participating in IIP.

### Opting-in to Ignition Interlock for Administrative Violations

Drivers who have been issued an OS, if eligible, can maintain their driving privilege by opting-in to the IIP in lieu of serving a license suspension, without a hearing. The length of the participation is determined by the type of offense. The *Drunk Driving Reduction Act of 2016*, also known as Noah's Law, significantly increased the length of suspension periods for most Per Se violations, making participation in IIP a more attractive option.

If a driver elects to participate, they will be enrolled in the IIP for:

- 180 days, if the chemical test indicated a BAC of at least 0.08 but less than 0.15,
- 1 year, if the chemical test indicating a BAC of 0.15 or higher, or
- 1 year if the driver refused to submit to the chemical test.



If the driver voluntarily enters the IIP for an admin per se offense, they can receive credit if they are later required to participate as a result of a criminal conviction for the same arrest.

### Citations and Court Dispositions

On average, each impaired driving arrest results in two to three citations being issued to the driver. In the past five years, more than 200,000 impaired driving citations have been issued in Maryland. In addition to administrative sanctions as the result of an OS, impaired drivers face significant criminal sanctions if convicted for impaired driving offenses under Maryland Transportation Article §21-902. Penalties increase with subsequent offenses, particularly repeat offenses within 5 years.

**Figure 5: Criminal Penalties for §21-902 Impaired Driving Offenses**

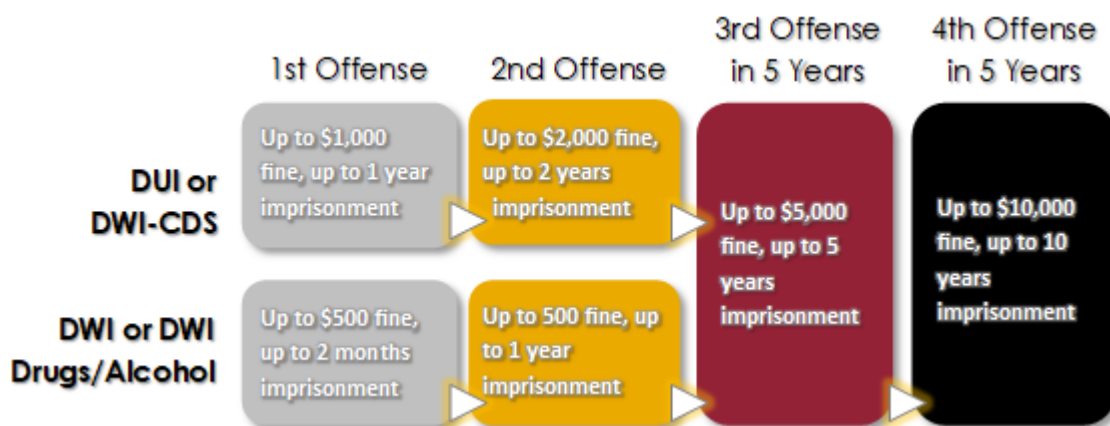


Figure 5 shows basic penalties only, other factors such as having a minor passenger, refusing a chemical test, or causing a fatality can result in additional sanctions.

Table 4 shows the total number of impaired driving criminal cases, by type of violation from 2018 to 2022. These data represent the most serious outcome for violations of Transportation Article §21-902 in each case; many cases involve multiple impaired driving charges arising from the same arrest.

From 2018 to 2022, the total number of cases decreased by more than 30% overall. §21-902(a) Driving Under the Influence of Alcohol cases decreased by approximately 26% while §21-902(b) Driving While Intoxicated cases decreased by nearly 40 percent. Among drug-involved cases, §21-902(c) Driving While Impaired by Drugs or Drugs and Alcohol decreased by 34% while §21-902(d) Driving While Impaired by Controlled Dangerous Substance cases decreased by 44 percent.

During a hearing for an impaired driving offense, after a finding of guilt or a plea of guilty or *nolo contendere*, the Court may grant Probation Before Judgment (PBJ), where the verdict is set aside, and the driver is placed on probation for a defined period up to three years. The Judge sets specific terms of probation, which may include alcohol education and/or treatment, assignment to the IIP or assignment to the Drunk

Driver Monitoring Program, administered by the Division of Parole and Probation. Only one PBJ may be granted for an impaired driving offense within 10 years.

