INTRODUCTION

Thirty-five years after a group of mothers changed America’s culture by warning the nation about the dangers of drunk driving, 10,000 people each year continue to die in drunk driving crashes.

Mothers Against Drunk Driving gave a face and a story to the crime of drunk driving. The result is a nearly 50 percent reduction in DUI fatalities nationwide. Thanks to laws like the 21 minimum drinking age, zero tolerance for drivers under the age of 21, and a national .08 Blood Alcohol Concentration (BAC) standard, MADD has led the nation in saving lives from an entirely preventable tragedy.

Today, we are on the verge of another cultural change. We are focused not only on changing the public’s attitudes, we are also focused on a technological revolution that will one day eliminate drunk driving. In 2006, MADD launched the Campaign to Eliminate Drunk Driving and set the nation on a course for the day when drunk driving is relegated to the history books. By focusing on effective countermeasures already in place today, laws we can pass tomorrow, and future technologies to make cars safer, MADD’s Campaign has truly established a blueprint for a nation without drunk driving.
MADD’S CAMPAIGN HAS ONCE AGAIN CHANGED THE NATIONAL CONVERSATION ON DRUNK DRIVING. MADD HAS DEVELOPED A PLAN THAT BRINGS TOGETHER OUR HEROES IN LAW ENFORCEMENT, AUTOMAKERS, AND THE NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION (NHTSA). ARM IN ARM WITH MADD VICTIMS AND VOLUNTEERS, WE ARE ALL WORKING TOGETHER ON PROVEN DRUNK DRIVING COUNTERMEASURES THAT WILL ELIMINATE DRUNK DRIVING IN AMERICA.

HIGH-VISIBILITY LAW ENFORCEMENT

Sobriety checkpoints are the foundation for eliminating drunk driving, serving to deter would-be drunk drivers and catching those who decide to drive drunk. Proven to reduce drunk driving fatalities by 20 percent, sobriety checkpoints and saturation patrols, combined with high-visibility media, such as NHTSA’s Drive Sober or Get Pulled Over campaign, deliver a very direct message: If you choose to drive drunk, you will be held accountable. Today, 38 states and the District of Columbia participate in sobriety checkpoint programs, which are designed to deter drunk drivers and reduce fatal crashes. While sobriety checkpoints are preferred, the other 12 states conduct saturation patrols, which work in a similar way.

IGNITION INTERLOCKS FOR ALL CONVICTED DRUNK DRIVERS

Alcohol ignition interlock devices are currently the best proven countermeasure available to stop drunk driving. In the past, license suspension was the preferred way to punish drunk drivers. Today, we know that 50 to 75 percent of convicted drunk drivers will continue to drive even on a suspended license. License suspension alone is no longer the most effective DUI deterrent. Interlocks protect the public by requiring the offender to blow into the device before the car will start. If the driver’s BAC is above the interlock’s preset level, the car will not start. Interlocks are equipped with anti-circumvention features, such as requiring hum tones and a camera, making the device difficult to bypass.

DRIVER ALCOHOL DETECTION SYSTEM FOR SAFETY

The Driver Alcohol Detection System for Safety (DADSS) is the world’s “moonshot” to eliminate drunk driving. DADSS is a public-private agreement working to develop a first-of-its-kind technology that quickly and accurately detects when a driver is intoxicated with a BAC above the legal limit and prevents the car from moving. The technology will be non-invasive and can accurately measure a BAC in a split second. Unlike ignition interlocks, it will be unnoticeable to a sober driver. Ultimately, DADSS will be made available as another safety option in new vehicles.
EIGHT YEARS AFTER THE LAUNCH OF THE CAMPAIGN TO ELIMINATE DRUNK DRIVING, TREMENDOUS PROGRESS HAS BEEN MADE. MADD CONTINUES TO BUILD UPON ITS SUCCESSES IN THE FIGHT AGAINST DRUNK DRIVING. HOWEVER, THERE IS STILL MUCH WORK TO BE DONE.

Law enforcement continues to be the front line in protecting our families from the dangers of drunk driving. New statistics show that two in three people will be in a drunk driving crash in their lifetime. Sobriety checkpoints and saturation patrols conducted by law enforcement continue to represent the first line of defense to deter would-be drunk drivers from ever getting behind the wheel.

