



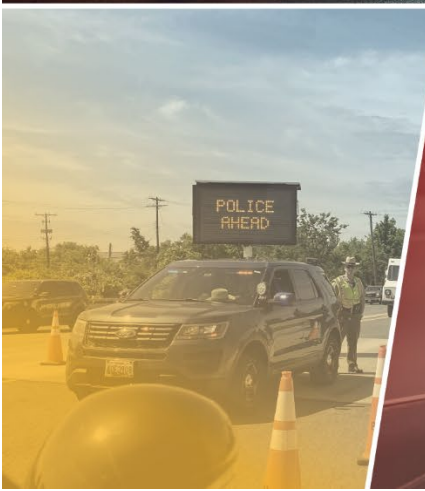
**MOT** MARYLAND DEPARTMENT OF TRANSPORTATION  
MOTOR VEHICLE ADMINISTRATION

FY 2024

# Ignition Interlock Report

March 2025

Prepared by MVA Office of Data Management

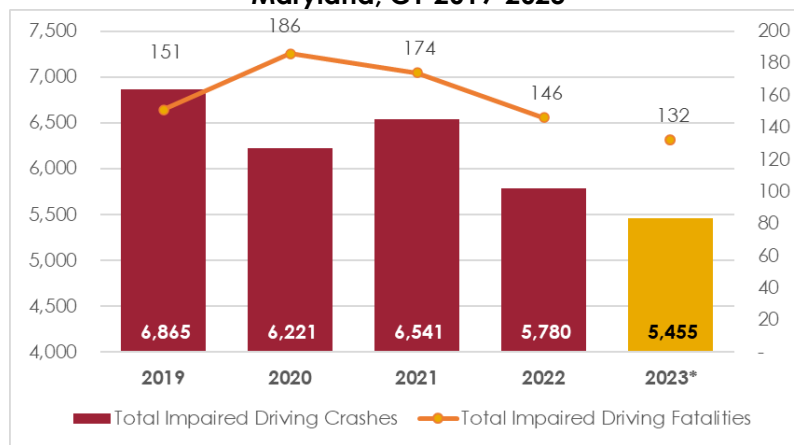


## Introduction

Each year in Maryland, on average, there are more than 6,100 police-reported crashes involving drugs and/or alcohol that result in more than 2,700 injuries and 158 fatalities. These crashes, injuries and deaths impact families and communities across Maryland. Over the past five years in Maryland, 789 people have been killed in crashes involving an impaired driver and more than 13,700 have been injured. Alcohol and drug impairment are a factor in about a third of all roadway fatalities in Maryland.

In 2023, preliminary data indicates that total impaired driving crashes decreased approximately 6% from 2022 to 2023, and related fatalities decreased by 9.6% compared to 2022.

**Figure 1: Alcohol- and/or Drug-Involved Crashes and Fatalities in Maryland, CY 2019-2023**



Source: Maryland Highway Safety Office, based on Automated Crash Reporting System data. 2023 data is preliminary and subject to change.

Maryland's Ignition Interlock Program (IIP) remains a critical tool in preventing alcohol-impaired driving by known offenders. Maryland's IIP, one of the nation's oldest, is managed by the Maryland Motor Vehicle Administration (MVA) and provides Maryland drivers with an alternative to license suspension or revocation and gives them the opportunity to continue driving, as long as they comply with the terms of the program.

Ignition interlock devices connect a motor vehicle's ignition system to a breath testing unit that measures a driver's breath alcohol concentration<sup>1</sup> (BAC). 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 since the prior start.

<sup>1</sup> Blood alcohol concentration is measured in grams of alcohol per deciliter of blood (g/dL) grams of alcohol per 210 liters of breath

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) 2024, Maryland's IIP prevented nearly 3,000 attempts to start or operate a vehicle where the driver's BAC was greater than 0.08 – the legal limit in Maryland.

Alcohol continues to be the most significant factor in impaired driving in Maryland; however, 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.

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.