**Table 4: Impaired Driving Criminal Cases Presented by Most Serious Disposition, CY 2018-2022**

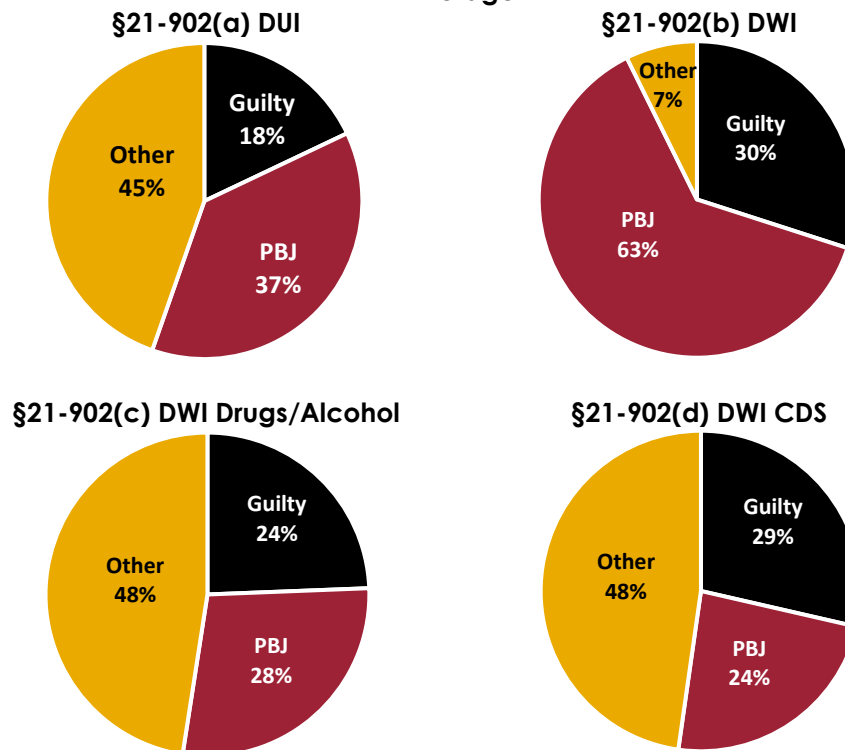
Violation	Case Status	2018	2019	2020	2021	2022
<b>§21-902(a) Driving Under the Influence of Alcohol (DUI)</b>	<b>Total</b>	9,978	9,640	7,188	7,700	7,405
	<b>Open</b>	379	612	608	888	1,681
	<b>Closed</b>	9,599	9,028	6,580	6,812	5,724
	Guilty	1,805	1,693	1,143	1,142	990
	PBJ	3,974	3,570	2,030	2,304	2,241
	Other Disposition	3,820	3,765	3,407	3,366	2,493
<b>§21-902(b) Driving While Intoxicated (DWI)</b>	<b>Total</b>	7,498	7,234	4,352	4,630	4,537
	<b>Open</b>	31	47	41	53	100
	<b>Closed</b>	7,467	7,187	4,311	4,577	4,437
	Guilty	2,301	2,109	1,330	1,400	1,246
	PBJ	4,518	4,568	2,724	2,849	2,888
	Other Disposition	648	510	257	328	303
<b>§21-902(c) Driving While Impaired by Drugs or Drugs and Alcohol (DWI Drugs/Alcohol)</b>	<b>Total</b>	1,311	1,432	1,442	1,324	862
	<b>Open</b>	34	59	89	121	141
	<b>Closed</b>	1,277	1,373	1,353	1,203	721
	Guilty	283	372	320	293	177
	PBJ	372	382	377	333	200
	Other Disposition	622	619	656	577	344
<b>§21-902(d) Driving While Impaired by Controlled Dangerous Substance (DWI-CDS)</b>	<b>Total</b>	619	716	710	635	347
	<b>Open</b>	14	28	46	49	60
	<b>Closed</b>	605	688	664	586	287
	Guilty	146	208	202	170	83
	PBJ	159	184	132	134	61
	Other Disposition	300	296	330	282	143

Source: National Study Center for Trauma and Emergency Medical Systems at the University of Maryland School of Medicine, based on District Court of Maryland Data. Other dispositions include Not Guilty, Nolle Prose, Stet, Merged.

