

**SB 26-1-24-24 support.pdf**

Uploaded by: Bryna Clark-Braverman

Position: FAV



**Bryna Clark-Braverman**  
**MADD Maryland Regional Executive Director**  
**Testimony in Support of Senate Bill 26**  
**Senate Judicial Proceedings Committee**  
**January 24, 2024**

Thank you Mr. Chairman and members of committee for allowing me the opportunity to testify today in support of Senate Bill 26, also known as Jamari's Law, to help stop impaired driving. My name is Bryna Clark-Braverman and I am Regional Executive Director for the Maryland chapter of Mothers Against Drunk Driving.

MADD thanks Senator Bailey for authoring this proposal. For anyone who has not been impacted by a violent crash caused by an impaired driver, it may be surprising to learn that every day in the United States, 37 people are killed and more than 1,000 people are injured just by drunk driving. That does not take into account the horrific crashes caused by other drugs such as cannabis and opioids.

Since 2019, according to the National Highway Traffic Safety Administration, drunk driving deaths have increased 17% resulting in 195 preventable deaths in 2021 in Maryland.

Maryland is not alone in historic increases in drunk driving deaths. Throughout the nation, drunk driving deaths are at a historic high. Lawmakers must do more. Jamari's Law, SB 26, is a great first step.

MADD strongly supports Jamari's Law because it allows for increased sentences in impaired driving crashes that result in a death of a victim. MADD wants to be clear, Jamari's Law does not create any mandatory minimums of any kind. However, Jamari's Law gives the courts discretion to ensure longer sentences for impaired drivers who take the life of an innocent victim in Maryland. This is important for justice. This is important to victim survivors in seeking closure.

Jamari's Law, SB 26, is a victim-driven proposal that will allow for more justice. It does not create any mandatory minimums of any sort, but Jamari's Law does allow for courts to seek a more appropriate sentence when impaired drivers kill on Maryland roadways. Mr. Chairman and members of committee, thank you for allowing me to testify today on behalf of Mothers Against Drunk Driving. We urge your support of Jamari's Law. Thank you.

# **SB 26 Increasing Penalties for Manslaughter.pdf**

Uploaded by: Casey Hall

Position: FAV

Casey Hall  
7428 Campbell Drive  
Severn, MD 21144  
443-822-9213

I am writing to you as a citizen and victim/witness advocate for the Anne Arundel County State's Attorney's Office. I have seen more innocent lives taken on our road ways. This is a horrific crime that deserves to be enhanced to start holding offenders accountable so they are able to serve more time. It's really offensive these crimes and cases don't receive the penalties- it is essentially vehicular homicide and these victims and their surviving families need your protection- there are more people on the roads and yet more lives are being taken if this is not addressed now.



# **Daniela Murphy Letter .pdf**

Uploaded by: Daniela Murphy

Position: FAV

Daniela Murphy  
Annapolis, MD  
22 January 2024

To whom it may concern,

There are only so many words that can be used to convince someone to further condemn a person's life and in most cases that is a heavy burden to bear. How can one decide to punish ignorant and careless behavior when there was no intended malice? Well, the answer is quite simple, indulgent ignorance is indistinguishable from malice. When a person is sufficiently advanced in careless behavior then one can only assume the safety and consideration of others holds no merit or moral. Unfortunately, a twelve-year-old boy named Matthew forfeited his life due to such negligent thinking.

The day is April 22<sup>nd</sup>, 2018, Matthew, his mother, and his brother are on a normal walk through their neighborhood. Meanwhile, some distance away, a drug-impaired individual is choosing to climb into his van, turn on the engine, and begin driving. Eventually, the van makes its way to the area where Matthew and his family are walking. As the van rounds the corner of that residential street, the drug-impaired driver loses consciousness and veers the van off the road, plowing into a sidewalk. Years later, this sidewalk will serve as a memorial for people to remember and never forget how one negligent decision can shift an entire world. In those few seconds of drug-impairment and loss of control, the driver hits Matthew and kills him as his family, so nearby, must stand and watch. Blink and suddenly the world has shifted. Blink and suddenly his brother is an only child. Blink and now his parents have only one living child.

I wish I could say this is an isolated event or that scenarios like this don't happen nearly every day. But they do as, too often, ignorant individuals discard their knowledge of the law and what is right because negligent behavior is regularly diminished in court. Such is the case for the justice of Matthew, as the man who hit and killed him only served a four-year sentence, reduced from the original ten. Not every scenario and situation involving negligent manslaughter is the same but each act of negligence resulting in the loss of life can be concluded as nothing short of malice. Society only functions the way it does because the average person is not afraid to leave their home. The average person holds the belief that the laws they abide by will protect them. Ignorance of these laws should not be confused with accident. Ignorance of these laws requires the proper consequences.

Matthew will never be able to get his life back. My husband, his ex-wife, and living son will never be able to outlive the memory of what happened. So, adding years to a sentence that will never replace a life is the only way to ensure Matthew and children like him, lost to negligent behavior, will be remembered. And those who are not yet victims remain protected.

# **Daniela Murphy Letter .pdf**

Uploaded by: Douglas Murphy

Position: FAV

Daniela Murphy  
Annapolis, MD  
22 January 2024

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# Farah VanGenderen HB26 statement.pdf

Uploaded by: Farah VanGenderen

Position: FAV

**Farah VanGenderen**  
**415 Rolling Rd**  
**Salisbury, MD 21801**  
**410-422-1843**

RE: MD SB26

To Whom It May Concern:

My name is Farah VanGenderen, a licensed Clinical Social Worker with over 25 years of experience treating and advocating for trauma survivors and pushing for stricter penalties against child abuse offenders. Twice, I stood in this building, passionately seeking justice and enhanced protections for teenage victims. Today, I share my personal anguish following the tragic loss of my son, Ian VanGenderen, on September 27, 2019.

His life was unfairly taken by a drunk driver, deemed as manslaughter—a socially acceptable form of killing by legal standards. The driver, with no valid license and a history of driving violations, took my son's life. The legal system, marred by pleas, reduced sentencing, and time served, allowed her to be released just **nine months** after the conviction. A sentence of 10-years for vehicular manslaughter, reduced by pleas of the guilty, reduced by “good behavior” during her incarceration. If the term allowed had been 20 years perhaps she would have served twice that time, if the minimum that has to be served were raised that would also support that happening.

My son, a promising young man who had just completed four years of military service, was killed by someone intoxicated enough to run over him, not once, but twice. His penalty for leaving the house that evening was death. This injustice has not only altered the course of our lives but accentuates a disturbing complacency in our laws.

I implore you, respected legislators, to address the glaring loopholes in our current legal framework. Offenders, even first-time ones, impact lives significantly. Longer sentencing guidelines could, and would, draw a definitive line between choices to drink and the consequences of compromising decision-making and reflexes. This, to me, is intent—a choice which should have repercussions.

Let my son's death be a catalyst for change—a call to action. I beseech the Maryland Assembly to enact laws reflecting the gravity of such offenses, honoring the memory of those lost and safeguarding the future. Our roads should not be a breeding ground for preventable tragedies. Imagine your child or loved one in Ian's position. We need laws that send a clear message: killing someone is a grave matter, and every life touched by potential tragedy, matters.

I appreciate your time and consideration. May you find the courage to champion this cause for all Marylanders, challenging the notion that drunk driving is a tolerable form of homicide. It's time to alter the narrative and take a stand against the current complacency.

