

**MD SB 421 IID Noah's Law NSC FINAL.pdf**

Uploaded by: Alaina Dahlquist

Position: FAV



February 12, 2024

The Honorable Will Smith  
Chair, Senate Committee on Judicial Proceedings  
Miller Senate Office Building, Room 2-East  
11 Bladen Street  
Annapolis, MD 21401

**RE: Bill S. 421**

Dear Chairman Smith and members of the Committee:

The National Safety Council (NSC) respectfully encourages you to support S. 421, a bill to require alcohol impaired drivers arrested for a first offense driving under the influence (DUI) who are sentenced to probation before judgment (PBJ) to complete 180 days on an ignition interlock device as a condition of their probation. Currently, ignition interlocks are mandatory for people who refuse the blood alcohol concentration (BAC) test, convicted first offenders and repeat offenders. Currently, 34 states and the District of Columbia require all offenders to install ignition interlocks. In addition to saving lives, passage of this legislation would qualify Maryland for incentive grant funds.

NSC is America's leading nonprofit safety advocate and has been for 110 years. As a mission-based organization, we work to eliminate the leading causes of preventable death and injury, focusing our efforts on the workplace and roadway. We create a culture of safety to keep people safer in the workplace and beyond so they can live their fullest lives. Our more than 13,000 member companies and federal agencies represent employees at nearly 41,000 U.S. worksites, including 345 members in Maryland.

The most dangerous thing most people do every day is drive or ride in a car. In 2021, 561 lives were lost on Maryland roads – all in completely preventable crashes.<sup>1</sup> Of those fatalities, 35 percent involved alcohol-impaired driving.<sup>2</sup> Driving under the influence of alcohol continues to be one of the biggest safety issues on U.S. roads. In 2021, 13,384 people were killed in alcohol-impaired crashes, an increase of 14.2% from 2020 and the most deaths recorded since 2006.<sup>3</sup>

Strong ignition interlock laws work to reduce both alcohol-impaired deaths and alcohol-impaired driving recidivism. According to the Insurance Institute for Highway Safety, laws like S. 421 are proven to reduce drunk driving deaths by 16 percent.<sup>4</sup> Additionally, data show repeat DUI offenses decrease when ignition interlocks devices are installed.<sup>5</sup>

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<sup>1</sup> <https://injuryfacts.nsc.org/state-data/motor-vehicle-deaths-by-state/>

<sup>2</sup> <https://cdan.dot.gov/stsi.htm>

<sup>3</sup> <https://injuryfacts.nsc.org/motor-vehicle/motor-vehicle-safety-issues/alcohol-impaired-driving/>

<sup>4</sup> <https://www.iihs.org/news/detail/state-laws-mandating-interlocks-for-all-dui-offenders-save-lives#:~:text=Laws%20requiring%20all%20impaired%2Ddriving,could%20be%20saved%20each%20year.>

<sup>5</sup> [https://www.cdc.gov/motorvehiclesafety/impaired\\_driving/ignition\\_interlock\\_states.html](https://www.cdc.gov/motorvehiclesafety/impaired_driving/ignition_interlock_states.html)



In 2022, Maryland's Ignition Interlock Program prevented 3,650 attempts to start or operate a vehicle where the driver's blood alcohol concentration was above the legal limit.<sup>6</sup> Nationally, ignition interlocks have stopped over 29 million total attempts to drive drunk over the last 14 years.<sup>7</sup> These devices are a commonsense measure that will save lives.

NSC encourages you to support S. 421, a bill that will reduce repeat DUIs and save lives on Maryland roadways. To eliminate roadway fatalities, we must use every tool at our disposal to prevent crashes and save lives – including the proven technology of interlock devices. If you have any questions, or if NSC can be of further assistance on this issue, please contact Government Affairs Manager, Alaina Dahlquist at [Alaina.Dahlquist@nsc.org](mailto:Alaina.Dahlquist@nsc.org) or 771-333-0677.

Sincerely,

A handwritten signature in black ink that reads "Lorraine Martin". The signature is written in a cursive style.