Federal drunk driving crackdowns have been in effect for 11 years. NHTSA continued Drive Sober or Get Pulled Over, which began in 2011. The program is part of a national advertising campaign that airs during the Labor Day and New Year’s holiday with ads targeted toward likely DUI offender populations.

THE GOAL IS TO SEND A STRONG MESSAGE TO THE PUBLIC THAT IF YOU CHOOSE TO DRIVE DRUNK, YOU WILL BE CAUGHT.

Along with the ads, police coordinate to hold more sobriety checkpoints and saturation patrols so that the public sees law enforcement out in force.

MADD continues its work to support and encourage law enforcement agencies across the country to participate in these events. In 2014, we hosted Law Enforcement Recognition events across the country and honored men and women for their efforts in stopping drunk drivers. MADD values our heroes in law enforcement and wants them to know that they truly are the thin blue line protecting the public from drunk drivers.

Since 2006, MADD has changed the national conversation on ignition interlocks. When the Campaign first launched, only New Mexico required DUI offenders to use an interlock device.

BY THE END OF 2014, 24 STATES REQUIRED THESE LIFESAVING DEVICES IN ORDER FOR A DRUNK DRIVER TO REGAIN DRIVING PRIVILEGES FOLLOWING AN ARREST OR CONVICTION.

We passed new all-offender interlock laws in four states: Mississippi, Alabama, Delaware, and New Hampshire. MADD worked tirelessly in all of these states to help protect the public from repeat drunk drivers.

In September, Richard Roth, Ph.D., released findings from a new nationwide survey showing that from 2013 to 2014, more than 14,000 new ignition interlocks were installed nationwide, bringing the total number of interlocks in use to 318,714. Since MADD’s Campaign began, interlock usage has more than tripled nationwide from 101,000 in 2006.

In addition to passage of the four new all-offender states, MADD also worked to pass major legislation in several other states. South Carolina, one of the worst states in the nation for drunk driving fatalities, passed Emma’s Law to require offenders convicted with a .15 BAC or higher to use an interlock.
device. The legislation was named after six-year-old Emma Longstreet. Her father, David, a dedicated MADD volunteer, is an example of our commitment to passing strong laws to protect the public. Rhode Island passed similar legislation after years of stalled progress.

In 2011, Connecticut passed a law that technically required all convicted drunk drivers to use ignition interlocks. Unfortunately, Connecticut also allowed first time offenders to enter into a diversion program that did not include an interlock requirement. This year, at MADD’s urging, Connecticut changed its diversion program to require participants to use an interlock in order to complete the program. Finally, Kansas removed a sunset provision from its interlock law that would have ended the interlock program in 2015.

THE DRIVER ALCOHOL DETECTION SYSTEM FOR SAFETY, OR DADSS, ALSO CONTINUED TO MAKE STEADY PROGRESS IN 2014.

The initial five year agreement for DADSS began in 2008 between the Automotive Coalition for Traffic Safety, which represents 17 of the world’s leading automakers, and NHTSA. DADSS set a goal to develop and test prototypes to be considered for vehicle integration.

During the first five years, DADSS focused on research and creation of proof of concept prototypes to determine whether there were promising technologies on the horizon. After extensive research, it was determined that the technology is possible and that two technology options would be explored:

- A breath-based system, which uses carbon dioxide in addition to alcohol as a measure of dilution in a driver’s exhaled breath rather than requiring a driver to blow into a tube;
- A touch-based system, which uses near infrared light to measure the concentration of alcohol through the driver’s skin.

As part of the Federal highway bill, known as MAP-21, which passed the House and Senate in 2012, the U.S. Congress authorized a funding increase for DADSS to continue the program. Automakers and NHTSA agreed and entered into a second five-year agreement. The new hope is that by 2018, advanced technology will be available to the public that could prevent an impaired driver from starting his or her vehicle.

In the current phase, additional research and testing will allow further refinement of the technology to reduce the size of the systems and close gaps in performance relating to speed, accuracy and precision. During this phase, field operational tests with sensors integrated in vehicles will be performed to develop an understanding of the driver behavior in a naturalistic setting in various environments.

Currently, the test vehicle is in Sweden being outfitted with the breath-based technology. The vehicle is expected to return to the United States in 2015 where it will be outfitted with the touch-based technology.