Sincerely,

Farah VanGenderen

**SenatorBailey\_FAV\_SB26.pdf**

Uploaded by: Jack Bailey

Position: FAV



JACK BAILEY  
Legislative District 29  
Calvert and St. Mary's Counties

Budget & Taxation Committee



THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

Annapolis Office  
James Senate Office Building  
11 Bladen Street, Room 401  
Annapolis, Maryland 21401  
410-841-3673 • 301-858-3673  
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Jack.Bailey@senate.state.md.us

District Office  
Dorsey Professional Park  
23680 Three Notch Road, Unit 101  
Hollywood, Maryland 20636  
240-309-4238

January 24, 2024

**Senate Bill 26 – Criminal Law – Manslaughter by Vehicle or Vessel – Increased Penalties (Jamari's Law)**

Dear Chairman Smith and Members of the Committee:

I am writing to introduce Senate Bill 26 – Criminal Law – Manslaughter by Vehicle or Vessel – Increased Penalties. This legislation would raise the maximum penalties for causing the death of another as a result of the person's driving, operating, or controlling a vehicle or vessel in a grossly negligent manner under §2-209 of the Criminal Law Article.

Under current law, a first offense under §2-209 is a felony and carries a maximum penalty of 10 years, while a subsequent offense carries a maximum penalty of 20 years. Senate Bill 26 increases these penalties to 15 years for a first offense and 30 years for a subsequent offense.

This legislation is named Jamari's Law for Jamari Duckett, who was a resident of St. Mary's County. In 2022, Jamari was the victim of a car accident caused by a driver who was drunk and traveling at a high rate of speed. According to the investigation, immediately prior to the accident, the drunk driver was driving at speeds between 76 and 91 miles per hour on a road where the speed limit is 40 miles per hour. Jamari tragically died as a result of the injuries he sustained in this accident. He was 18 years old.

The St. Mary's County State's Attorney's Office successfully prosecuted the drunk driver in this case, who was sentenced to the maximum penalty of 10 years. As this is considered a non-violent offense, it is possible for this individual to serve about a quarter of their sentence in prison. This means that, when considering diminution credits and the possibility of parole, the offender could be released in as little as 2½ years. I believe that this is far too short a time for the crime of manslaughter by vehicle or vessel.

It is important to note that this bill does not impose any minimum sentences, it only gives our judges further discretion in their sentencing of those who are found guilty of violating this law. This Committee is well aware of the threat that drunk and negligent driving poses to our State's citizens. I believe this legislation will continue the work that we have done to combat drunk driving in Maryland.

I respectfully request a favorable report on Senate Bill 26. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bailey".

Senator Jack Bailey

# **SB26\_Mosley\_Favorable.pdf**

Uploaded by: Jessica Mosley

Position: FAV

January 24, 2024

Jessica Mosley  
Washington, DC 20016

**TESTIMONY ON SB26 - POSITION: FAVORABLE**

Criminal Law - Manslaughter by Vehicle or Vessel - Increased Penalties (Jamari's Law)

**TO:** Chair Smith, Vice Chair Waldstreicher, and members of the Judicial Proceedings Committee

**FROM:** Jessica Mosley

**My name is Jessica Mosley. I am a resident of Washington, DC, but I lost a loved one who was a resident of District 31 in a motor vehicle crash in February 2021. I am submitting this testimony in support of SB26, Criminal Law - Manslaughter by Vehicle or Vessel - Increased Penalties (Jamari's Law).**

My name is Jessica Mosley and Anthony Jean-Louis, known as AJ by his friends, was my friend whom I love deeply.

On February 8, 2021, AJ was driving home and Guarav Rawal got drunk, got behind the wheel, and killed him. More than being drunk, Mr. Rawal was speeding – over 100 mph – and was using his phone for Snapchat and texting. He then got out of his car, fled the scene, and attempted to pay a stranger to drive him home. All of this while AJ lay dead in the driver's seat of his Jeep.

While on house arrest, Mr. Rawal continued to post to Snapchat making light of his ankle monitors, showing people doing shots at the bar he owned, and claiming on social media that he was the real victim. In jail calls played at the sentencing hearing, Mr. Rawal continued to blame others, including AJ, for him being in jail and ruining his life. He showed no remorse for his actions.

This bill is about sentencing so Mr. Rawal's actions are important, but I also want to tell you about AJ.

AJ was 37. He served his country in the Army for 15 years. He lived his life as an upstanding and law-abiding citizen. He did everything "right." He was supposed to grow old with his brothers and sister and live out his dreams. I can close my eyes and see them sitting on a front porch telling stories of their wild, youthful days to the children

running around the yard. We were supposed to have more time with him. He was supposed to have more time.

AJ was one of the great ones. A kind soul. An honest man. He never made a promise he couldn't keep, and he never said anything he didn't mean. Yes, he was handsome and had an amazing smile, but his heart was what made him beautiful. He loved working with his hands. He loved television - all of it, even the really crappy stuff. He loved life. He experienced hardship but embraced each day full of joy and love. He was one of the only people I've ever met who said they didn't judge...and actually meant it. He accepted and celebrated you for exactly who you were. I am a better person for the years I had him in my life.

That is what Guarav Rawal stole when he chose to drunkenly get behind the wheel of that car - a car he knew he was not allowed to drive because he was required to have an interlock device on his car. He got in that car and drove almost twice the speed limit. He hit and killed AJ. He got out of the car and ran. Instead of checking on AJ, he selfishly - inhumanely - left AJ's lifeless body alone as he ran away.

On April 19, 2022, Guarav Rawal was sentenced to the maximum sentence for his crimes. I am sure there are those who think that is a lot of time, but it's not. With parole eligibility, that sentence will be greatly reduced.

The judicial process is supposed to be about justice. And honestly, I don't know that justice can be found. Justice would be for the man who did nothing wrong to have celebrated his 40th birthday and to spend the holidays with his loved ones. Justice would be for AJ to be here with us.

There may not be true justice, but there can be appropriate consequences for your actions and I believe that increasing the maximum penalty from 10 years to 20 years for negligent manslaughter is a step in that direction. Will everyone deserve 20 years? I don't know. But I must believe that AJ's life is worth more than 10 years. That the callousness of Mr. Rawal's grossly negligent behavior deserved more punishment than 10 years.

This law won't change the outcome for AJ's case, but I am submitting this testimony so hopefully a future victim's friends and family may get more justice and more peace because of the changes this bill will achieve. I respectfully urge this committee to return a favorable report on SB26.