Lorraine Martin  
President & CEO

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<sup>6</sup> <https://mva.maryland.gov/about-mva/Documents/Ignition%20Interlock%20Program%20Status%20Report%20FY22%20Final.pdf>

<sup>7</sup> <https://interlockciim.org/>

**MADD SB421 written support 2-13-24.pdf**

Uploaded by: Bryna Clark-Braverman

Position: FAV



**Bryna Clark-Braverman**  
**Regional Executive Director**  
**Mothers Against Drunk Driving Maryland**  
**Testimony in Support of SB 421**  
**Senate Judicial Proceedings Committee**  
**February 12, 2024**

- Thank you Mr. Chairman and Members of the Committee for allowing me to testify in support of SB 421. My name is Bryna Clark-Braverman, Executive Director for Mothers Against Drunk Driving in Maryland.
- Mothers Against Drunk Driving thanks Vice-Chairman Waldstreicher for authoring this lifesaving legislation. Thank you, Chairman Smith, for your previous support of this legislation.
- In November 2006, MADD made a sea change in how we approach drunk driving. Instead of focusing on license suspension, punishment and incarceration and a list of other penalties for non-injury related drunk driving offenses, we took a step back to recalibrate how we focus our advocacy efforts.
- We took a step back, because what MADD was pushing for was not making a significant enough of a difference to stop drunk driving. We know this, because since 1994, progress stalled against drunk driving as every year around 1 of every 3 traffic deaths were drunk driving related.
- In 2006, MADD launched the Campaign to Eliminate Drunk Driving. As it relates to our efforts in states, our focus centers around pushing legislation that increases the use of ignition interlocks for drunk drivers. Specifically, our top priority is enacting an all-offender ignition interlock law.
- What we mean by all-offender is that the only way a person can drive during a court or DMV administered license suspension is via an ignition interlock or the person cannot drive at all.
- When MADD launched the Campaign, only one state, New Mexico had an all-offender ignition interlock law in place. Today, 34 states plus DC have these laws in place.
- Ignition interlocks is the only tool that can physically separate drinking from driving while teaching sober driving. License suspension alone is a hope for the best approach. Hope alone cannot stop drunk driving.
- Noah's Law enacted in 2016 made Maryland one of 34 states with an all-offender law. However, like many states with interlock laws, there are loopholes which allow for drunk drivers to fall through the cracks.

- Some loopholes in the country are the lack of a mechanisms which allows indigent users to obtain an interlock at a reduced rate. Maryland currently has in place an indigent program for interlock users unable to afford the device. However, Maryland's biggest loopholes in their entire impaired driving law is that an ignition interlock is not required for probation before judgment (PBJ). This loophole allows nearly all first-time offenders to avoid an interlock thereby undermining the law.

### **Interlocks work to stop drunk driving**

- Mandatory ignition interlock laws have been well-studied. According to the Insurance Institute for Highway Safety, mandatory interlock laws reduce drunk driving deaths by 16%. SB 421 will ensure Noah's Law will save more lives.
- From 2006 to 2020, these devices stopped over 3.7 million attempts to legally drive drunk with a blood alcohol concentration of .08 or greater. Yes, 3.7 million attempts by interlock users drive drunk prevented by technology. This shows the power of the device to stop drunk driving.
- In Maryland, for fourteen years, interlocks stopped over 73,000 attempts to drive drunk, including over 7,042 in 2020 alone. Imagine how many more attempts to drive drunk will be prevented if SB 421 becomes law?
- This is a big deal in the fight against drunk driving. It shows that lawmakers should ensure no loopholes exist which allow drunk drivers to avoid these lifesaving ignition interlock devices.
- PBJ allows for drunk drivers for a second chance. It allows drunk drivers a chance for redemption. Unfortunately, the current PBJ scheme in Maryland sets participants up to fail and become repeat offenders. The goal of SB 421 is to remedy this failure.

Mr. Chairman and members of the Committee, please pass this legislation to give PBJ drunk drivers a true second chance. Thank you.