TO LEARN MORE ABOUT THE PROJECT, VISIT DADSS.ORG
MADD’s Campaign to Eliminate Drunk Driving® is a blueprint for the nation to end drunk driving fatalities and keep the public safe on the roads. MADD monitors the progress using a five-star system to rate the states and encourage the adoption of proven countermeasures. It is important to note that stars are not weighted equally. While all countermeasures are important to improve a state’s drunk driving laws, we know that ignition interlocks and sobriety checkpoints are the two most effective ways to dramatically reduce fatalities and injuries.

**DEFINITION OF STARS ★ ★ ★ ★ ★**

MADD’s Campaign to Eliminate Drunk Driving® is a blueprint for the nation to end drunk driving fatalities and keep the public safe on the roads. MADD monitors the progress using a five-star system to rate the states and encourage the adoption of proven countermeasures. It is important to note that stars are not weighted equally. While all countermeasures are important to improve a state’s drunk driving laws, we know that ignition interlocks and sobriety checkpoints are the two most effective ways to dramatically reduce fatalities and injuries.

**IGNITION INTERLOCKS** are proven effective in saving lives and reducing drunk driving recidivism. More than 15 peer-reviewed studies recommend requiring ignition interlocks for all convicted offenders. AAA, National Transportation Safety Board (NTSB) and all traffic safety organizations recommend that every state enact an all-offender ignition interlock law. As of 2014, 24 states have enacted laws requiring ignition interlocks for all convicted drunk drivers, including first-time offenders with an illegal blood alcohol concentration (BAC) of .08 or greater. These laws typically require first-time offenders to install an interlock for six months and longer periods for repeat offenders, before an offender is able to regain unrestricted driving privileges.

**SOBRIETY CHECKPOINTS** are the primary way for law enforcement to protect the public from drunk drivers. Sobriety checkpoints are proven to reduce drunk driving fatalities by 20 percent by providing a general deterrent to driving drunk. High-visibility enforcement campaigns such as the Drive Sober or Get Pulled Over campaign conducted by National Highway Traffic Safety Administration (NHTSA) have been proven effective in the fight to eliminate drunk driving. Sobriety checkpoints are also cost-effective and reduce drunk driving expenses by at least six dollars for every dollar invested. Sobriety checkpoints are legal in 38 states and the District of Columbia.

**LICENSE REVOCATION** Administrative License
Revocation (ALR) is swift punishment for drunk driving through the immediate confiscation of an offender’s driver’s license by the arresting officer. NHTSA reports that ALR reduces DUI fatalities by as much as nine percent. Before MADD launched the Campaign, most offenders going through the ALR process were able obtain a geographic or time restricted license. However, an emerging trend to improve the success of ALR is to require installation of an interlock as a condition of obtaining a restricted license following a drunk driving arrest. In order for ALR laws to be effective, any license granted to an arrested drunk driver prior to conviction should be contingent upon installing an interlock as opposed to an unenforceable time or geographic restricted license.

**CHILD ENDANGERMENT** Drunk driving with a child passenger is a form of child abuse. No child should ever be put in that type of danger. Today, 46 states and the District of Columbia have enacted child endangerment laws or statutes that allow for additional penalties for a drunk driving conviction with a child passenger in the vehicle. However these laws vary widely in severity and definition of a child passenger. MADD recognizes New York’s Leandra’s Law as the model child endangerment law in the nation.

**NO-REFUSAL EVENTS** Driving is a privilege, not a right. Offenders who refuse to submit to chemical test (i.e. blood or breath) present a significant challenge to holding drunk drivers accountable. No-refusal activities have proven to be successful in reducing the number of offenders who refuse testing by allowing law enforcement to easily and quickly obtain a warrant to test the suspected offender. No-refusal stars have been given to states that have a program in place where prosecutors and judges make themselves available to streamline the warrant process helping to eliminate refusals.
RATING THE STATES

STAR RATING

5

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1
RATING THE STATES

5 ALABAMA

In 2014, Alabama passed legislation that expands the use of ignition interlocks to include first-time convicted drunk drivers with an illegal BAC of .08 or greater.

MADD applauds Alabama on becoming the 21st state to pass an all-offender interlock law and for its continued efforts to keep roads safe.

4 ALASKA

Since enacting its ignition interlock legislation for all convicted drunk drivers in 2009, Alaska has seen a 28 percent reduction in drunk driving fatalities.

MADD calls on Alaska to conduct sobriety checkpoints to help deter drunk driving and reduce related crashes.