Figure 6 illustrates the outcomes, on average, of impaired driving cases, by violation type. Only a minority of cases result in a guilty verdict.

Among the impaired driving offense types, §21-902(b) DWI cases are the most likely to result in a Guilty verdict (30%) or PBJ disposition (63%). §21-902(a) DUI cases are the least likely to result in a Guilty verdict, and §21-902(d) DWI-CDS cases are the least likely to result in a PBJ disposition.

**Figure 6: Impaired Driving Arrests (21-902) Disposition Rates CY 2018 – 2022 Average**



Source: National Study Center for Trauma and Emergency Medical Systems at the University of Maryland School of Medicine, based on District Court of Maryland Data.

## How Maryland's Ignition Interlock Program Works

To enter the IIP, a driver must meet the following conditions:

1. The driver's license cannot be suspended, revoked, canceled, or refused for other offenses.
2. The driver must have an ignition interlock system installed in their vehicle by an approved service provider.
3. The driver must take the proof of installation to any full-service MVA office and surrender their valid Maryland driver's license or sign a certified statement that the license is not in their possession. The driver will then be issued a non-commercial Maryland driver's license restricted to the operation only of vehicles equipped with an ignition interlock device (a "J" restriction).
4. If the driver has a commercial driver's license, the driver must be downgraded to a non-commercial driver's license.

Currently, there are eight service providers authorized to install and monitor ignition interlock devices in Maryland.

Alcohol Detection Systems  
Intoxalock  
Sense-O-Lock

Roadguard Interlock  
LifeSafer  
Smart Start Interlock

Guardian Interlock  
Low Cost Interlock

By regulation, all service providers must install a device for eligible participants within 10 days of a request and provide a toll-free 24-hour emergency response number for participants. Interlock service centers are inspected annually to ensure compliance with regulations.

The cost to install an ignition interlock device typically range from approximately \$70 to \$150, depending on the provider. Many providers offer discounts for fees associated with initial installation and account set up. Average cost for monthly monitoring ranges from approximately \$75 to \$100; these costs are comparable to fees charged by providers in other states. The MVA will waive the \$47 enrollment fee for all participants who provide documentation that they are on medical or food assistance. Interlock providers are private companies who offer interlock devices at different prices that are not set by the MVA; however, interlock providers are required to offer the ignition interlock at a 50% of their normal rental rate for customers who are on different types of public assistance.

All Maryland service providers are required to offer accommodations to assist customers who are deaf or hard of hearing at no additional cost. Some providers offer this accommodation in the form of an additional light bar attached to the dashboard which flashes when a test is required, other providers have devices that offer visual and or vibration notification and some vendors offer a flashing LED that is integrated to work with the handset.

### **Participation Requirements**

Once enrolled in the IIP, drivers are required to report to their service provider every 30 days to have the ignition interlock device calibrated and so the data captured from the device can be downloaded. The data logger records every transaction, along with the date, time and detail of any violation. This information is reported to the MVA. Any indication of a BAC greater than .025, a bypass attempt or other indication of non-compliance is considered a violation of the program. 8

Failure to report for required calibration and service can result in removal from the program and suspension of the driver's license.

Ignition interlock devices installed in participants' vehicles store the results of breath tests and other data which is downloaded by the ignition interlock service provider when the driver brings the vehicle in for monthly service and calibration. These data are securely transferred to MVA's computer system, which automatically reviews the data and identifies potential violations. These potential violations are forwarded to IIP staff for review and appropriate action. Today's IIP is fully automated, which allows the MVA to efficiently monitor participants and sanction program violators.