## Drunk Driving (.08 BAC or Greater) Stops by an Ignition Interlock

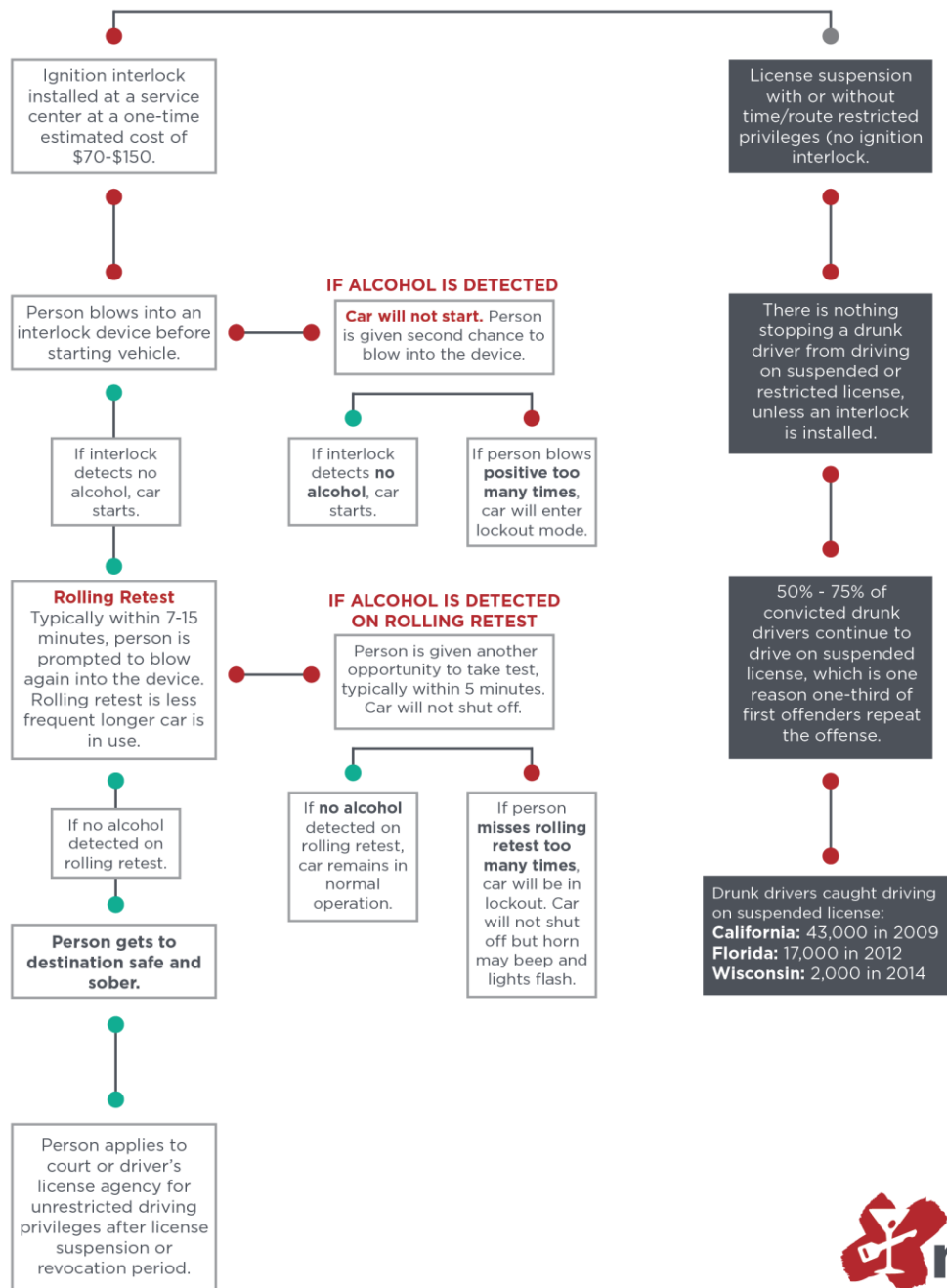
	2006 to 2020	2020	2019	2018	2006 to 2017
Alabama	8,404	2,447	1,847	969	3,141
Alaska	18,036	1,146	2,551	1,512	12,827
Arizona	120,782	11,005	12,332	9,713	87,732
Arkansas	112,531	17,835	14,699	14,727	65,270
California	298,401	28,078	25,072	24,459	220,792
Colorado	135,963	15,365	10,506	10,938	99,154
Connecticut	93,164	11,754	14,173	9,817	57,420
Delaware	7,870	995	918	946	5,011
D.C.	299	20	175	9	95
Florida	109,127	11,809	8,931	10,225	78,162
Georgia	44,313	4,368	4,610	4,339	30,996
Hawaii	11,595	811	1,061	1,117	8,606
Idaho	10,596	2,545	1,104	718	6,229
Illinois	129,893	9,141	6,944	6,192	107,616
Indiana	15,079	2,811	1,758	1,683	8,827
Iowa	184,148	26,989	26,681	14,961	115,517
Kansas	123,647	7,852	9,873	12,121	93,801
Kentucky	8,980	2,096	1,734	1,365	3,785
Louisiana	135,090	17,462	15,522	14,117	87,989
Maine	17,503	1,692	1,302	1,235	13,274
Maryland	73,978	7,042	9,575	7,907	49,454
Massachusetts	47,435	4,358	3,806	3,764	35,507
Michigan	32,223	1,945	2,258	1,743	26,277
Minnesota	88,050	6,881	7,496	7,802	65,871
Mississippi	9,485	1,507	1,188	1,281	5,509
Missouri	128,196	11,100	11,194	11,293	94,609
Montana	7,054	828	314	374	5,538
Nebraska	43,241	4,726	4,178	3,837	30,500
Nevada	16,503	4,059	3,914	1,269	7,261
New Hampshire	14,529	1,791	1,175	1,104	10,459
New Jersey	119,122	16,105	15,759	13,518	73,740
New Mexico	89,658	6,958	3,862	7,728	71,110
New York	111,043	8,157	5,589	6,118	91,179
North Carolina	30,306	5,045	2,689	3,172	19,400
North Dakota	715	314	79	8	314
Ohio	34,927	4,438	3,001	3,327	24,161
Oklahoma	104,009	12,650	11,080	14,431	65,848
Oregon	57,645	4,150	5,639	3,373	44,483
Pennsylvania	93,037	9,336	6,820	6,133	70,748
Rhode Island	7,848	1,839	1,139	1,360	3,510
South Carolina	12,655	2,072	1,879	1,743	6,961
South Dakota	2,040	197	64	132	1,647
Tennessee	79,530	10,989	9,055	7,238	52,248
Texas	371,345	34,367	29,649	32,850	274,479
Utah	26,472	3,417	3,843	2,727	16,485
Vermont	11,700	1,422	1,267	1,556	7,455
Virginia	28,952	3,815	2,709	2,668	19,760
Washington	147,435	14,089	14,225	14,492	104,629
West Virginia	31,052	1,478	1,642	1,364	26,568
Wisconsin	357,946	28,281	29,795	41,148	258,722
Wyoming	20,831	768	3,222	844	15,997
<b>Total</b>	<b>3,784,383</b>	<b>390,345</b>	<b>359,898</b>	<b>347,467</b>	<b>2,686,673</b>

