

State Ignition Interlock Symposium

September 24, 2024
USDOT Headquarters, 1200 New Jersey Avenue SE, Washington, DC 20590

The State Ignition Interlock Symposium brought together more than 100 ignition interlock device (IID) program stakeholders including program administrators, vendors, researchers, advocacy groups, nonprofit organizations, and state and federal government representatives to discuss the current state and potential future of ignition interlock programs.

The symposium featured plenary and breakout sessions focused on IID installation compliance, compliance-based removal, monitoring of ignition interlock users, state program authority and sanctions, data linkages and the flow of interlock user data to the judiciary and probation officials, reciprocal handling of interlock sanctions, technology advancements, vendor oversight, and resource limitations. As part of the discussions, participants identified several program issues, which are summarized in the following table. This table is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange and does not represent the specific views or policies of USDOT or NHTSA.

Issue	Description
General Use Concerns	Jurisdictions should try to understand why potential gaps exist between DUI arrests and convictions, and interlock use rates. For example, there is a nationwide gap between identified DUI arrests (approximately 1 million annually according to the FBI) and interlock installation rates (approximately 336,000 annually).
Funding for Program Monitoring and Oversight	Limited program funds may impact availability to monitor interlock use, including activities designed to prevent circumvention and tampering after installation, and to provide training for interlock vendors to ensure installation does not allow offenders to misuse or remove interlocks.
Compliance-Based Removal Process	Studies show that a reduction in impaired driving recidivism can occur when compliance-based removal processes are used (e.g., removing the interlock following successful performance and extending the use of the interlock for failed tests).
Data Management	Integrated data systems that cover arrest reports, adjudication, treatment, probation, toxicology, and interlock use data can benefit interlock programs by helping to ensure offenders receive appropriate sanctioning.
Reciprocal Handling of Interlock Sanctions	No national database for interlock sanction requirements exists to ensure those who are required to use an interlock will be identified easily when traveling or moving between jurisdictions.
Interlocks that Measure for Alcohol and Drugs	With increases in drug-impaired driving offenses, there is a need for interlock technology that tests for drugs as well as alcohol (noting that impairment levels for drug use are still in a development phase and would be needed as a basis to develop related impairment measuring technology).
Interlock Model Specifications	Updated interlock model specifications are needed to address changes to technology.
Treatment Coordination	Interlock use should be managed in coordination with offender treatment requirements. Data demonstrates that combining interlock use with treatment is effective to reduce alcohol-impaired driving.
Electric Vehicle Interlock Installations	Electric vehicles present challenges when installing interlocks due to lack of vehicle schematics and/or incompatibility with hardware.



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