



IMPAIRED  
DRIVING  
ENDS HERE.

# HOUSE BILL 26-1242

Interlock-Restricted License Requirements for Impaired Drivers

Sponsors: Representatives Paschal & Jackson | Senators Roberts & Carson  
Committee: Transportation & Energy | Passed the House 56-8-1

## COLORADO'S IMPAIRED DRIVING CRISIS

**236**

lives taken by suspected impaired driving in 2025 — up 10% from 2024 (CDOT)

**16,332**

impaired driving case filings in FY2024, including 1,053 felony DUI cases (CO Task Force)

**26,161**

times interlocks blocked .05 BAC impaired driving attempts in Colorado last year

## WHAT HB 26-1242 DOES

- 1. Eliminates the Waiting Period** — Removes the 2-month hard suspension for drivers who refuse express consent, allowing immediate access to an ignition interlock. NHTSA, GHSA, and MADD national research all identify hard suspension periods as barriers to the *most effective impaired driving countermeasure*. A suspension without a device is an honor system; an interlock is technology-based prevention.
- 2. Closes the First-Time Offense Gap** — Requires drivers with first-time DUI offenses below .15 BAC to complete their interlock term before obtaining an unrestricted license. Early removal remains available in as few as 4-9 months based on performance. This aligns first-time offenses with requirements already in place for repeat offenses and high-BAC cases.
- 3. Expands Affordability Access** — Adopts the MADD financial assistance model: raises income eligibility to 150% of the federal poverty level, requires manufacturers to provide a 50% monthly service discount with free or discounted installation and removal for qualifying individuals. For most drivers, this will mean a 150-200% increase over current state support.

## WHY IGNITION INTERLOCKS WORK

Unlike license suspension — which 75-80% of offenders simply ignore — an ignition interlock enforces sobriety at the point of ignition, every single time. The evidence is clear:

**70% reduction** in repeat drunk-driving offenses vs. license suspension alone (CDC)

**26% reduction** in drunk-driving fatalities in states with all-offender IID laws like Colorado

**~80 times** the average drunk driver drives impaired before their first arrest — interlocks stop each attempt

**180,195 times** interlocks have blocked drunk driving attempts in Colorado since 2006

**MADD Colorado SUPPORTS HB 26-1242.** This bill saves lives by closing loopholes, ending unnecessary delays, and ensuring Colorado's most effective impaired driving countermeasure is accessible to every driver who needs one. We urge a YES vote.



IMPAIRED  
DRIVING  
ENDS HERE.

# HOUSE BILL 26-1242

Interlock-Restricted License Requirements for Impaired Drivers

Sponsors: Representatives Paschal & Jackson | Senators Roberts & Carson

Committee: Transportation & Energy | Passed the House 56-8-1

## COLORADO'S LEGISLATIVE OPPORTUNITY

In our state, **236 lives were taken by suspected impaired driving crashes in 2025** — a 10% increase over 2024. At the federally recognized economic cost of \$9.4 million per fatality, that represents more than \$2.2 billion in annual social harm from impaired driving deaths alone, not including serious injuries, property damage, and system costs. License suspension without device enforcement is not a deterrent. The evidence is unambiguous: *interlocks work where suspension does not.*

Research consistently shows that **75–80% of suspended drivers continue to drive** on a revoked license. Every day a driver exits the suspension window without a device is a day the state relies on an honor system to prevent a proven, repeat behavior. HB 26-1242 replaces that honor system with technology-based prevention — the only approach the evidence supports.

The cost of inaction is also measurable in near-misses. Interlocks blocked **26,161 attempts to start a vehicle at .05 BAC or above** in Colorado last year alone. Each of those is a crash that did not happen, an injury that did not occur, a family that did not receive a knock at the door. Without the reforms in HB 26-1242, drivers who should be on an interlock will instead be behind the wheel with no accountability. The Legislature has an opportunity to change that — please vote YES on HB26-1242.

## HB 26-1242 IS SUPPORTED BY