Ignition interlock devices incorporate safeguards against circumvention of starting and retesting procedures. Attempts to bypass the device are recorded and marked as violations. To detect if persons other than the driver provide the required breath sample, ignition interlock devices used in Maryland must be equipped with integrated

digital cameras. These devices store a digital image each time a breath sample is collected; these images are available for later retrieval to confirm that the participant provided the required breath sample. Images are reviewed by IIP staff as a part of the normal case audit process, in a random-sample audit of images received, and in the review of violations sent to case managers for assessment.

### **Participation Requirements**

To be eligible to participate, a driver must meet the following conditions:

1. The driver's license cannot be suspended, revoked, canceled, or refused for other offenses.
2. The driver must have an ignition interlock system installed in their vehicle by an approved service provider.
3. The driver must take the proof of installation to any full-service MVA office and surrender their valid Maryland driver's license or sign a certified statement that the license is not in their possession. The driver will then be issued a non-commercial Maryland driver's license restricted to the operation only of vehicles equipped with an ignition interlock device (a "J" restriction).
4. If the driver has a commercial driver's license, the driver will be downgraded to a non-commercial driver's license.

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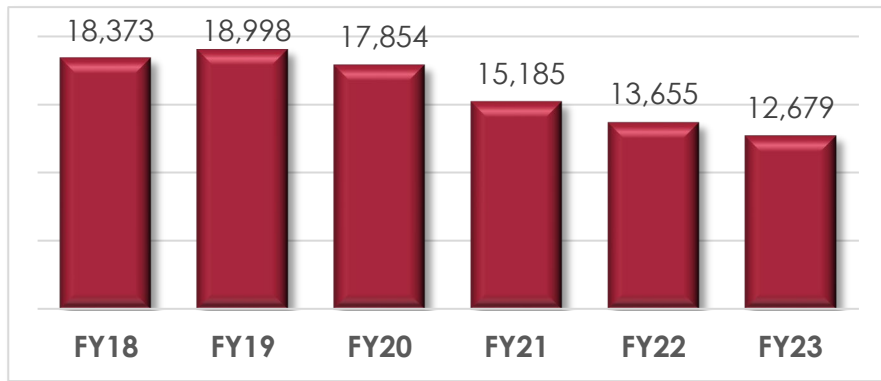
### **Ignition Interlock Program Participation**

Maryland's IIP monitors thousands of participating drivers each year. The total number of drivers in the program fluctuates daily, as new drivers enter the program and others complete the program or are removed from the program for noncompliance.

Participation in IIP decreased slightly, down by 7% from 13,655 in FY 2021 to 12,679 in FY 2022. In FY 2023, 4,712 drivers participated in the Ignition Interlock Program for the first time. Decreased impaired driving arrests, and the corresponding decrease in OS and criminal impaired driving verdicts from the Courts significantly impacts both voluntary and mandatory participation in IIP. Annual participation averaged 13,840 in the last three fiscal years, compared to 17,887 in the three fiscal years prior to State Operational closures due to the COVID-19 State of Emergency.



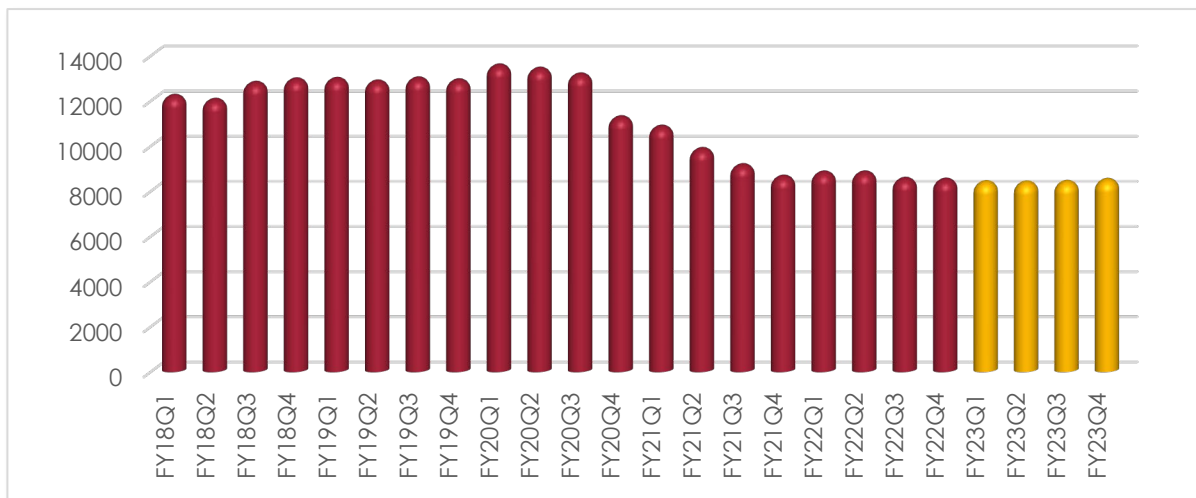
**Figure 7: IISP Annual Participation (Unique Participants)**