5 ARIZONA

Arizona’s ignition interlock law requires convicted drunk drivers to use an ignition interlock (not wait out the interlock order) before obtaining unrestricted driving privileges. The first of its kind passed in 2007, this legislation is one of the best in the country and as a result, drunk driving deaths in the state have decreased by 45 percent.

MADD applauds Arizona on its continued efforts to keep roads safe. Sobriety checkpoints and continued refinement of the ignition interlock program are proven ways to continue to save lives.

4 ARKANSAS

Arkansas has seen a 27 percent reduction in drunk driving fatalities since the 2009 law requiring ignition interlocks for all convicted offenders went into effect.

MADD urges lawmakers to close the loopholes that exist to ensure that offenders cannot opt out of an ignition interlock order. Arkansas lawmakers also need to focus on implementing a no-refusal program.

4 CALIFORNIA

California launched an ignition interlock pilot program requiring interlocks for all convicted drunk drivers in four counties—Alameda, Los Angeles, Sacramento, and Tulare—covering 13 million people. While California has been a leader in highway safety, it will not receive its final star until the four-county pilot is a statewide law.

MADD urges California lawmakers to take action during the 2015 session and pass SB 61 by Senator Jerry Hill expanding the pilot program statewide permanently.
Colorado has been successful in reducing drunk driving fatalities. The state highly incentivizes the use of ignition interlocks for all convicted drunk drivers by allowing a shorter license suspension period for those who elect to go on an interlock immediately following a drunk driving conviction. Due in part to the state’s all-offender interlock law, drunk driving deaths have dropped by 19 percent.

MADD applauds Colorado on its continued efforts to keep the roads safe and protect the public from drunk drivers. Sobriety checkpoints and continued refinement of the ignition interlock program are proven countermeasure to continue to save lives.

In 2014, Connecticut passed legislation that greatly improves the state’s all-offender ignition interlock law. As a result, more than 6,500 first-time offenders who receive diversion in lieu of a first-time drunk driving conviction will now have to install ignition interlock devices. Now, Connecticut will begin to see a reduction in drunk driving deaths.

MADD calls on lawmakers to protect its children by passing a child endangerment law.

Delaware enacted an all-offender ignition interlock law in 2014 making it the 24th state to do so. Now, Delaware will begin to see a reduction in drunk driving deaths.

MADD applauds Delaware for its strong initiatives and programs to enforce drunk driving law and save lives on the roads.

Washington, D.C. needs an all-offender ignition interlock law. The current option that allows any convicted drunk driver to choose an ignition interlock is not effective, as DUI offenders rarely choose one.

MADD calls on the District to strengthen its DUI law and require all convicted drunk drivers to install an ignition interlock, a proven countermeasure to protect the public and save lives.

Florida has required interlocks for first-time convicted drunk drivers with a BAC of .15 or greater. In 2014, the state expanded the existing law to allow judges to order interlocks for first-time offenders with a BAC of .08 to .14 in lieu of a 10-day vehicle impoundment. The new law requires a legislative study committee to examine all-offender interlock legislation and issue a report to the legislature before the 2015 session.

MADD asks lawmakers to do more to stop drunk driving and require the use of ignition interlocks for all convicted drunk drivers.
RATING THE STATES

**GEORGIA**

Since 1999, ignition interlocks are required for repeat convicted drunk drivers. Georgia’s drunk driving law is 16 years overdue for a change as the state is one of a handful that does not utilize ignition interlocks for first-time offenders.

*MADD calls on lawmakers to protect their constituents and save lives by passing a law to require ignition interlocks for all convicted drunk drivers.*

**HAWAII**

Hawaii continues to be on the path to eliminating drunk driving. Since passing its ignition interlock law for all first-time convicted drunk drivers in 2011 the state has seen an increase in the number of interlocks installed as the program enters its fourth year. Due in part to the state’s 2011 interlock law, drunk driving deaths have dropped by 23 percent.

*MADD urges lawmakers to improve their current interlock law and allow for no-refusal activities.*

**IDAHO**

Advancing legislation to require ignition interlocks for all convicted drunk drivers and to allow sobriety checkpoints will dramatically reduce impaired driving fatalities in Idaho.