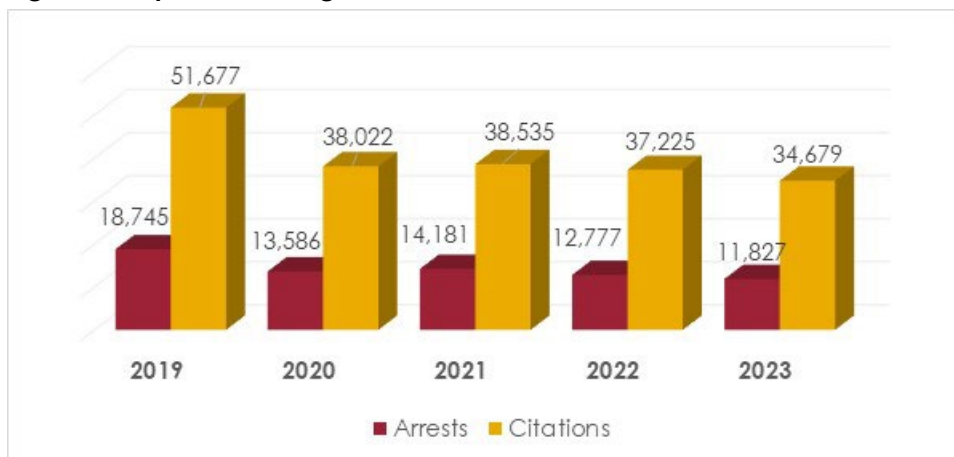
The legalization of cannabis in Maryland in 2023 prompted an expansion of impaired driving prevention campaigns and messages across the state to ensure Marylanders understand driving under the influence of cannabis carries the same penalties and risks as driving under the influence of alcohol.

## 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.

From 2019 to 2023, more than 70,000 impaired driving arrests were made in Maryland and more than 200,000 criminal citations for impaired driving offenses under Transportation Article §21-902 were issued during these arrests. The number of impaired driving arrests fell by 7.5% in 2023, compared to 2022, and are down 37% compared to 2019.

**Figure 2: Impaired Driving Arrests and Citations, CY 2019 – 2023**

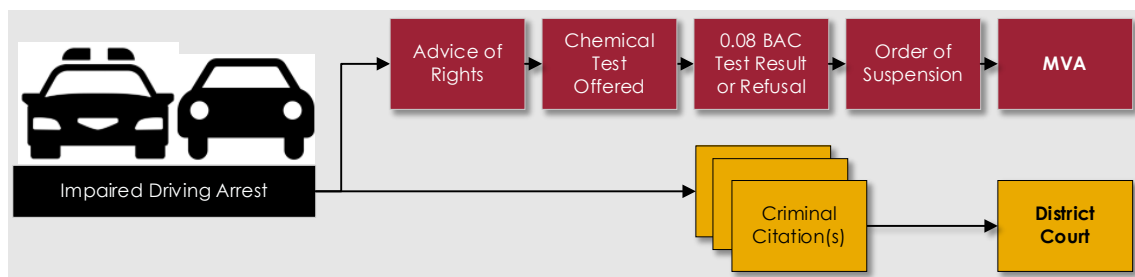


Source: University of Maryland Baltimore/STAR-ORC/NSC using District Court of Maryland data

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

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 Standardized Field Sobriety Test<sup>2</sup> (SFST). The officer may request that the driver submit to a preliminary breath test (PBT) administered by the officer using a device approved by the State Toxicologist. If circumstances warrant, the officer may also request evaluation by a Drug Recognition Expert (DRE) – a police officer who is trained and certified<sup>3</sup> to recognize impairment in drivers who are under the influence of drugs other than, or in addition to, alcohol.

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 2023, the number of tests offered, and drivers tested for BAC during an arrest decreased compared to 2022. However, the overall refusal rate increased to 44.7%.

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. Based on these summary reports, the chemical test refusal rate has increased each of the last 10 years.