Source: MVA, Customer Connect

Following decreases in participation during FY2020, quarterly participation levels stabilized in FY 2021 and FY 2022.

**Figure 8: Soundexes with Active Interlock Referrals by Fiscal Quarter FY 2018 – FY 2022**

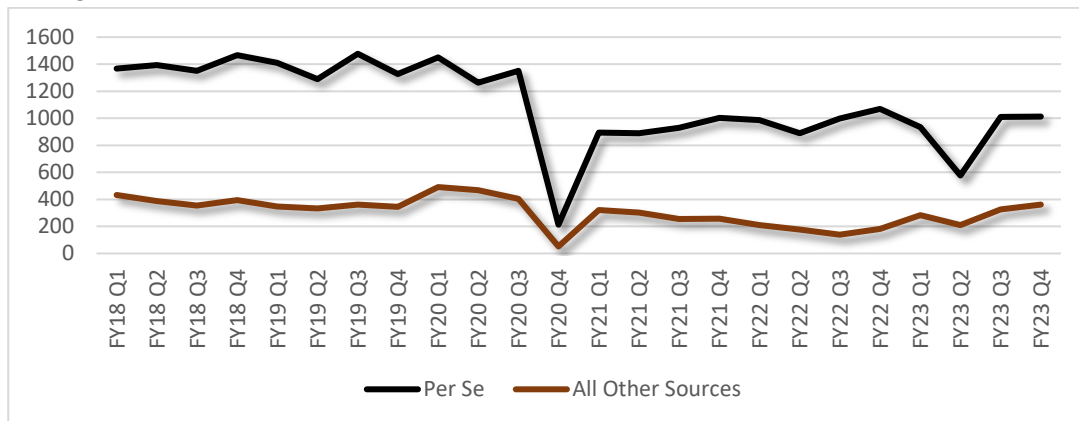


Source: MVA, Customer Connect

### Administrative Per Se Program Referrals

The number of first-time IIP customers entered with a Per Se referral significantly increased following the implementation of Noah's Law in Q2 of FY 2017. State Operational closures due to the COVID-19 significantly impacted first-time enrollments in the last quarter of FY 2020.

**Figure 9: First Referral Source of New Participants by Quarter, FY 2018 – FY 2022**



Source: MVA, Customer Connect

### Post-Conviction Program Referrals

In addition to opting into the IIP for administrative per se violations, drivers are referred to the program for several reasons – as a result of an impaired driving conviction, as a term of probation mandated by a Maryland court, or as a requirement of the reinstatement of driving privileges that have been revoked.

As of October 1, 2016, under Noah's Law, drivers are required to participate in Maryland's Ignition Interlock Program for the following convictions:

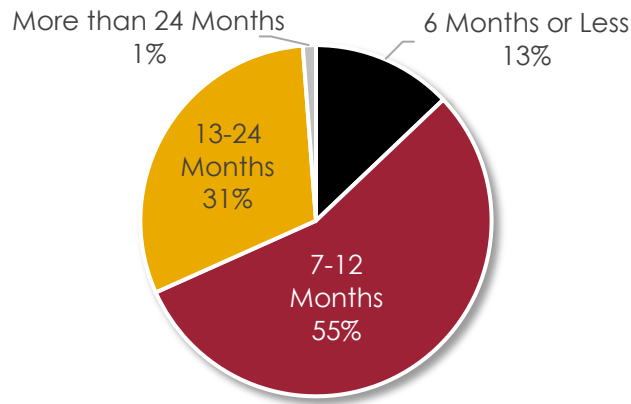
- Driving under the influence (DUI);
- Driving while impaired (DWI) while transporting a minor under the age of 16;
- Driving while intoxicated with an initial breathalyzer test refusal; and
- Homicide or life-threatening injury by motor vehicle while DUI or DWI.