# **24 legis md jpr vehicular manslaughter.pdf**

Uploaded by: Kurt Erickson

Position: FAV

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National Council Coalition to Prevent Underage Drinking  
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Montgomery Police Department (D.C.)  
Elizabeth Tabin  
John Tordella  
Unleashing Management  
Fred Viscione  
Deputy Chief Wayne Vincent  
Arlington County Police Department  
Linda Wachter  
Ray T. Washburn Underage Drinking  
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Dale Conner  
J. J. Conner  
MedStar Washington Hospital Center  
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National Motor Vehicle Safety Administration  
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Administrative Office of U.S. Courts  
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RTSA, Arundel  
Douglas Gerstein  
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Michael Green  
Radnick Howard  
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Edward Holtzman  
J.P.  
Alex Kaufman  
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Mary MacLachlan  
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Dunbar Roosevelt High School SADD Club  
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Family, Crime and Community Leaders of America, Inc.  
Julie Spriester  
Recreation Association Montpelier Washington  
Christopher Tarkenton  
Leahie Under  
Dr. Samantha Walker, NRCC, TC  
District of Columbia Office of the Chief Medical Examiner  
T. William Young, II  
Maryland State Police, Eastern  
Kim Furst  
Lanhamton Branch  
Chris Vanderploeg  
Glori Day Gil  
Elizabeth Vermeire  
SADD  
Eurt Erickson  
WRAP President & CEO



WASHINGTON REGIONAL ALCOHOL PROGRAM

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January 23, 2024

Members of the Judicial Proceedings Committee  
Maryland Senate  
Annapolis, Maryland

Re.: Support of "Criminal Law – Manslaughter by Vehicle or Vessel – Increased Penalties," Senate Bill 26, Senator Bailey (R-Calvert & St. Mary's Counties)

**"Maryland will likely surpass 600 roadway fatalities in 2023, the most the state has seen since 2007."**

– Maryland Motor Vehicle Administration, "Maryland Motor Vehicle Administration Releases Annual Resolutions to Help Marylanders be Road Ready in 2024," December 28, 2023

Dear Senators:

On behalf of the Maryland nonprofit Washington Regional Alcohol Program's (WRAP) Board of Directors, staff, volunteers and the more than six-million Maryland residents we serve in the fight against drunk driving and underage drinking (including having served as project director of both Maryland's Checkpoint Strikeforce campaign and "Maryland Remembers" ceremony), I wanted to formally communicate to you **WRAP's unequivocal support for Senate Bill 26, "Criminal Law – Manslaughter by Vehicle or Vessel – Increased Penalties,"** Senator Bailey (R-Calvert & St. Mary's Counties).

Succinctly, Senate Bill 26 – in an effort to counter existing Maryland sentencing guidelines for vehicular manslaughter which result in ineffectual, remarkably low imprisonment sentences -- increases the "maximum periods of imprisonment" for persons convicted of vehicular manslaughter including for those convicted of such and having been previously convicted of a number of crimes including driving under the influence of alcohol, driving while impaired by alcohol or driving while impaired by drugs or controlled dangerous substances (Maryland Transportation Section 21-902 [a][b][c] & [d]).

(over)

A coalition of diverse interests using effective education, innovative programs and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, DC metro area.

A coalition of diverse interests using effective education, innovative programs and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, DC metro area.



As Maryland bore witness to an increasing number of traffic deaths in both 2022 and last year (Maryland Highway Safety Office/MVA) – and that over a quarter of Maryland's roadway fatalities *still* involve drunk drivers (MVA, 2022) – a meaningful deterrent and penalty for drivers controlling a vehicle in a “grossly negligent manner” which results in death of another is both paramount and overdue.

As a means of better equating the sentence with the *lethal* crime, WRAP supports Senate Bill 26 and urges your consideration of favorably reporting said legislation.

□□□□

Thank you, in advance, for your consideration. I may be directly reached with any questions at either 703-893-0461 or at [kurt@wrap.org](mailto:kurt@wrap.org).

Cordially,



Kurt Gregory Erickson  
President

**jlp1.pdf**

Uploaded by: Lachelle Duckett

Position: FAV



# "Jamari's Law"

## Senate Bill 26

**Criminal Law – Manslaughter by Vehicle or Vessel – Increased Penalties**  
**Jamari's Law would increase the existing maximum penalties for felony manslaughter by vehicle or vessel from 10 years to 20 years for a first offense, and from 15 years to 30 years for a subsequent offense.**

**This bill is named "Jamari's Law" for Jamari Duckett, an 18 year old, Great Mills resident who tragically lost his life in an accident caused by a driver who was drunk and traveling at a high rate of speed.**

**Please write your name, address and signature on the line below if you would like Senate Bill 26 to become a Law. "Jamari's Law"**

#	Printed Name	Address	Signature
1.	Nancy Borgschulte	PO Box 179, St. Mary's City, MD	<i>Nancy Borgschulte</i>
2.	Glenn Larned	21430 Dogleg Lane Leonardtown, MD	<i>Glenn Larned</i>
3.	Betty Larned	21430 Dogleg Lane Leonardtown, MD	<i>Betty Larned</i>
4.	<i>Ernie Gilbert</i>	48010 GELMUD COURT PK 20653	<i>Ernie Gilbert</i>
5.	Matthew Harris	46125 River Hill RD Lexington Park	<i>Matthew Harris</i>
6.	Jonathan Blair	47480 Belvue Court, Lexington Park	<i>Jonathan Blair</i>
7.	Joseph Bush Jr	46700 Midway DR Lexington PK MD 20653	<i>Joseph Bush Jr</i>
8.	Francis Douglas	Callway, Maryland 20620	<i>Francis Douglas 240-661-3813</i>
9.	Sharese Mason	657 Santa Fe Trl Lusby, MD	<i>Sharese Mason</i>
10.	Kenneth Ritter	21955 Stony Brook Ct hex PK, MD 20653	<i>Kenneth Ritter</i>
11.	BARRY DIAMOND	46634 Midway DR, Lex PK MD 20653	<i>Barry Diamond</i>
12.	Kris Krus	20378 Willdeer Ln Callway MD 20620	<i>Kris Krus</i>
13.	Rebecca Griffin	45849 Care Free Way Lexington Park MD 20653	<i>Rebecca Griffin</i>
14.	Brian Corbin	45849 Care Free Way Lexington Park MD 20653	<i>Brian Corbin</i>
15.	Cleten Burch	18487 Three Notch RD Lexington Park MD 20653	<i>Cleten Burch</i>
16.	Mary Lehnertz	21320 Fairwood Ct. Leonardtown MD 20650	<i>Mary Lehnertz</i>
17.	Sarah Lehnertz	20522 Nick St. Lexington Park MD 20653	<i>Sarah Lehnertz</i>
18.	Jeffrey Lehnertz	21320 Fairwood Ct. Leonardtown MD 20650	<i>Jeffrey Lehnertz</i>
19.	Charlie Lehnertz	20822 Wick St. Lexington Park MD	<i>Charlie Lehnertz</i>
20.	Elizabeth Byers	21116 Rosebay Way Leonardtown MD	<i>Elizabeth P Byers</i>
21.	MARK BYERS	21116 ROSEBAY WAY LEONARDTOWN	<i>Mark Byers</i>
22.	HERBIE SMITH	" 2123 TASSER DR LUSBY MD	<i>Herbie Smith</i>
23.	KAREN SMITH	" " " " " "	<i>Karen Smith</i>
24.	Kathleen Enterline	23256 Oak Wood Ln Lexington Park MD	<i>Kathleen Enterline</i>
25.	Stephen Norris	43065 Medleys Neck RD Leonardtown MD 20650	<i>Stephen Norris</i>
26.	Kaelie Pelczar	43065 Medleys Neck RD Leonardtown MD 20650	<i>Kaelie Pelczar</i>
27.	Javon Duckett	45736 Military Lane	<i>Javon Duckett</i>
28.	Dalton Oswalt	22215 Meadow Lake Lane	<i>Dalton Oswalt</i>
29.	Nikia Oswalt	22215 Meadow Lake Lane	<i>Nikia Oswalt</i>
30.	Kevin Negron	46122 Thoroughbred Way	<i>Kevin Negron</i>
	JOHN JARVIS	46890 ABBERY CREST LN APT 106 LEXINGTON PARK MD	<i>John Jarvis</i>