*MADD urges lawmakers to take action and advance legislation requiring ignition interlocks for all convicted drunk drivers and legalize high-visibility law enforcement activities.*

**ILLINOIS**

Illinois, was among one of the first states to enact its all-offender ignition interlock law. Since 2009, the state has seen a reduction in drunk driving fatalities. However, with offenders having the option to go on interlock or license suspension, installation rates are just over 20 percent of eligible offenders. Compare that to Wisconsin, a state with a weaker interlock law but a better compliance rate.

*MADD calls on lawmakers to pass legislation improving the interlock law in Illinois to improve installation rates to mirror compliance in other all-offender interlock law states.*

**INDIANA**

In 2014, Indiana passed legislation to require ignition interlocks for repeat offenders and to allow a judge to order the devices for first-time offenders. This legislation also establishes a statewide regulatory framework for the state and the platform for MADD to advocate for a true all-offender law in the future.

*MADD urges lawmakers to close the loophole during the 2015 session and pass a true all-offender ignition interlock law.*
Adoption of proven countermeasures, such as ignition interlocks for all offenders and high-visibility law enforcement activities, will make a significant impact to reduce drunk driving deaths in Iowa.

MADD calls on lawmakers to expand the use of ignition interlocks to include all convicted drunk drivers at a BAC of .08. MADD also urges lawmakers to enact legislation to legalize sobriety checkpoints, which have been proven to reduce fatalities by 20 percent.

Kansas lawmakers took action during the 2014 session to eliminate the sunset (or end date) included in the state’s all-offender interlock law that was passed in 2011. With this action, the state’s law is now permanent and the number of drunk driving deaths will continue to decrease. Due in part to the state’s 2011 interlock law, drunk driving deaths have decreased by 23 percent.

MADD applauds Kansas on its commitment to keep the public safe. Eliminating the sunset provision represents significant refinement to the ignition interlock program.

Kentucky remains one of a handful of states that does not have a mandatory ignition interlock law.

MADD urges the Kentucky Legislature to enact HB 60, by Representative Dennis Keene, requiring ignition interlocks for all convicted drunk drivers.

Louisiana is on the path to eliminating drunk driving. The state is reaping the benefits of passing an all-offender ignition interlock law in 2007. As a result of enforcement efforts and its mandatory interlock law, drunk driving deaths have decreased by 36 percent.

MADD encourages Louisiana to adopt an ALR law as 41 other states plus Washington, D.C. already have in place.

Maine became the 20th state to enact an all-offender ignition interlock law in 2013.

MADD applauds Maine on its continued efforts to keep road safe. Sobriety checkpoints and on-going refinement of the ignition interlock program are proven ways to continue saving lives.
## RATING THE STATES

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### MARYLAND

In 2014, the interlock law was strengthened to require ignition interlocks for anyone convicted of drunk driving with a child passenger.

**MADD urges lawmakers to act in 2015 and require ignition interlocks for all offenders at a .08 BAC. With this move, Maryland could see a significant decline in DUI related deaths.**

### MASSACHUSETTS

Melanie’s Law to require ignition interlocks for all repeat convicted offenders went into effect in 2006. The state would see a greater decline in drunk driving fatalities as soon as this law is expanded to include first-time convicted drunk drivers at a .08 BAC or greater.

**MADD calls on Massachusetts lawmakers to require ignition interlocks for all convicted drunk drivers and to adopt no-refusal activities.**

### MICHIGAN

Michigan is a two-star state with a lot of work to do to reduce drunk driving fatalities. Action by lawmakers in 2013 extended the .08 BAC per se limit until 2018.

**MADD calls on Michigan lawmakers to make .08 BAC permanent and to enact legislation requiring ignition interlocks for all convicted drunk drivers. Michigan would also benefit from high-visibility law enforcement activities.**

### MINNESOTA

Minnesota lawmakers have the opportunity to make the state’s roads safer and save lives. Minnesota must strengthen the current drunk driving laws to require ignition interlocks for all convicted offenders with a BAC of .08 or greater and allow for sobriety checkpoints.

**MADD encourages lawmakers to protect the residents of Minnesota from drunk drivers. An all-offender ignition interlock law and sobriety checkpoints will give law enforcement the tools needed to significantly reduce drunk driving fatalities.**

### MISSISSIPPI

In 2015 Mississippi earned its fifth star and became the 22nd state to pass an all-offender ignition interlock law.