Many drivers are referred to the program from more than one source and it is common for drivers to have multiple referrals that are active at the same time. For example, a driver can have an active referral after opting into the program for an administrative per se offense and have a second or third active referral arising from a conviction arising from the same incident, or for points assigned to their driving record as a result of the conviction.

### Length of Participation

Figure 8 shows the length of time participants who completed the program were enrolled in the IIP. Nearly 70% of the participants spent one year or less in the program, with slightly more than half of IIP referrals completed in FY 2022 were between 7 and 12 months. Repeat offenders can be referred to the IIP for terms of up to three years.

**Figure 10: Length of Completed Ignition Interlock Assignments, FY 2023**



Source: MVA, Customer Connect

### Consequences of Program Violations

Violations of the IIP rules and requirements include, but are not limited to the following:

- Failure to have the ignition interlock device installed;
- Failure to obtain a Maryland driver's license restricted to the operation of vehicles equipped with an ignition interlock device;
- Failure to appear for the required monthly monitoring visit;
- Operating a motor vehicle not equipped with a functioning ignition interlock device approved for use in the program;
- Failure to abide by the terms and conditions of the service agreement with the ignition interlock service provider, including payment of all costs and fees associated with the program;
- Tampering with, bypassing, or otherwise removing or rendering inoperable the ignition interlock device, or allowing someone else to do the same;
- Attempting to start or operate the vehicle with BAC greater than 0.025;
- Failure to submit to retests after starting the car; and
- Any license suspension or revocation imposed while participating in the program.

Each time a participant has one or more violations during a monitoring period, they are sent a letter of notification, and their required time in the program is extended by one month. If there is a fourth monitoring period containing a violation, the participant is terminated from the program, and the original suspension or revocation is imposed.

During FY 2023, more than 6,800 drivers had ignition interlock violations where the breath sample was collected, and the value was greater than 0.025 BAC.

Also in FY 2023, 1,939 drivers were removed from the IIP for noncompliance and did not reenter the program, up from 1,716 in FY 2022.

## Completing the Program

A participant is considered to have successfully completed the program when MVA receives certification from the service provider that there were no violations in the final three months of their assignment. To successfully complete the program, participants may not have any of the following violations in the three months prior to completion:

- An attempt to start the vehicle with a BAC of 0.04 or more unless a subsequent test is performed within 10 minutes that registers a BAC lower than 0.04;
- Failure to take or pass a random test with a BAC of 0.025 or lower unless a subsequent retest performed within 10 minutes registers a BAC lower than 0.025; or
- Failure to appear at the approved service provider when required for maintenance, repair, calibration monitoring, inspection or replacement of the device causing the device to cease to function.

Any violations meeting these criteria in the last three months of an assignment extends the participation end date to three months from the date of the violation.

Once the driver has successfully completed the required participation period, including any extensions, the driver must bring their vehicle to their ignition interlock service center for a final data download. If no violations are noted, MDOT MVA mails a letter of successful completion to the driver. The driver can take this completion letter to any MDOT MVA branch office to receiving a new, unrestricted license; the driver can then have the ignition interlock device removed from their vehicle.