<sup>2</sup> SFSTs are a set of tests that are designed to be administered and evaluated in a standardized manner to obtain validated indicators of impairment based on research. These tests include but are not limited to Horizontal Gaze Nystagmus (HGN), Walk and Turn (WAT) One Leg Stand (OLS).

<sup>3</sup> The Maryland DRE program is managed by Maryland State Police; see <https://mddre.maryland.gov/> for more information.

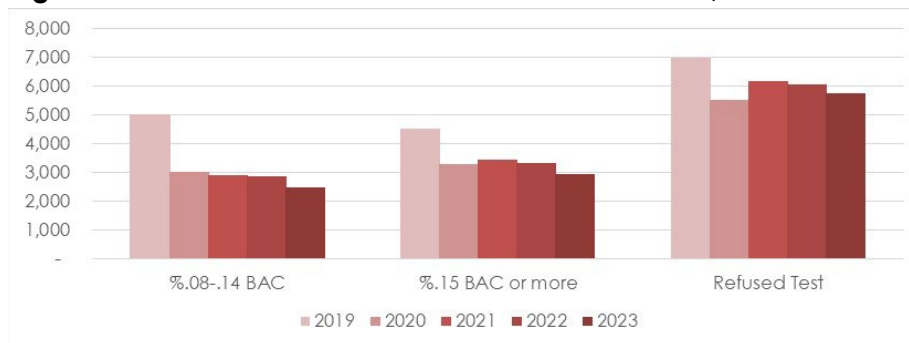
**Table 1: Chemical Testing for §21-902 (a) and (b) Offenses, CY 2019-2023**

	2019	2020	2021	2022	2023
<b>Drivers Offered Test</b>	18,983	14,132	14,769	13,722	12,875
<b>Drivers Tested</b>	11,979	8,605	8,568	7,587	7,122
<b>Drivers Refused Test</b>	7,004	5,527	6,201	6,091	5,753
<b>Refusal Rate</b>	36.9%	39.1%	42.0%	44.5%	44.7%

Source: Compiled from Department of Maryland State Police, *Alcohol Influence and PBT<sup>4</sup> Use Summary* reports

The number of drivers testing between 0.08 and 0.14 BAC decreased for the fourth year in a row. The number of drivers testing above 0.15 BAC and who refused the test decreased slightly. Overall, the number of BAC test results of 0.08 BAC or higher remained 57% lower than 2019 levels. By contrast, test refusals were 18% lower in 2023 than in 2019.

**Figure 3: Driver Chemical Test Results and Test Refusals, CY 2019 – 2023**



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 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 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 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.

<sup>4</sup> See Transportation Article §16-205.2. The data shown in this section do not include PBT results.

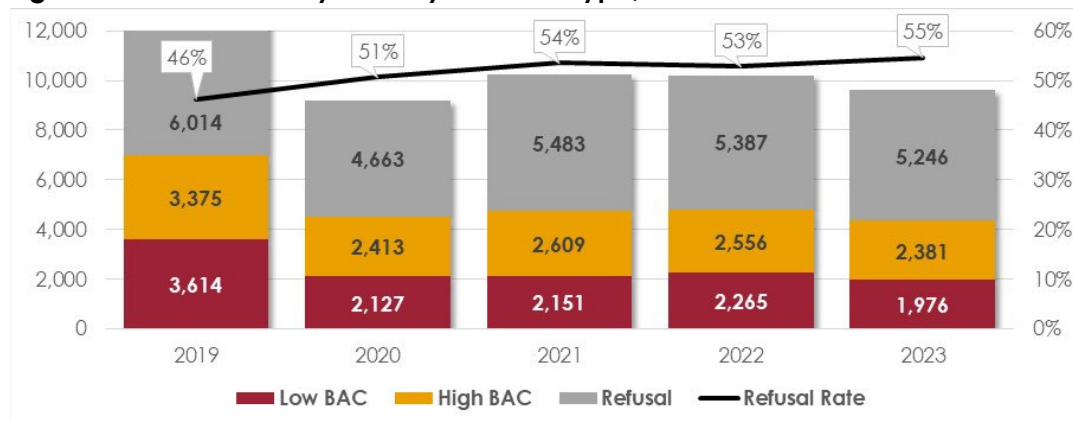
## Administrative Sanctions under Maryland’s Per Se Law

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.