Data collected from interlock vendors. The time period is from December 1, 2006 to December 31, 2020.





# Ignition Interlock vs. License Suspension After DUI



People who use an interlock are less likely to reoffend. Compared to license suspension alone, interlocks reduce repeat offenses by 67% while the device is installed and 39% after the device is removed. Compliance Based Removal could help decrease repeat offenses even more.

MADD supports ignition interlocks for ALL apprehended drunk drivers. Interlocks accomplish what license suspension and other monitoring technologies do not — separate drinking from driving.

- **Interlock Service Center:** Person must get interlock serviced every 30 days.
- **Lockout Mode:** If person blows positive for alcohol too many times or misses a rolling test, device may need to be taken to get serviced sooner than 30 days.
- **Extra time on interlock possible.** The interlock service center may report any violations, too many positive blows or missed rolling retests to a monitoring agency which may result in extra time on interlock if the state has a **Compliance Based Removal** aspect to the interlock law. Many states require offenders to show proof of installation and/or compliance with the interlock order to the court/driver's license agency in order to have device removed.

**Teoh et al, Insurance Institute for Highway Safety, “State Ignition Interlock Laws and Fatal Crashes,” March 2018.**

- The number of impaired driving crashes falls 16 percent when states enact all-offender ignition interlock laws.
- If all states mandated interlocks for all DUI offenders, more than 500 of those deaths would have been avoided.

