



**STATE OF OKLAHOMA
BOARD OF TESTS FOR ALCOHOL AND DRUG INFLUENCE**

Dr. Jarrad Wagner
Chairman

Post Office Box 36307
Oklahoma City, Oklahoma 73136-2307
Phone: (405) 425-2460 Fax: (405) 425-2490
www.bot.ok.gov

Joshua Smith
Director

RULE IMPACT STATEMENT

Pursuant to 75 O.S. §303(D), the Board of Tests for Alcohol and Drug Influence provides the following rule impact statement with regard to proposed rule changes to Chapter 50 of Title 40 of the Oklahoma Administrative Code.

a. Purpose and Legal Basis

The proposed rule amendments are in response to feedback from ignition interlock providers and the public. The amendments are authorized under **47 O.S. § 6-212.5**, which directs the Board to administer and enforce the ignition interlock program for the State of Oklahoma.

b. Classification

This rule amendment is classified as a *nonmajor rule amendment*.

c. Purpose of Proposed Amendments

The purpose of the amendments is to:

1. Clarify device configuration requirements for all certified ignition-interlock devices installed in Oklahoma, while establishing explicit exceptions that allow certified and licensed providers to accommodate another state's configuration requirements for their customers.
2. Modify retest timeframes to enhance public safety by reducing unnecessary distractions and interruptions for interlock users during vehicle operation.
3. Increase flexibility in device-use requirements by allowing modifications for users who struggle to complete tests due to the interlock anti-circumvention feature, without creating a risk of device decertification for manufacturers that make such modifications.
4. Strengthen program accountability by defining program failure for participants who leave a device in permanent lockout for a consecutive period of ninety (90) days or more.
5. Strengthen program accountability by defining program failure for participants reported to be operating a vehicle not equipped with an ignition interlock device by law enforcement.

d. Classes of Persons Affected

The proposed rule amendments will affect the State, ignition interlock users, and ignition interlock providers.

e. Classes of Persons Benefiting

The classes of persons who will benefit are IDAP participants and public roadway users.

f. Probable Economic Impact

An economic impact on the State and the interlock providers is expected related to the proposed rules. A loss of revenue is anticipated due to a reduction in missed retest violation reset services and the state fee associated with those services. No state agency, political subdivision, entity, or individual will experience increased compliance costs related to implementation. The amount of anticipated revenue loss cannot reasonably be quantified based on available data.

g. Methodology

The economic impact assessment was based on internal agency review, participant input, and private-sector feedback.

h. Effect on Political Subdivisions

The amendments will have no economic impact on political subdivisions.

i. Effect on Small Business

The amendments may have an adverse economic impact on small businesses due to reduced revenues for violation reset services. The amount of anticipated revenue loss, if any, cannot reasonably be quantified based on available data.

j. Minimization of Costs

No measures were necessary to minimize compliance costs because the amendments do not impose additional compliance costs and reduce or maintain existing regulatory burdens.

k. Effect on Public Health, Safety, and Environment

The amendments contribute to increased public health and safety through improved interlock program administration, reduced unnecessary driver interruptions, and strengthened program accountability.

l. Detrimental Effect if Not Implemented

Failure to implement the amendments will maintain existing requirements and limitations, including continued unnecessary interruptions associated with retesting, continued difficulty accommodating users affected by anti-circumvention requirements, and continued uncertainty regarding program failure for prolonged device lockout or operation of a vehicle without a required ignition interlock device.

m. Date Prepared

This Rule Impact Statement was prepared on **September 1, 2026**.