The total number of OS received by MVA decreased by 6% to 9,603 in 2023 and remains roughly 26% fewer 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 in violation types where refusals amount to more than 50% of OS received<sup>5</sup>. OS for test refusals decreased by 8% in 2023 compared to the prior year.

**Figure 4: OS Received by MVA by Violation Type, CY 2019-2023**



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 administrative law judge may modify the suspension and offer the driver a license restricted for work, education or medical purposes or may refer the driver to an alcohol education program or to IIP. For

<sup>5</sup> This figure differs from the refusal rate among chemical tests offered, as reported to MSP, and reflects only OS received by MVA.

0.15 BAC or greater violations, the driver is ineligible for a restricted license and the only suspension modification available is to participate in IIP.

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

If eligible, drivers who have been issued an OS 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.

**Table 2: Administrative Per Se License Suspensions and Interlock Options by Violation Type**

Offense Type	0.08 -0.14 BAC	0.15 BAC or higher	Test Refusal
First Offense	180 Day Suspension	180 Day Suspension	270 Day Suspension
Second or Subsequent Offense	180 Day Suspension	270 Day Suspension	2 Year Suspension
<b>Interlock Participation Option</b>	<b>180 Days</b>	<b>1 Year</b>	<b>1 Year</b>

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.

### Criminal Citations and Court Dispositions

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 of impaired driving offenses under Transportation Article §21-902. Penalties increase with subsequent offenses, particularly repeat offenses within five years.

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

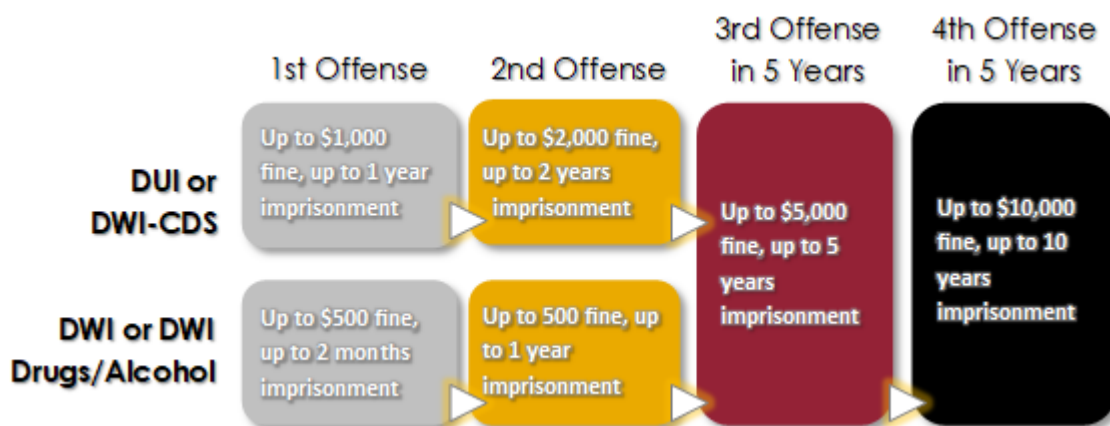


Figure 5 shows basic penalties only, other factors such as having a minor passenger, refusing a chemical test, or causing a fatality can result in additional sanctions.

Table 3 shows the total number of impaired driving criminal cases, by type of violation from 2019 to 2023. 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 2019 to 2023, the total number of cases decreased by more than 30% overall. §21-902(a) Driving Under the Influence of Alcohol (DUI) cases decreased by approximately 35% while §21-902(b) Driving While Intoxicated (DWI) cases decreased by nearly 40 percent. Among drug-involved cases, §21-902(c) Driving While Impaired by Drugs or Drugs and Alcohol decreased by 47% while §21-902(d) Driving While Impaired by Controlled Dangerous Substance (CDS) cases decreased by 51 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). 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 3: Impaired Driving Criminal Cases Presented by Most Serious Disposition, CY 2019-2023**