**MADD applauds Mississippi on its continued efforts to protect the public and keep roads safe. Sobriety checkpoints and continued refinement of the ignition interlock program are proven countermeasures to save lives.**
MISSOURI

Missouri became the 18th state to require ignition interlocks for all convicted drunk drivers in 2012.

*MADD applauds Missouri on its continued efforts to keep roads safe. Sobriety checkpoints and on-going refinement of the ignition interlock programs are proven ways to continue saving lives.*

MONTANA

Montana is a one-star state and has done little to reduce drunk driving, starting on the first offense, since the enactment of a .08 BAC per se law in 2003.

*MADD challenges the legislature to take action and provide law enforcement with the tools needed to get drunk drivers off the road. Law are needed in Montana to require ignition interlocks for all offenders and to use high-visibility enforcement and no-refusal crackdown activities.*

NEBRASKA

Nebraska continues to see an increase in the number of interlocks installed since improvements to the state’s all-offender interlock law were made in 2011.

*MADD applauds Nebraska on its continued efforts to keep roads safe. Sobriety checkpoints and ongoing refinement to the interlock programs are proven ways to protect the public.*

NEVADA

Nevada has one of the weakest interlock laws in the nation. Improvements are needed to recognize the benefits of an effective ignition interlock law and save lives on the roads.

*MADD challenges lawmakers to take action and require the use of ignition interlocks for all convicted drunk drivers.*

NEW HAMPSHIRE

In 2014, New Hampshire improved its DUI law to become the 23rd state to enact legislation to require ignition interlocks for all convicted drunk drivers. Passage of this law will result in a greater reduction in drunk driving fatalities.

*MADD applauds New Hampshire on its continued efforts to keep roads safe and encourages the use of no-refusal crackdown activities.*
New Jersey has the opportunity to stop drunk driving. Legislation to expand Ricci’s Law to include all convicted drunk drivers with BAC of .08 or greater will help save lives.

MADD encourages lawmakers to pass S 385/A 1368 by Senator Nicholas Scutari and Assemblywoman Linda Stander to expand the use of ignition interlocks for all first-time convicted drunk drivers.

New Mexico is reaping the benefits of passing an ignition interlock law in 2005. Drunk driving deaths have decreased by 40 percent, which is well above the national average.

MADD asks New Mexico lawmakers to pass a child endangerment law to protect a child riding with a drunk driver.

In 2013, New York, lawmakers made improvements to Leandra’s Law to close DWI loopholes, which will increase the use of ignition interlocks.

MADD holds Leandra’s Law as a model law and congratulates lawmakers on its recent improvements. MADD hopes the legislature will pass no-refusal legislation to earn the state its fifth star.

North Carolina lawmakers failed to act on ignition interlock legislation in 2014.

MADD urges North Carolina lawmakers to continue their efforts to pass mandatory ignition interlock legislation.

North Dakota needs to take action to address all first-time convicted drunk drivers, not just limited to repeat offenders.

MADD calls on lawmakers to enact legislation requiring ignition interlocks for all convicted drunk drivers.

Ohio has the opportunity to stop drunk driving. In 2014, Annie’s Law requiring ignition interlocks for all convicted drunk drivers was introduced. The legislation ran out of time and faced opposition from a fringe group of judges.

MADD urges lawmakers to re-introduce and pass Annie’s Law, which requires ignition interlocks for all offenders.
Oklahoma enacted the Erin Swezey Act in 2011, to require ignition interlocks for all repeat offenders and first-time convicted drunk drivers with a BAC of .15 or greater. The law also requires interlocks for first-time offenders with a BAC of .08 to .14 if they choose to drive during the six-month suspension following a DUI conviction.

MADD asks Oklahoma lawmakers to improve the current law to require ignition interlocks for all offenders at a BAC of .08 or higher.

Oregon has improved the state’s drunk driving law. A mandatory interlock law in 2007, coupled with strong law enforcement efforts, has reduced drunk driving deaths by 30 percent. And, in 2011, a loophole was closed to require ignition interlocks in DUI diversion agreements, as more than half—11,000 of 24,000—DUI offenders receive diversion agreements.

MADD calls on Oregon to utilize sobriety checkpoints and no-refusal activities.

MADD continues to work diligently with lawmakers on an all-offender ignition interlock law to save lives on the state’s roads.

MADD appeals to legislators to take action in the upcoming session to set DUI law reform as a priority. We call for action on an all-offender interlock law.