In FY 2023, 4,758 drivers successfully completed their assignments to the program with no new assignments in the fiscal year, up from 4,523 in FY 2022

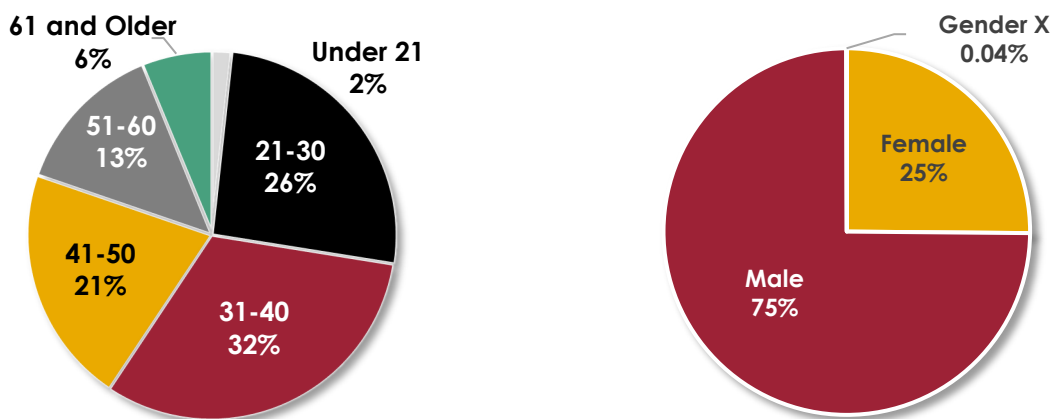
## Credit for Successful Completion

A driver can receive credit for successful participation in the IIP for an administrative per se offense. If the driver is subsequently convicted of an impaired driving offense related to the same incident and is required to participate in the IIP, the driver receives credit for their participation for the Administrative Per Se offense, if they successfully completed their referral. This offers additional incentive for drivers to voluntarily participate in lieu of serving an Administrative Per Se suspension.

## Participant Demographics

The majority (60%) of IIP participants are 40 years of age or younger, with more than a quarter of participants under the age of thirty.

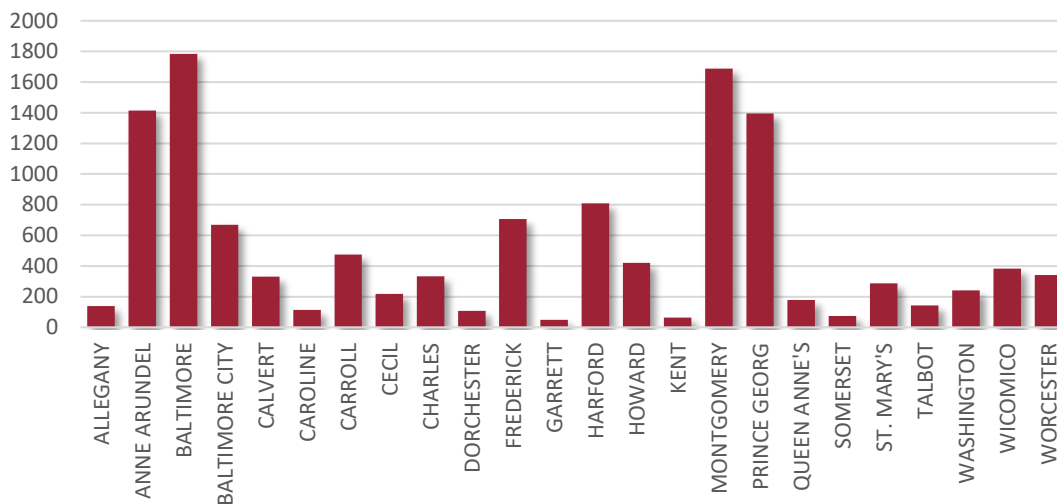
**Figure 11: Age and Gender of Interlock Participants, FY 2023**



Source: MVA, Customer Connect

Participation in IIP is most concentrated in the suburban counties outside Baltimore and Washington, D.C. Nearly half (49.5%) of participants in FY 2023 resided in Anne Arundel, Baltimore, Montgomery, and Prince George's counties.

**Figure 12: Jurisdiction of Residence for Ignition Interlock Program Participants FY23**



Source: MVA, Customer Connect



## Continuing the Fight Against Impaired Driving

The Maryland Department of Transportation (MDOT) is committed to action, collaboration, education, and enforcement to reach the goal of zero roadway deaths. In 2019, the Maryland legislature passed legislation that established a *Vision Zero* program and set a goal of zero motor vehicle-related fatalities or serious injuries by 2030. It required an MDOT-designated coordinator to oversee the implementation of the plan, collaboration with other State agencies and local authorities, yearly reporting, and strategies to achieve the established goals.