Violation	Case Status	2019	2020	2021	2022	2023
<b>§21-902(a) Driving Under the Influence of Alcohol</b>	<b>Total</b>	9,640	7,188	7,515	6,859	6,257
	<b>Open</b>	612	608	639	577	623
	<b>Closed</b>	9,028	6,580	6,876	6,282	5,634
	Guilty	1,693	1,143	1,109	1,021	968
	PBJ	3,570	2,030	2,347	2,238	2,075
	Other Disposition	3,765	3,407	3,420	3,023	2,591
<b>§21-902(b) Driving While Intoxicated</b>	<b>Total</b>	7,234	4,352	4,716	4,730	4,472
	<b>Open</b>	47	41	38	31	62
	<b>Closed</b>	7,187	4,311	4,678	4,699	4,410
	Guilty	2,109	1,330	1,390	1,348	1,196
	PBJ	4,568	2,724	2,957	3,076	2,883
	Other Disposition	510	257	331	275	331
<b>§21-902(c) Driving While Impaired by Drugs or Drugs and Alcohol</b>	<b>Total</b>	1,432	1,442	1,318	835	753
	<b>Open</b>	59	89	84	57	79
	<b>Closed</b>	1,373	1,353	1,234	778	674
	Guilty	372	320	298	194	159
	PBJ	382	377	346	222	193
	Other Disposition	619	656	590	362	322
<b>§21-902(d) Driving While Impaired by Controlled Dangerous Substance</b>	<b>Total</b>	716	710	633	353	345
	<b>Open</b>	28	46	39	24	38
	<b>Closed</b>	688	664	594	329	307
	Guilty	208	202	174	108	77
	PBJ	184	132	138	73	72
	Other Disposition	296	330	282	148	158

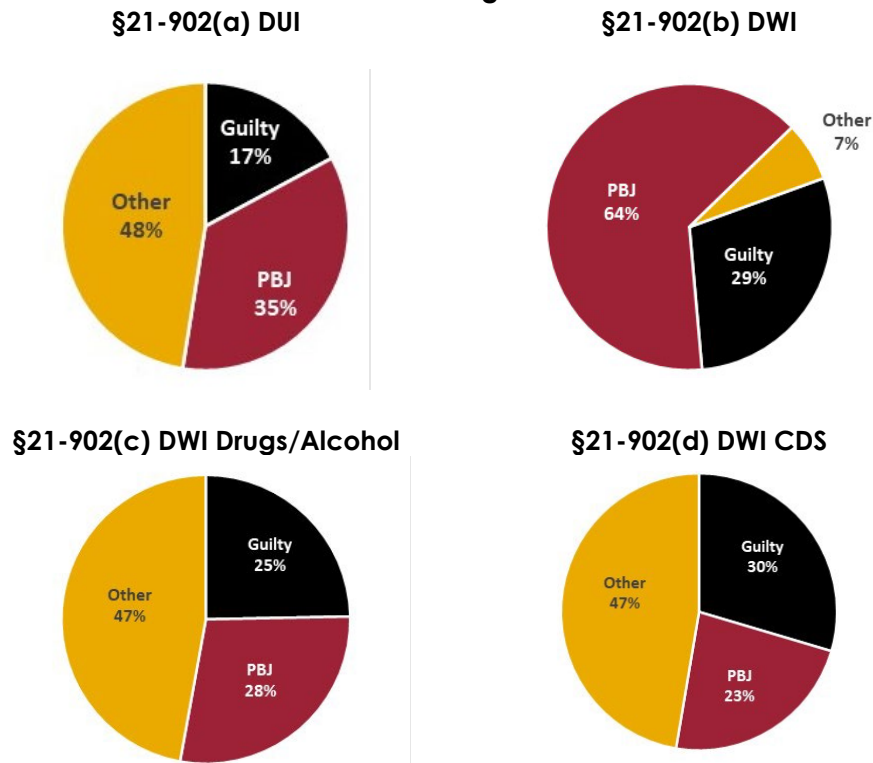
Source: National Study Center for Trauma and Emergency Medical Systems at the University of Maryland School of Medicine, based on District Court of Maryland Data. Other dispositions include but are not limited to Not Guilty, Nolle Prose, Stet, and Merged.