Lawmakers passed legislation in 2014 to require ignition interlocks for all repeat and first-time offenders with a BAC of .15 or greater. However, the state still continues to lag behind the rest of the nation implementing effective DUI countermeasures.

MADD calls on legislators to protect the public and improve the state’s DUI law. The state should legalize sobriety checkpoints and encourage no-refusal enforcement activities. And, above all else, the passage of an all-offender ignition interlock law is needed.

In 2014, after a long battle to pass first-time offender ignition interlock legislation in South Carolina, Emma’s Law became law. Named after six-year-old Emma Longstreet who was killed by a drunk driver, the new law expands the punishment for all convicted drunk drivers, including first offenders, with a BAC above .15.

MADD urges lawmakers to strengthen Emma’s Law to require ignition interlocks for all convicted drunk drivers.
RATING THE STATES

2 SOUTH DAKOTA

South Dakota, a two-star state and needs to do much more to reduce drunk driving deaths. In 2011, a law was passed allowing for the use of ignition interlocks starting in conjunction with the state’s Sobriety 24/7 program. This move limits the use of interlocks to repeat and first-time offenders with a BAC of .17 or greater.

MADD asks lawmakers to strengthen DUI law and expand the current interlock law to include all convicted drunk drivers with a BAC of .08 or greater. The state could also better protect children from drunk drivers by enacting a child endangerment law.

4 TENNESSEE

Tennessee’s all-offender ignition interlock law went into effect in 2013. This move, coupled with the use of no-refusal enforcement activities, will prove to reduce drunk driving and protect the public.

MADD encourages state lawmakers to further improve the state’s DUI law by utilizing ALR to help deter drunk drivers.

3 TEXAS

In 2013, Texas lead the nation with 1,337 deaths caused by a drunk driver. The legislature fails to take any steps to address this deadly problem.

MADD is preparing for the 2015 session where we will advocate for ignition interlocks for all convicted drunk drivers.

5 UTAH

Utah is one of 24 states with an all-offender interlock law and is a leader in the fight to end drunk driving in the nation. Due in part to their all-offender interlock law, drunk driving deaths are down by 22 percent.

MADD applauds Utah on its continued efforts to protect the public and keep roads safe. Sobriety checkpoints and continued refinement of the ignition interlock program are proven countermeasures to save lives.

2 VERMONT

Vermont enacted an optional ignition interlock program for convicted drunk drivers in 2010. Efforts are needed to strengthen this law and improve the state’s DUI laws.

MADD will work to advance a mandatory all-offender ignition interlock law, along with other anti-drunk driving countermeasures, including child endangerment legislation to protect Vermont’s children from drunk drivers.
In 2012, Virginia enacted a law requiring ignition interlocks for all convicted drunk drivers. Within a year, interlock installations have increased to over 8,500.

MADD applauds Virginia on its continued efforts to keep roads safe. Sobriety checkpoints and ongoing refinement of the ignition interlock program are proven ways to continue saving lives.

Washington passed an all-offender ignition interlock law in 2009. Each legislative session since the law was enacted, improvements have been made to this comprehensive interlock law. Due in part to the all-offender interlock law, drunk driving deaths have dropped by an additional 18 percent.

MADD calls on lawmakers to pass laws to allow for high-visibility law enforcement activities. Sobriety checkpoints could reduce DUI fatalities by an additional 20 percent.

Due in part to the 2008 all-offender ignition interlock law, drunk driving deaths have dropped by 35 percent in West Virginia.

MADD applauds West Virginia on its continued efforts to keep roads safe. Sobriety checkpoints and ongoing refinement of the ignition interlock program are proven countermeasures to continue saving lives.

Wisconsin is the only state in the nation where a first drunk driving offense is not a crime; rather it’s “just” a traffic ticket. In 2009, the state made improvements to their DUI law by requiring ignition interlocks for first-time convicted drunk drivers with a BAC of .15 or greater.

MADD calls on legislators to get tough on drunk driving and pass laws to require ignition interlocks for all convicted drunk drivers, legalize sobriety checkpoints, and to make a first offense a misdemeanor.

In 2011, Wyoming lawmakers closed loopholes in the state’s ignition interlock law. However, much more must be done to protect the public.