Maryland's approach to *Vision Zero*, led by MVA's Maryland Highway Safety Office (MHSO) and the State Highway Administration, includes extensive community engagement and work

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with local jurisdictions to create community-based Strategic Highway Safety Plans. The MHSO continues to form new initiatives and build on key established efforts to drive down crashes involving impaired drivers and to ultimately reach the goal of zero.

The MHSO is a central point of coordination for safety programs across the state. The impaired driving prevention unit holds quarterly emphasis area team meetings that includes advocates, representatives from all levels of government and private business. Using the Maryland Strategic Highway Safety Plan as their guide, the group develops and implements action items to address impaired driving prevention strategies outlined in the plan.

Key initiatives for enforcement include the DUI Institute, a rigorous 40-hour program that develops leaders in the enforcement of alcohol-impaired driving laws; funding a specially trained team of five troopers who work in Baltimore and Washington metropolitan targeted areas, where impaired driving is a leading cause of crashes resulting in death and injury; and Drug Recognition Expert training to teach officers how to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol.



*Twenty-nine officers from 15 law enforcement agencies in Maryland graduated from the University of Maryland's 2023 DUI Institute*

The criminal justice system plays a critical role in deterring unsafe driving behaviors and assigning appropriate consequences for impaired driving. Peer-to-peer training, education and outreach have been found to be most effective in promoting proven

practices. A State Judicial Outreach Liaison is funded by the MHSO, serves as a direct resource to State and local judges and has access to or knowledge of national resources that benefit them. The MHSO also funds a Traffic Safety Resource Prosecutor who provides litigation assistance and develops training for prosecutors and law enforcement officers with an emphasis on impaired driving cases.

All action items must be data driven and a new online data dashboard, created in 2023, provides state policymakers and the public with improved access to traffic crash statistics.



Additional countermeasures to educate the public about the dangers of driving impaired include sub themes of the all-encompassing highway safety campaign that focuses on safe driving behaviors - Be the Driver. Be the MAKE A PLAN Driver focuses on common scenarios where drivers have a decision to make – to be the sober driver and consume no alcohol or to make a plan to use a rideshare or get a ride home with another sober driver.

The animated campaign is featured on local television, streaming music platforms, billboards, social media, and digital advertisement and is coupled with high visibility enforcement from state and local law enforcement agencies.

Maryland Remembers, an annual event to honor those who lost their lives to impaired driving, is held at the beginning of the winter holiday season, when impaired driving crashes tend to increase. The event is hosted by the Governor's Highway Safety Representative and supported by the Governor, state officials, transportation leaders, safety advocates, law enforcement, and families.



Maryland is in the early stages of partnering with the Governors Highway Safety Association (GHSA), with funding support from a technology partner, to conduct a multi-phase study examining factors influencing Ignition Interlock Device (IID) installation compliance. Research confirms that when an IID is installed on DUI offenders' vehicles, recidivism is reduced. However, there is a gap between requiring IID installation in an offender's vehicle and actual installation.

This study will focus on a small number of states and the post-arrest actions of DUI offenders who were ordered to install an IID. During the first phase, offenders will be surveyed to determine the reasons why they did or did not install an IID. Interviews with others, including probation/parole, DUI educators, interlock administrators and court personnel may also be conducted to add to the information gained through offender surveys. This information will inform the development of strategies to address IID non-compliance that do not require statutory or administrative rule changes.

The IIP continues to play an important part in Maryland's efforts to reduce the deaths and injuries that result from alcohol-impaired driving each year. Still more can and needs to be done to combat impairment by alcohol and other impairing substances in order to achieve the goal of Zero Deaths on our streets and highways.



*Learn more about Maryland's multi-disciplinary approach to crash prevention and severity mitigation, including strategies to address roadway design, driving behaviors, technology, and policies by working with our wide network of partners across the State by visiting [ZeroDeathsMD.gov](https://ZeroDeathsMD.gov).*