**jlp2.pdf**

Uploaded by: Lachelle Duckett

Position: FAV



# "Jamari's Law"

## Senate Bill 26

**Criminal Law – Manslaughter by Vehicle or Vessel – Increased Penalties**  
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**Please write your name, address and signature on the line below if you would like Senate Bill 26 to become a Law. "Jamari's Law"**

#	Printed Name	Address	Signature
1.	Robert H Cooksey	Great Mills, Md	[Signature]
2.	Jamir Karcobish	Great Mills, MD	[Signature]
3.	Amy Hoffman	Great Mills, MD	[Signature]
4.	Jasmine Greenwell	Great Mills MD	[Signature]
5.	Kemesta Brooks	Lexington Park	[Signature]
6.	Jamir Bony	Lexington Park	[Signature]
7.	Michael Mason	Lexington Park	[Signature]
8.	Thomas Washington	Great Mills MD	[Signature]
9.	Barbara Savoy	Great Mills MD	[Signature]
10.	Michael Finson	Park Hall	[Signature]
11.	Daniel George	Great Mills, MD	[Signature]
12.	Raymond Goffey	GREAT MILLS MD	[Signature]
13.	Kimberly Holland	Avenue MD	[Signature]
14.	Tineka Short	Avenue MD	[Signature]
15.	Bret Weaver	Leonardtown MD	[Signature]
16.	John Carter	LEXINGTON PARK	[Signature]
17.	Charles Calhoun	Great Mills MD	[Signature]
18.	Diana Johnson	ANAWAY, MD	[Signature]
19.	John Doe	Great Mills MD	[Signature]
20.	Vanessa Wood	Great Mills, Md.	[Signature]
21.	Coretta Henderson	Lexington Park	[Signature]
22.	Art Mark Taylor	Valley Leck MD	[Signature]
23.	Donta Fenwick	48305 Pickett Harbor Court MD	[Signature]
24.	Charita Gordon	Lexington Park MD 20653	[Signature]
25.	Yatrice Banks	Lexington Park MD 20653	[Signature]
26.	Hannah Knight	Great Mills MD	[Signature]
27.	Kelvin Wilson	Lexington Park MD	[Signature]
28.	Taylor Spence	Leonardtown MD	[Signature]
29.	Eric Buckmaster	Park Hall	[Signature]
30.	Tim Conner	Lexington Park	[Signature]

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# "Jamari's Law"

## Senate Bill 26

### Criminal Law – Manslaughter by Vehicle or Vessel – Increased Penalties

Jamari's Law would increase the existing maximum penalties for felony manslaughter by vehicle or vessel from 10 years to 20 years for a first offense, and from 15 years to 30 years for a subsequent offense.

This bill is named "Jamari's Law" for Jamari Duckett, an 18 year old, Great Mills resident who tragically lost his life in an accident caused by a driver who was drunk and traveling at a high rate of speed.

Please write your name, address and signature on the line below if you would like Senate Bill 26 to become a Law. "Jamari's Law"

#	Printed Name	Address	Signature
1.	Wayne Louis	Lexington Park	Wayne Louis
2.	Antwain Somerville	Mechanicville	Antwain Somerville
3.	William Hall	Lexington Park	William Hall
4.	<del>William Duckett</del>	Lexington Park	<del>William Duckett</del>
5.	Pat Smith	2 Lexington Park	Pat Smith
6.	Tosha Mason	21089 Little Girls Way	Tosha Mason
7.	Anaka Wright	18410 Pointe Coloured Rd (ES)	Anaka Wright
8.	Marius Hicks	Great Mills	Marius Hicks
9.	Darion Hunt	Great Mills	Darion Hunt
10.	Dylan Denton	Leonardtown	Dylan Denton
11.	Alley Watts	Hollywood	Alley Watts
12.	Shanon Yolley	Great Mills	Shanon Yolley
13.	Ta'Niya Goldring	Lexington Park	Ta'Niya Goldring
14.	Eboni Kelsey	Lexington Park	Eboni Kelsey
15.	Kevin Kelsey	Lexington Park	Kevin Kelsey
16.	MICHELLE DANIELS	LEXINGTON PARK	Michelle Daniels
17.	Lavel Carter	Lexington Park	Lavel Carter
18.	Leslie Carter	Great Mills	Leslie Carter
19.	BOYD LOUIS	11500 Lacey Dr	Boyd Louis
20.	Eric Thomas	11500 Lacey Dr	Eric Thomas
21.	Maurice Bice	Lexington Park	Maurice Bice
22.	Jerome Randolph	Lexington Park	Jerome Randolph
23.	Calvin Edeleh	Hollywood	Calvin Edeleh
24.	Patrick Short	Avenue	Patrick Short
25.	Aniana Short	Avenue	Aniana Short
26.	Destin Sheppard	Lexington Park	Destin Sheppard
27.	Tabitha Mason	Lexington Park	Tabitha Mason
28.	James Kroccher	Lexington Park	James Kroccher
29.	DAKELY MASON	Lexington Park MD	Dakely Mason
30.	Dymond Butler	Lexington Park MD	Dymond Butler

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#	Printed Name	Address	Signature
1.	Vi Dyson Guzman	Great Mills, Md. 20634	Vi Dyson Guzman
2.	Joseph Willard	Leonard Town, Md 20650	J. Willard
3.	Anna Price	Great Mills MD 20634	Anna Price
4.	ROBERT GUZMAN	GREAT MILLS MD 20634	Robert R. Guzman
5.	STEVE MIESOWITZ SR	DRAYDEN Md. 20630	Steve Miesowitz Sr
6.	Tom Sameroff	45741 Mills Lane Md 2052	Tom Sameroff
7.	EVAN Bromley	19715 Hickory Hills Ln	Evan Bromley
8.	Thomas Crowder	P.O. Box 139 Valley Lee MD	Thomas Crowder
9.	James Stealy	21445 Semetoga Drive	James M. Stealy
10.	Bryce Tabler	22514 IVENSON Dr Apt 711	Bryce Tabler
11.	Demange Jackson	21331 Bristol Avenue	Demange Jackson
12.	Amyra Chase	21331 Bristol Avenue	Amyra Chase
13.	Kelisa Marsh	20234 Poplar Ridge Road	Kelisa Marsh
14.	Sylvia Greenwell	21601 Liberty St Unit 102	Sylvia Greenwell
15.	Russell Marsh	21813 N. Essex Dr. Lexington	Russell Marsh
16.	Kalucinta Underhill	20626 Gloucester Ct	Kalucinta Underhill
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#	Printed Name	Address	Signature
1.	John Greenwell	21895 peggy rd. lexington park	John Greenwell
2.	Shownda Greenwell	45736 Military Ln C Great Mills	Shownda Greenwell
3.	KATIA DOVE	21826 RONALD DR LEXPR MD	Katie Dove
4.	Juliana Piuto	47 Chapel view Ct Loxby MD	Juliana Piuto
5.	Netosha Vallendingham	45857 Brian Ter Great Mills MD	Netosha Vallendingham
6.	Deubrina Harris	11636 Doran Ct, Waldorf MD	Deubrina Harris
7.	Jocia Granseth	43509 Quail Pt, Hollywood, MD 20636	Jocia Granseth
8.	Jasmine Carter	11405 Horseshoe Trl Lusby MD	Jasmine Carter
9.	Anna Grant	12800 Olivet Rd Lusby MD	Anna Grant
10.	Amelia Lee	42841 Graceful Way Hollywood MD	Amelia Lee
11.	Elizabeth Pratt	<del>20620</del> 21677 North Essex Dr, 20653	Elizabeth Pratt
12.	Ramryn Pittgeorge	11461 MUSA Trail, Lusby, MD 20657	Ramryn Pittgeorge
13.	Christoni Adams	21777 NOAH ESSEX DR <sup>Lexington</sup> MD 20653	Christoni Adams
14.	Kayla Brumback	26936 Golden Thimble Rd. Avenue MD 20609	Kayla Brumback
15.	Tarsha Carter	23316 Serrano Ct. California MD	Tarsha Carter
16.	ERIC BROOKS (TONY)	45895 SOUTH POTATO CT. CALIFORNIA MD	Eric Brooks
17.	India Allen	43970 Peony Place California MD	India Allen
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#	Printed Name	Address	Signature
1.	JOHN BAKER	18410 POINT LOOKOUT RD	[Signature]
2.	Jesse Greenwell	10686 Winding Trail Court 20603	[Signature]
3.	Rewayne Milburn	23502 Spafaxent Beach Rd 20619	[Signature]
4.	Grace Bonds	21339 Village Ct Great Mills 20622	[Signature]
5.	James Stewart	45836 Wolftrap Way	[Signature]
6.	John Duckett	39762 Ledy Baltimore Ave	[Signature]
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# JAMARI'S LAW