Figure 6 illustrates the outcomes, on average, of impaired driving cases, by violation type. Overall, 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 (29%) or PBJ disposition (64%). §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 2019 – 2023 Average**



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

## How Maryland’s Ignition Interlock Program Works

Whether the driver enters the program voluntarily because of an Administrative Per Se violation, or as a result of a criminal impaired driving conviction, 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 ranges 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 that 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 interlock device records specific events (e.g. vehicle started, vehicle stopped, breath test requested) with the date, time and the results of any breath samples provided. Any indication of a BAC greater than .025, a bypass attempt or other indication of non-compliance is considered a violation of the program.

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

The results of breath tests and other data stored in the ignition interlock device installed in participants' vehicles store 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 *Customer Connect* 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 highly 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 to IIP staff 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.

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.

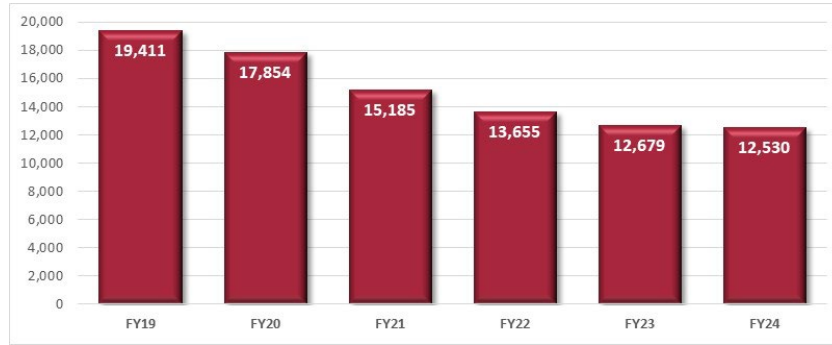
Failure to report for required calibration and service can result in removal from the program and suspension of the driver's license.

### **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 remained steady in FY 2024, down slightly from 12,679 in FY 2023 to 12,530 in FY 2024. In FY 2024, 4,712 drivers participated in the IIP for the first time. Decreased impaired driving arrests, and the corresponding decrease in OS and criminal impaired driving verdicts significantly impacts both voluntary and mandatory participation in IIP.

**Figure 7: IIP Annual Participation (Unique Participants) FY 2019 – FY 2024**

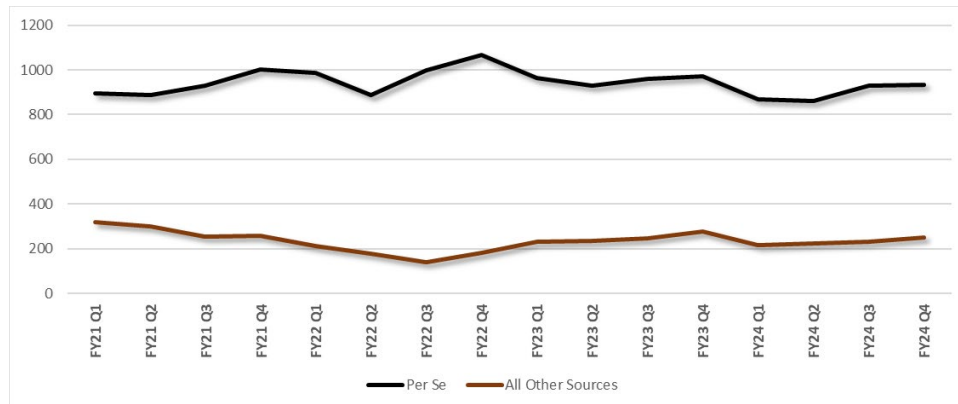


Source: MVA, Customer Connect

### 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 FY 2017. Overall, Per Se referrals fell during closures due to the COVID-19 executive order and have remained at a slightly lower level. A majority of first-time ignition interlock participants enter the program with a Per Se referral.