MADD continues efforts for an all-offender interlock law and urges lawmakers to act now to require interlocks for all convicted drunk drivers and utilize sobriety checkpoints in order to reduce DUI fatalities.
## Grants Offered to States That Pass Interlock Laws

As part of the 2012 federal highway authorization bill, known as MAP-21, MADD urged Congress to create a bold new incentive grant program to encourage states to pass all-offender ignition interlock legislation. The result was a new ignition interlock incentive grant program under Section 405 of the federal highway bill. This new program provides $20 million for states that pass legislation requiring ignition interlocks for all convicted drunk drivers. Money is distributed to states using a formula similar to other highway safety programs. Unfortunately, not all states have passed this legislation and are not receiving federal safety dollars that could help improve traffic safety.

### Interlock Incentive Grant State Breakdown

<table>
<thead>
<tr>
<th>State/Jurisdiction</th>
<th>Federal Interlock Incentive Grant Dollars*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>$ 348,746.85</td>
</tr>
<tr>
<td>Alaska</td>
<td>$ 159,351.45</td>
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<tr>
<td>American Samoa</td>
<td>$ 53,117.76</td>
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<tr>
<td>Arizona</td>
<td>$ 377,432.50</td>
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<td>Arkansas</td>
<td>$ 260,450.62</td>
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<td>Colorado</td>
<td>$ 343,608.58</td>
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<td>Connecticut</td>
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<td>Delaware</td>
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<td>D.C.</td>
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<td>Florida</td>
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<td>Guam</td>
<td>$ 53,117.76</td>
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<td>Hawaii</td>
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<td>Idaho</td>
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<td>Illinois</td>
<td>$ 774,353.79</td>
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<tr>
<td>Indian Nations</td>
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<td>Indiana</td>
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<td>Louisiana</td>
<td>$ 286,556.85</td>
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<td>Maine</td>
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<tr>
<td>Maryland</td>
<td>$ 307,569.78</td>
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<td>Massachusetts</td>
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<td>Mississippi</td>
<td>$ 231,530.71</td>
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<tr>
<td>Missouri</td>
<td>$ 442,506.50</td>
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</table>

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<thead>
<tr>
<th>State/Jurisdiction</th>
<th>Federal Interlock Incentive Grant Dollars*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montana</td>
<td>$ 159,353.28</td>
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<tr>
<td>Nebraska</td>
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<td>Nevada</td>
<td>$ 173,256.48</td>
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<tr>
<td>Northern Mariana Islands</td>
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<td>Ohio</td>
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<td>Puerto Rico</td>
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<td>Rhode Island</td>
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<tr>
<td>South Carolina</td>
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<td>Tennessee</td>
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<td>Texas</td>
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<td>Utah</td>
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<td>Vermont</td>
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<td>Virgin Islands</td>
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<td>Virginia</td>
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<td>Washington</td>
<td>$ 416,167.94</td>
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<td>West Virginia</td>
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<td>Wisconsin</td>
<td>$ 407,362.23</td>
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<tr>
<td>Wyoming</td>
<td>$ 159,353.28</td>
</tr>
</tbody>
</table>

*Out of $21,247,105 annual appropriation.

Source: ghsa.org/html/stateinfo/programs/402.html
The time is coming where there will be no more drunk driving victims in America.

For the eleventh year, law enforcement around the country continued to participate in national efforts to crack down on drunk driving. The Drive Sober or Get Pulled Over Campaign kicked off during the Labor Day Holiday with a national press conference led by Transportation Secretary Anthony Foxx. It launched again prior to the Christmas and New Year’s Holiday to remind would-be drunk drivers that, if they choose to drink and drive, they will get caught.

MADD victims and volunteers worked across the country to improve drunk driving laws. This year MADD’s Campaign to Eliminate Drunk Driving continued to save lives and scored its most single-year state legislative victories to date. Four states — Mississippi, Alabama, Delaware and New Hampshire — passed all-offender ignition interlock laws bringing the total to 24 states. In addition, major improvements were made in other states, leading in part to a nationwide increase in the installation of ignition interlocks to 318,000.

Finally, research continues on the DADSS program with the continuation of a new five-year agreement signed at the end of 2013. A research test vehicle is currently being outfitted in Sweden and the hope is to soon bring that vehicle back to the United States. That means that 2015 could be the year when we see for the first time a car that can only be driven by a sober driver.

For the past 35 years, today and in the future, MADD leads the nation toward the elimination of drunk driving and no more victims.