Dwight Mason 657 Santa Fe Trl, Lusby MD ~~Dwight Mason~~  
K Cronberger 46860 Winton Circle, ~~4722~~  
H. Eric Gelrud 11450 Azberg Circle, Sol. 20688  
Joan Gelrud 47980 Gallett Hazen Rd  
Tom Raley 45840 Jay Dee Ct Lexington Park MD 20653  
PAUL GELRUD 47930 GELRUD CT. Lexington Park,  
MD  
20653  
Paul Gelrud



**jpg2pdf.pdf**

Uploaded by: Lachelle Duckett

Position: FAV

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#	Printed Name	Address	Signature
1	John Arthur Swales	26716 - Lex PK MD	John A. Swales
2	Crystal Duckett	Lexington park	Crystal Duckett
3	Yisha Duckett	Lexington Park, MD.	Yisha Duckett
4	Mary Adams	48384 Sunburst Dr Lex PK MD	Mary Adams
5	Charlotte Lambert	4608 Pleasant Dr Lex PK, MD	Charlotte Lambert
6	Angel Winchester	21704 Cabot Place	Angel Winchester
7	Casey Brown	45260 Woodstone Way	Casey Brown
8	Wanda Hall	45386 chorcelles, lex MD	Wanda Young
9	Dawn Young	19994 PINEHILL COURT RD	Dawn Young
10	Barbara Courtney	LEX PK, MD	Barbara Courtney
11	Naraysia Douglas	Richmond, VA	Naraysia Douglas
12	Limmer Dutton	21880 Renald Dr	Limmer Dutton
13	Joe Sul	St. Inigres MD	Joe Sul
14	Terika Mack	21641 Liberty St 241A	Terika Mack
15	Faith Brown	19099 Three Notch Rd.	Faith Brown
16	Danna Swales	21301 Carmen Woods Dr. Lex PK MD	Danna Swales
17	Lyle Saunders	Lexington Park MD	Lyle Saunders
18	Dorothy Dobyns	21555 Regent - Lex park	Dorothy Dobyns
19	Katharine Caban	990 Calvert County	Katharine Caban
20	Eocheris Chambers	Anne Arundel County	Eocheris Chambers
21	Kimberly Johnson	12622 Hilltop Rd Lusk MD	Kimberly Johnson
22	Mary Ann Reinburg	36945 David Dr. Meck MD	Mary Ann Reinburg
23	Karl White	11005 Lemisham Pl Apt 205	Karl White
24	Crystal Holt	45999 Great Mills Ct Apt 310	Crystal Holt
25	Claira Reynolds	45038 Jillion Ct	Claira Reynolds
26	MARY FEENEY	47197 Schwartzkopf Dr Lex Park	Mary Feeny
27	Alexis Stewart	lexington park md	Alexis Stewart
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#	Printed Name	Address	Signature
1.	April Edelein	41974 Satchel Paige way	[Signature]
2.	Jytiana Barnes	11260 Sittingbull Circle	[Signature]
3.	Reyna Gardner	22625 orchid Bloom way	[Signature]
4.	Haley Gardner	22625 orchid Bloom way	[Signature]
5.	Blonnie Stunnett	21280	[Signature]
6.	Carlise [unclear]	21280 Lexington Court apt	[Signature]
7.	Caroly Edelein	41974 Satchel Paige	[Signature]
8.	Margaret Hall	416476 Chapman Dr	[Signature]
9.	Anna Stewart		[Signature]
10.	William Stewart		[Signature]
11.	TreQuan Stewart		[Signature]
12.	Louise Edelein		[Signature]
13.	Debbie Dinger	22840 Lawrence Ave Leavenworth	[Signature]
14.	Michelle Day	22231 Bayside Rd	[Signature]
15.	ERIN VATES	38425 Pleasant View DR	[Signature]
16.	Kahtia Boone	48050 Grilley Lane	[Signature]
17.	Corinda Greene		[Signature]
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# Support

Uploaded by: Lauren Bourdon

Position: FAV



**JAMIE L. DYKES**  
STATE'S ATTORNEY

**Date:** January 24, 2024  
**Bill:** SB 26  
**Position:** Favorable

I distinctly remember my first encounter with grief. I was about 12 or 13 years old and a very dear friend of mine was killed coming home from soccer practice by a multiple time DUI offender who was driving drunk. He was sentenced to a mere 3 years of prison for extinguishing my friend's life, and erasing her potential from this world.

I remember, even at that age, asking my mom why her life wasn't worth more?

Now, more than twenty years later, I find myself on the other side of the horrific conversation.

I have the privilege of prosecuting some of Wicomico County's most violent offenses, including the motor vehicle fatal crashes. But the only time I have ever had a victim ask me why their loved one's life was not worth more was in relation to manslaughter by motor vehicle cases.

You see, these cases are a great equalizer. They show no prejudice in that you or your loved one may find yourself a victim regardless of your gender, race, creed, religion, or how "good of a life you live." And with Maryland law, as we sit today, you and your loved one's life is worth the equivalent of about 2 years.

As what happened in my last case shows, you or your loved one can be driving home in a perfectly illuminated vehicle, driving at the correct speed limit, coming home from work when you are struck from behind by someone driving 100 mph, by a person too thoughtless, careless and reckless to open the app on his phone to order himself an Uber.

The only way to protect the public, including yourself, myself, and our loved ones, is to reduce the number of drunk drivers on the road. The way we reduce the number of drunk drivers on the road is by deterrence.

A sentence that permits release on parole after two years is not deterrence.

We are at a crossroads, where now I am asking you – what is an innocent victim’s life worth?

If we are all honest with ourselves, two years simply is not enough.

By giving the courts more time to utilize at sentencing, you are also allowing the court to have more leeway for the important work of rehabilitation, to help ensure continued safety on our streets.

Public safety doesn’t sit solely on the shoulder of police officers, prosecutors, and judges. Today, this important question sits with you.

I am asking you, personally and on behalf of the Office of the State’s Attorney for Wicomico County, to please support enhanced penalties so that we can do the important work of making our streets safer, and so that the next time I have to sit across the table from an innocent victim’s family, I don’t have to answer the terrible question: why wasn’t their life worth more?