**Figure 8: First Referral Source of New Participants by Quarter, FY 2019 – FY 2024**



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.

Under Noah's Law, effective October 2017, drivers were 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.

In 2024, a new law was enacted that closed a loophole in Maryland's impaired driving laws. The law, which took effect October 1, 2024, requires drivers being convicted of, or receiving a Probation Before Judgement (PBJ) for driving under the influence or driving while impaired to participate in the IIP. Prior to the change, drivers convicted of DWI, or receiving a PBJ for DUI or DWI were not required to participate in the program.

**Table 4: Ignition Interlock Program Participation Requirements - Updated**

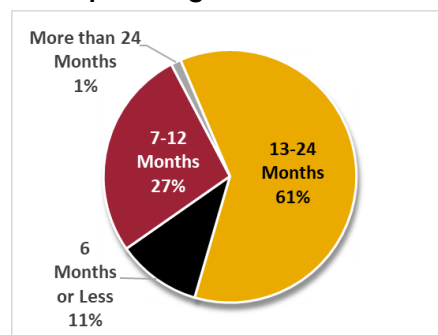
Violation	Disposition	Prior Law	New Law
§21-902(a) Driving Under the Influence of Alcohol	Guilty	Interlock Required	Interlock Required
	PBJ	Interlock Not Required	
§21-902(b) Driving While Intoxicated	Guilty	Interlock Not Required	
	PBJ	Interlock Not Required	

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 9 shows the length of time participants who completed the program in FY 2024 were enrolled in the IIP. Nearly 40% of the participants spent one year or less in the program, with slightly more than quarter of IIP referrals completed in FY 2024 were between 7 and 12 months. Repeat offenders can be referred to the IIP for terms of up to three years.

**Figure 9: Length of Completed Ignition Interlock Assignments, FY 2024**



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 2024, more than 6,700 drivers had ignition interlock violations where the breath sample was collected, and the value was greater than 0.025 BAC. Also in FY 2024, 1,814 drivers were removed from the IIP for noncompliance and did not reenter the program, down from 1,936 in FY 2023.

### Completing the Program

A participant is considered to have successfully completed the program when MVA receives certification from the service provider that the participant did 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 receive a new, unrestricted license; the driver can then have the ignition interlock device removed from their vehicle.

In FY 2024, 5,296 drivers successfully completed their assignments to the program with no new assignments in the fiscal year, up from 4,758 in FY 2023.

## Credit for Successful Completion

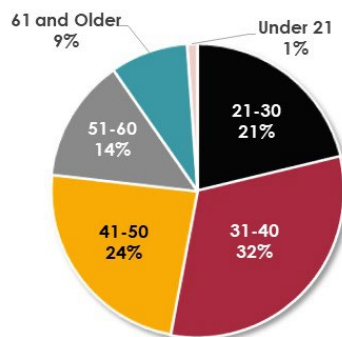
A driver can receive credit for successful participation in the IIP for an Administrative Per Se offense. If the driver is subsequently convicted of an impaired driving offense related to the same incident and is required to participate in the IIP, the driver receives credit for their participation for 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

A slight majority (54%) of IIP participants are 40 years of age or younger, with more than a 20% of participants under the age of thirty. Three-quarters of participants are male.

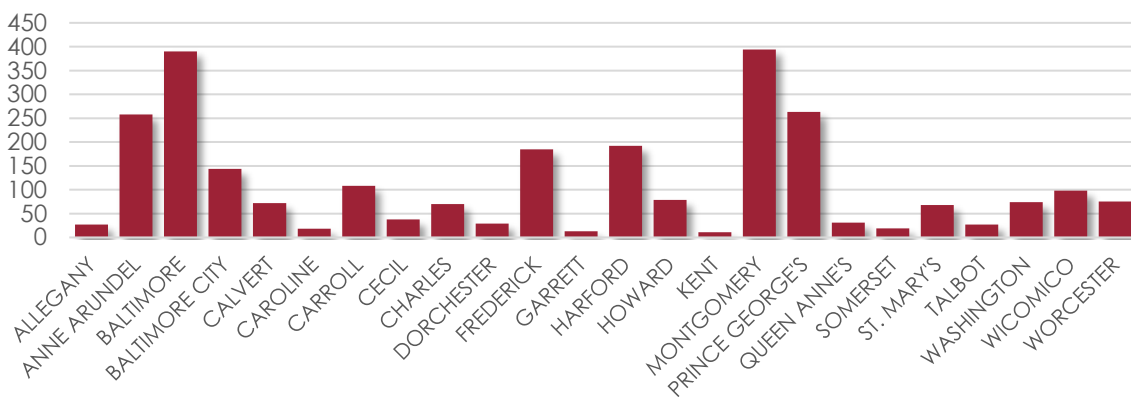
Participation in IIP is most concentrated in the suburban counties outside Baltimore and Washington, D.C. Nearly half (48.6%) of participants in FY 2024 resided in Anne Arundel, Baltimore, Montgomery, and Prince George's counties.

**Figure 11: Age of IIP Participants FY 2024**



Source: MVA, Customer Connect

**Figure 11: Jurisdiction of Residence for Ignition Interlock Program Participants FY 2024**



Source: MVA, Customer Connect

## Continuing the Fight Against Impaired Driving

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.

In 2019, the State of Maryland created the *Vision Zero* program and set the ambitious goal of achieving zero motor vehicle-related fatalities or serious injuries by 2030. The Maryland Department of Transportation (MDOT) is committed to action, collaboration, education, and enforcement to reach this goal.

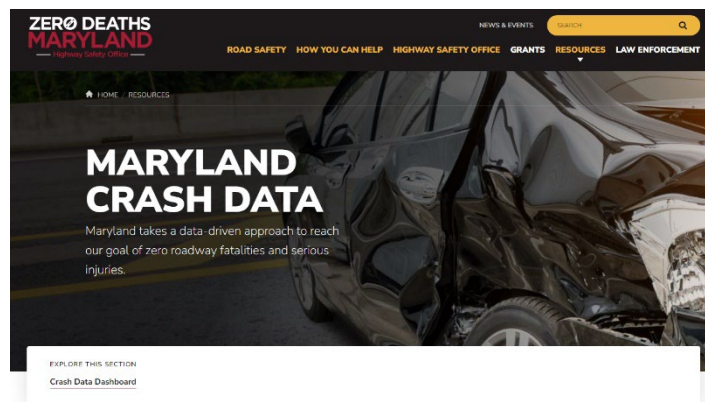


Maryland's approach to *Vision Zero*, led by MVA's Maryland Highway Safety Office (MHSO) and the State Highway Administration, includes extensive community engagement and work with local jurisdictions to create community-based Strategic Highway Safety Plans. The MHSO continues to form new initiatives and build on key established efforts to drive down crashes involving impaired drivers and to ultimately reach the goal of zero.

In 2024, MHSO, working with Maryland's Impaired Driving Prevention Emphasis Area Team, developed a strategic plan to guide future efforts to combat alcohol and drug-impaired driving. The plan addresses prevention, law enforcement and criminal justice, communications,

treatment and rehabilitation and evaluation.

To support a data-driven approach to achieving *Vision Zero*, a new online data dashboard, created in 2023, provides policymakers, state and local agencies and the public with improved access to traffic crash statistics. For more information, visit [Crash Data Dashboard - Zero Deaths Maryland & Vision Zero - Maryland Highway Safety Office](#)







Maryland is currently developing the next generation Strategic Highway Safety Plan (SHSP). The SHSP will define priority goals and multi-disciplinary approaches to meet those goals, including strategies to address roadway design, driving behaviors, technology, and policies by working with our wide network of partners across the State. Learn more by visiting [ZeroDeathsMD.gov](https://ZeroDeathsMD.gov).