Thank you

Lauren N. Bourdon, Esq.  
Senior Assistant State’s Attorney  
Office of the State’s Attorney for Wicomico County

# **Megan Moore Written Testimony in Favor of SB26.pdf**

Uploaded by: Megan Moore

Position: FAV



**Megan Moore**

In favor of SB26 Manslaughter by Vehicle or Vessel - Increased Penalties (Jamari's Law)

January 22, 2024

Honorable Members of the Committee,

My name is Megan Moore, and I am writing to express my support for SB26, also known as Jamari's Law. I share my testimony with the hope that you will vote to advance this bill to become law.

My life was forever changed on June 5, 2021, when my son Noah was killed in a car crash caused by an impaired and reckless driver. This is my reality every moment of every day.

While I struggled to cope with my new existence, I counted on our justice system to provide consequences for the driver who chose to get behind the wheel that night.

The driver accepted a plea deal. He pleaded guilty to negligent manslaughter-Auto/Boat, etc. and Driving a Vehicle While Under the Influence of Alcohol Per Se. He received a jail term of 10 years, with all but 18 months suspended for the manslaughter charge while the DUI ran concurrently with the entire sentence suspended.

The driver served **9 months and 1 week.**

Noah, my Leap Day baby was just 21 years old when he was so tragically killed. I struggle to find the words to perfectly describe him, as I will not be able to truly capture his spirit, his zest for life, his charm and his unwavering loyalty and dedication to family and friends.

It continues to take my breath away that he is really gone.

I acknowledge the driver did not intend to kill Noah, but he did choose to drive recklessly and impaired which resulted in Noah's death. There must be consequences for such careless decisions to deter others. We need laws that instill fear of the repercussions for actions that lead to such devastating loss.

I implore you to support SB26. Strengthening these penalties is crucial in promoting accountability and deterring actions that lead to irrevocable loss.

Thank you for your consideration and commitment to justice.

Sincerely,  
Megan Moore

# Supprt SB26.pages.pdf

Uploaded by: Rosa Quartuci

Position: FAV

January 22,2024

Members of the Senate,

I am writing today in support of SB26.

I am a bereaved mother, Rosa Quartuci. My husband Raymond and I lost our beloved son Raymond Jr and our daughter Angela lost her only sibling on April 26, 2018 when a drugged woman passed out behind the wheel of her suv and crashed into the uber where our son was a passenger.

Ray moved to Maryland with his fiancé. They were both well employed and decided after renting for a year to purchase a home in Crofton Maryland He wanted to belong to a community. He felt Crofton was about family and friends.

The day of the accident he hired an uber to get him home safely, he didn't want to risk driving after his eye exam because his eyes were dilated. He did the responsible thing. He trusted the state of Maryland, He trusted Anne Arundel County. He believed in the community and the people of Crofton, this was where he planned on building a life and raising a family, he was getting married in a few short months. He didn't plan on being killed on Route 3 by a woman who routinely drove impaired and was caught several times prior and never suffered any consequences. She brazenly drove drugged after killing my son and was passed out once again, not deterred from living her high life. No fear of consequences, SB26 must be passed.

As a family we suffer deep agonizing pain to this day everyday. A loss that will never heal. Our family was forever altered, our son's life and future stolen.

You will never know how important passing SB26 is unless you personally suffer this preventable senseless loss.

SB26 must be passed to help protect the citizens you serve. The state of Maryland and Anne Arundel County need to make sure that your citizens are safe on the highway.

January 22,2024

When decent honest hardworking and loving men and women decide to choose your community to live in, they should be making the best decision of their lives, NOT THE WORST!

Pass SB26.

My son deserved to live out his joyful life, my family deserved the generations of life and blessings he added. Our lives should have been different, we should be celebrating his birthday next week with family, not at the cemetery.

My son deserved to live, his loss and our loss was your loss.

I will never forget how the states attorney and her staff fought to give us some justice. I am forever grateful to her.

But the laws are flawed and we were not satisfied that the punishment fit the crime.

Thank you for the opportunity to speak on behalf of my Ray

Rosa Quartuci  
38 Wesley Court  
Eatontown, NJ 07724  
917-922-7320  
Rosabing326@aol.com

# **SB0026 Opposition Testimony.pdf**

Uploaded by: Anne Kirsch

Position: UNF



**PREPARE**  
PREpare for PARole and REentry

Anne Bocchini Kirsch  
Director of Advocacy, PREPARE  
anne@prepare-parole.org  
(410) 994-6136

### **SBoo26 OPPOSITION - Criminal Law - Manslaughter by Vehicle or Vessel - Increased Penalties (Jamari's Law)**

Increased sentences are costly. “In Fiscal Year 2022, the monthly cost of room and board, and health care per inmate was \$4,968” - which amounts to \$59,616 per year per person.<sup>1</sup> At the end of 2023, the Attorney General and Office of the Public Defender announced the Maryland Equitable Justice Collaborative, an initiative to address the ongoing problem of Mass Incarceration. At the time, they did not yet know that in 2022, Maryland saw its first increase in prison population in decades.<sup>2</sup> Given these numbers and the direction of Maryland’s leadership, the decision to double a sentencing guideline should not be taken lightly.

This law seeks to double the sentence for first offenses of Manslaughter by Vehicle or Vessel, a non-violent crime which involves no intent, from 10 to 20 years (thereby increasing the potential financial cost by \$596,260 per conviction). It is named for a case that involves an alcohol-related crash, but it is important to note that this is not an alcohol-related statute, and subsection (d)(2) of the statute already includes an enhanced penalty for individuals with a prior conviction of intoxicated driving raising the penalty to 15 years. This statute is broadly applicable to individuals who have accidents as a result of distraction, medical emergencies, speeding, and other errors whether or not the individual was at fault for the accident. In my work as a parole advocate, in addition to intoxicated driving, I have seen cases of seizure, reactions to legally prescribed medication, exhaustion, and even combinations of factors wherein my client was speeding and the “victim” driver ran a stop sign or made an illegal or unsafe turn in front of them. The only thing every case has in common is they had no intent to cause harm to another person.

Increased prison sentences do not deter crime under any circumstances. There is nothing that can deter an accident because fear of consequences requires intent and


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<sup>1</sup> Maryland Manual, Maryland at a Glance, <https://msa.maryland.gov/msa/mdmanual/01glance/html/criminal.html>

<sup>2</sup> Bureau of Justice Statistics, Prisoners in 2022, Full Report, <https://bjs.ojp.gov/document/p22st.pdf>

**PREPARE**  
**PO Box 9738 Towson, MD 21284**

knowing action. Increasing the sentence for involvement in a fatal car accident will do nothing to prevent future car accidents or protect Marylanders from loss and injury, but the tens of millions of dollars this bill would waste on the incarceration of nonviolent offenders could be used in other ways to improve road safety and reduce intoxicated driving and other causes of car accidents. Healthy People 2020 (summary attached) made a number of actionable, well-supported suggestions for how to reduce the incidence of substance-related accidents, many of which Maryland has not even discussed, and this is just a single study among many. I urge you to oppose SBO026 and start a conversation about how to prevent accidents and save lives.



# Using Law and Policy to Reduce Alcohol-Related Deaths in the United States

Alcohol use is common, costly, and dangerous. About 70% of American adults report consuming alcohol in the past 12 months.<sup>1</sup> In the United States, excessive alcohol use cost an estimated \$249 billion in 2010.<sup>2</sup> And nearly 90,000 people in this country die each year from alcohol-related causes, making it one of the leading causes of death and injury.<sup>3</sup>

Congress has the authority to import and tax alcohol, but the 21<sup>st</sup> Amendment gives states most of the authority to enact laws and policies governing the manufacturing, sale, and possession of alcohol. Laws and policies can help support healthier, safer, and more livable communities and reduce the negative effects of alcohol use—including many state-level policy solutions.

This is a summary of the report, *The Role of Law and Policy in Reducing Deaths Attributable to Alcohol to Reach Healthy People’s Substance Abuse Goals in the United States*, which is the fourth in a series of reports that highlight the practical application of law and policy to improve health across the Nation. Each report also has success stories, or Bright Spots, that illustrate how communities have used law and policy to meet their health goals and achieve Healthy People targets.

This report presents evidence-based policy solutions that community and tribal leaders, government officials, public health professionals, health care providers, lawyers, and social service providers can use in their own communities to meet Healthy People 2020 Substance Abuse objectives—including the objective focused on reducing alcohol-related deaths.

## Learn More

To access the full report or read the related Bright Spots, visit <https://www.healthypeople.gov/2020/law-and-health-policy/topic/substance-abuse>



### Key Finding: Policy interventions can affect alcohol consumption patterns by limiting alcohol availability

- The National Minimum Legal Drinking Age Act of 1984 is an example of a successful intervention to limit the legal availability of alcohol. In an effort to limit youth access to alcohol, the federal government pressured states to raise their drinking ages from age 18 to 21. States that didn't comply would lose federal highway construction funds. By 1988, every state raised its drinking age to age 21—a change that's associated with fewer traffic crash deaths, homicides, suicides, and unintentional injuries nationwide.<sup>4,5,6</sup>
- High concentrations of retail alcohol outlets can result in increased excessive drinking.<sup>7</sup> Policies that reduce the density of alcohol retail outlets can reduce alcohol-related harms. This includes policies that limit the number of liquor licenses issued per population and zoning ordinances that limit where outlets can be located.
- Government-controlled alcohol wholesale and retail systems have fewer stores and sell alcohol for fewer hours each day compared to privately-run systems. States with alcohol retail control have lower rates of sales to minors, less underage use, and fewer alcohol-impaired deaths in youth.<sup>8</sup>
- Policies that increase the price of alcohol, including policies that regulate pricing and taxes, also result in fewer alcohol-related harms. Increasing taxes is one of the most effective ways to make alcohol less accessible and reduce related harms—including alcohol-impaired driving, cirrhosis mortality rates, and alcohol-related mortality rates.<sup>9,10</sup>

### Key Finding: Policy interventions, such as blood alcohol content (BAC) restrictions and ignition interlock laws, can reduce rates of alcohol-impaired driving fatalities

- In 2000, U.S. Department of Transportation's (DOT) Appropriations Act required states to enact a law that sets a BAC limit for drivers of no more than 0.08 to avoid losing federal highway construction funds. Enforcing this policy has resulted in fewer impaired drivers—and fewer alcohol-related crashes and fatalities.<sup>11</sup>
- In 2018, Utah became the first state to reduce their legal BAC to 0.05 mg/dl in an effort to decrease crashes and fatalities. Since 1995, Maine has prohibited individuals who were previously convicted of impaired driving from having any measurable BAC while driving. Reducing the legal BAC also decreases deaths in individuals who aren't heavy alcohol users.<sup>12</sup>
- Ignition interlocks can be used to prevent people from driving with a BAC at or above a set threshold. Currently, 28 states require ignition interlocks in vehicles for people who have been convicted of impaired driving. These policies are effective in reducing re-arrest laws and alcohol-related fatal crashes.<sup>13</sup> Increasing the number of states with mandatory ignition interlock policies is one of Healthy People 2020's Substance Abuse objectives.
- In 2013, the National Highway Traffic Safety Administration (NHTSA) developed "Model Guidelines for State Ignition Interlock Programs." States can use these guidelines to strengthen their ignition interlock programs.

### **Key Finding: Policy interventions at all levels can help counteract emerging issues that affect excessive alcohol consumption in the United States**

- Several emerging issues may affect alcohol consumption across the country. As the alcohol industry continues to evolve, policy-makers must develop innovative solutions to reduce alcohol-related harms and deaths.
- Policies to address new products that are especially attractive to youth—like powdered alcohol—can help reduce alcohol consumption. For example, several states have addressed powdered alcohol by either banning its sale or expanding the definition of alcohol in existing laws to include powdered alcohol.
- Nearly 50 million people got health insurance when the Affordable Care Act was implemented in 2014. Previously, about 1 in 3 insurance plans didn't cover mental health and substance abuse services. This federal policy increased access to substance abuse care and treatment for millions of people in the United States.
- Alcohol-impaired driving policies should be updated when needed to combat other forms of impaired driving—such as driving under the influence of marijuana or prescription drugs. For example, several states have developed policies that train police as phlebotomists so they can draw blood from suspected impaired drivers on site to test for substances.
- States must continue to develop innovative, effective policy solutions to reduce alcohol-related harms—including interventions to keep alcohol-involved offenders from repeating their offenses. For example, South Dakota's 24/7 Sobriety Program requires participants to avoid using alcohol and participate in sobriety tests 2 times a day. This helps reduce crime while keeping offenders in the community.

### Key Finding: Additional research is critical to the implementation and enforcement of alcohol policy interventions

- Engaging in research on the effectiveness of individual alcohol policies as well as how different policies work together has led to a strong body of alcohol policy research.
- Although alcohol policy literature has grown significantly in the past few decades, more research is needed—specifically research to identify the most efficient and effective law and policy interventions.
- Data systems like the Alcohol Policy Information System, Prescription Drug Abuse Policy System, and LawAtlas provide useful information that researchers and policy-makers can use to understand the effects of policy decisions on health outcomes.

### Conclusion

The Healthy People 2020 objectives related to substance abuse—specifically alcohol use—are ambitious but attainable. To meet these targets, federal, tribal, state, and local communities and organizations should leverage existing laws and policies—and use data collection and research to inform future laws and policies.

To help the Nation meet these objectives, it is important to:

- Engage in interventions to promote population-level change in alcohol availability and reduce alcohol-related harms
- Use laws and policies to promote safe driving and reduce the rates of alcohol-impaired driving fatalities
- Develop or update policies to address emerging issues affecting alcohol consumption in the United States—and continue to monitor new issues as they develop
- Conduct additional research to better understand the effectiveness of specific individual policies as well as combinations of different policies on alcohol-related harms

Taking these steps will help ensure that people live in communities that work to prevent alcohol-related harms.

## Related Healthy People 2020 Objectives

### Main related Healthy People 2020 objective:

**SA-20:** Reduce the number of deaths attributable to alcohol

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/substance-abuse/objectives#5225>

### Other related Healthy People 2020 objectives:

**SA-5 (Developmental):** Increase the number of drug, driving while impaired (DWI), and other specialty courts in the U.S.

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/substance-abuse/objectives#5238>

**SA-6:** Increase the number of States with mandatory ignition interlock laws for first and repeat impaired driving offenders in the United States

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/substance-abuse/objectives#5239>

**SA-11:** Reduce cirrhosis deaths

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/substance-abuse/objectives#5196>

**SA-14:** Reduce the proportion of persons engaging in binge drinking of alcoholic beverages

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/substance-abuse/objectives#5202>

**SA-15:** Reduce the proportion of adults who drank excessively in the previous 30 days

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/substance-abuse/objectives#5207>

**SA-16:** Reduce average annual alcohol consumption

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/substance-abuse/objectives#5208>

**SA-17:** Decrease the rate of alcohol-impaired driving (0.08+ blood alcohol content [BAC])

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/substance-abuse/objectives#5209>

**IVP-2:** Reduce fatal and nonfatal traumatic brain injuries

- See the data for this objective: <https://www.healthypeople.gov/2020/topics-objectives/topic/injury-and-violence-prevention/objectives#4744>



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# **Submission\_Jacqueline Ahn\_Final.pdf**

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## **SBoo26 OPPOSITION - Criminal Law - Manslaughter by Vehicle or Vessel - Increased Penalties (Jamari's Law)**

My colleagues, Anne Bocchini Kirsch, PREPARE Director of Advocacy, Elizabeth Finne, Director of Development, and Kelli Loos, Director of Reentry, have addressed why the amendment is not justified on the basis of deterrence, rehabilitation, cost of incarceration, or future safety to the community. I would like to address why increasing the maximum sentence for Vehicular Manslaughter from 10 to 20 years (and from 15 to 30 years for a second or subsequent charge, or where there was a certain previous criminal conviction) is also not justified on **punitive** grounds.

As Director of Parole at PREPARE, one of my responsibilities is working one-to-one with incarcerated women at the Maryland Correctional Institution for Women (MCI-W) as they prepare their cases for parole. A not insignificant percentage of my caseload are women who have been convicted of Vehicular Manslaughter. These are a very distinct category of PREPARE clients, set off from other categories of crime by the offender's lack of intent to commit a crime, and by their treatment as a non-violent offense, despite the tragic loss of life.

As a parole advocate, I am struck by how different are the circumstances between our Vehicular Manslaughter cases. This charge encompasses a wide range of circumstances that led to the vehicle accident and loss of life. What they do have in common is that that day (or night) on which the accident happened, these offenders did not set out to commit a crime. The facts regularly cause me to take pause, because they happen on "normal" days that you or I may have today or tomorrow. They involve momentary errors of judgment and/or chance occurrences, scenarios that one is caused to think "there but for the grace of God go I."

When a PREPARE parole advocate supports a client with their parole preparation, the process involves detailed, personal discussions with our clients about the circumstances and decisions that led up to their crime, the crime itself, the immediate aftermath, their

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longer-term reflections about where things went wrong and what one could have done differently, and importantly, plans for the future, as people rebuild their lives within a new normal. Self-reflection, insight, and remorse are important processes for a parole candidate as they prepare their case for parole, and during their discussions with their advocate. An insight into the reflections of our PREPARE clients who have been convicted of Vehicular Manslaughter may provide some useful considerations as this bill is being considered.

As PREPARE's Director of Parole and a parole advocate, I have observed the remorse felt by those convicted of Vehicular Manslaughter to be particularly acute. These are people who did not set out to commit a crime that day. In a matter of seconds their lives tragically intersected with the lives of their victims and their victims' families. These are frequently law-abiding citizens who made a terrible mistake or were involved in a horrible sequence of events. Their punishment begins at the moment of their crime, with the knowledge that they have taken a life, and on occasions multiple lives. Bearing this heavy responsibility sets their lives on a new path. Of course, it will also have deep ramifications for their own family's lives, for their careers, and their personal relationships.

Importantly for this submission, I have not yet come across a Vehicular Manslaughter case among our clients where I felt that a sentence greater than the current ten years maximum would have been justified. In fact, most of our clients' sentences have been at the lower end of the sentence range.

For example, among our caseload are cases in which the culpability on the part of the offender was that they were in control of the wheel at the time of an otherwise chance accident. These include cases where there was a sudden chaotic event inside or outside of the car, which was out of the control of the driver of the vehicle.

There are also cases where an error of judgment was made. There is the decision to drive in the early hours of the morning, when someone is tired or under the influence of medication. Sometimes there was an urgency to the decision, for example to fetch medication for a family member. On reflection, an offender may not have made a best

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decision, but their decisions frequently fall in the realm of reasonable in the context of what was happening.

In cases where alcohol was consumed, as my colleague, Anne Bocchini Kirsch, points out, these are already addressed by subsection (d) (2) of the statute. Factors such as alcohol consumption or speeding will also, in all likelihood, be taken into account during a parole hearing, and will factor into whether or not a grant of parole is made, and how much time is served on the sentence. In this way, an offender convicted of Vehicular Manslaughter will end up doing more time on their sentence where it is considered that the circumstances warrant it.

Many cases of Vehicular Manslaughter involve the tragic death of victims in a second vehicle. In those cases where the victims rode in the same vehicle as the offender, an offender in all likelihood lost loved ones as well as bearing the heavy responsibility of causing loss of life. It is arguable that in cases of Vehicular Manslaughter, a sentence “never ends” in terms of remorse and responsibility felt by the offender. Where an offender also lost family members or friends in the accident, this argument is undeniably true. Under this bill, if multiple lives are lost in a vehicle accident, a sentence may stretch to something approaching an offender’s natural life. This is in addition to the unfathomable grief of losing multiple loved ones. I submit such a sentence would be harsh and onerous.

Thank you for the opportunity to submit this testimony.

Very respectfully,

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# **SB0026 Opposition Testimony - KL.docx.pdf**

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**SB0026 OPPOSITION - Criminal Law - Manslaughter by Vehicle or Vessel -  
Increased Penalties (Jamari's Law)**

In 2001, the term mass incarceration was coined to draw attention to the remarkable growth of prison populations. Since then, there has been a surge of research and examination into the consequences of mass incarceration on communities, families, and those who are incarcerated. These studies aim to determine whether the rising rates of incarceration truly contribute to safer communities and if they effectively prevent or discourage crime. Additionally, they shed light on the critical fact that individuals who have been previously incarcerated face limited prospects for earning a fair income and finding employment, as well as experiencing instability in housing and food security. Moreover, they are burdened with poor credit and mounting debt, while also facing increased risks of physical and mental health issues.

Manslaughter by Vehicle or Vessel, a non-violent crime without premeditated intent to cause harm, is inherently an accident. As someone who has personally experienced this charge and sentence as a returning citizen, I am deeply concerned about the financial burden it places on the State and the negative impact that increasing the sentence for first-time offenders would have on our communities. By definition, individuals charged with this offense will eventually reintegrate into our communities. Therefore, our focus should not be on increasing incarceration, but rather on supporting returning citizens to become successful members of society. Safer communities are built when we provide opportunities for accountability that reduce recidivism and allow individuals to make amends and contribute positively. Being responsible for a tragedy that affects families is a deeply traumatic experience in itself. While incarceration may be necessary in most cases, it is also deeply traumatizing and has long-lasting effects. Healing comes through acceptance, forgiveness, and support from self and others. It is a complex and individual process that varies from person to person, family to family, and community to community.

As the Director of Reentry for an advocacy and support organization, I have had the opportunity to give back to my community, my family, and others who have had similar experiences. A longer incarceration would not have paved the way for a successful reentry for me. It would have only prolonged the healing process, removed my contribution to my family and community, all in the name of punishment without considering rehabilitation. My responsibility and actions are unquestionable, and my dedication to helping others is a top priority. I am held accountable through various systems of parole, probation, and the Maryland Division of Motor Vehicles. The State already has sufficient guidelines in place to hold first-time and repeat offenders accountable for their actions. There is already a robust system of checks and balances.

Increasing the sentence for first-time offenses from 10-20 years will not reduce the likelihood of accidents or create more stable families and safer communities, which should be our ultimate goal.