**McGinty, Emma E. American Journal of Preventative Medicine, “Ignition Interlock Laws: Effects on Fatal Motor Vehicle Crashes, 1982–2013,” January, 2017**

- Ignition interlock laws reduce alcohol-involved fatal crashes. Increasing the spread of interlock laws that are mandatory for all offenders would have significant public health benefit.
- Laws requiring interlocks for all drunk driving offenders with a blood alcohol concentration (BAC) of .08 or greater were associated with a seven percent decrease in the rate of drunk driving fatal crashes.
- Laws requiring interlocks for first-time offenders with a BAC of .15 or greater were associated with an eight percent decrease in the rate of drunk driving fatal crashes.
- Laws requiring interlocks for segments of high-risk drunk driving offenders, such as repeat offenders, may reduce alcohol-involved fatal crashes after two years of implementation.

**California DMV Study of Four-County Ignition Interlock Pilot Program, June 2016**

- Ignition interlocks are **74% more effective in reducing DUI recidivism** than license suspension alone for first offenders during the first 182 days after conviction.
- **Interlocks are 45% more effective** in preventing a repeat DUI incidence when compared to license suspension alone during days 183 to 365 after conviction. (Many first-time offenders have the device removed after 182 days of use.)
- Ignition interlocks are **70% more effective than license suspension** alone in preventing repeat offenses for second-time offenders, compared to license suspension alone, for the first 364 days of use.
- Interlocks are **58% more effective in preventing a repeat DUI incidence during days 365 to 730** days of use for second-time offenders.
- **Third-time offenders who only had a suspended license were 3.4 times more likely to have a fourth DUI** conviction or incidence compared to the interlocked offender group.
- Because interlocked offenders are able to be a part of society and provide for their family by driving to work, grocery stores, restaurants and any anywhere else, their crash risk is most likely similar to the general driving population in California, but higher than offenders whose licenses were suspended or revoked and not permitted to drive.

**Kaufman, University of Pennsylvania, “Impact of State Ignition Interlock Laws on Alcohol-Involved Crash Deaths in the United States,” March 2016**

- DUI **deaths decreased by 15%** in states that enacted all-offender interlock laws.
- States with mandatory interlock laws saw a **0.8 decrease in deaths for every 100,000 people** each year – which is comparable to lives shown to have been saved from mandatory airbag laws (0.9 lives saved per 100,000 people).



# Ignition Interlocks Save Lives

Ignition interlocks are effective in reducing repeat drunk driving offenses by 67 percent while the device is installed compared to license suspension alone. (CDC)

Interlocks help reduce repeat offenses even after the device is removed by 39 percent compared to offenders who never installed an interlock. (Marques, 2010)

First-time offenders are serious offenders. Research from the CDC indicates that first time offenders have driven drunk at least 80 times before they are arrested.



**All-offender ignition interlock laws stop drunk drivers with a blood alcohol concentration (BAC) .08 or greater from reoffending.**

## The FACTS

- An interlock is more effective than license suspension alone, as 50 to 75 percent of convicted drunk drivers continue to drive on a suspended license.
- All-offender interlock laws are widespread. Thirty-four states plus DC have laws requiring ignition interlocks for all first-time convicted drunk drivers.
- As of December 2017, there are approximately 349,030 interlocks in use in the United States.

**Ignition interlock laws saves lives.** Due in part to laws requiring interlocks for all convicted drunk drivers, drunk driving deaths have declined dramatically and at a better pace compared to the national average decline:

- |                                    |                              |                                  |
|------------------------------------|------------------------------|----------------------------------|
| ✓ <b>West Virginia:</b> 60 percent | ✓ <b>Vermont:</b> 40 percent | ✓ <b>Oklahoma:</b> 29 percent    |
| ✓ <b>Louisiana:</b> 41 percent     | ✓ <b>Arizona:</b> 34 percent | ✓ <b>Arkansas:</b> 25 percent    |
| ✓ <b>Delaware:</b> 40 percent      | ✓ <b>Kansas:</b> 32 percent  | ✓ <b>Mississippi:</b> 19 percent |

**Public supports Interlocks for all convicted drunk drivers.** Three surveys indicate strong public support of ignition interlocks for all convicted drunk drivers.

- 88 percent (Center for Excellence in Rural Safety, 2010)
- 84 percent (Insurance Institute for Highway Safety, 2009)
- 76 percent (American Automobile Association, 2012)

# HB 105 SB 421 Support.pdf

Uploaded by: David Daggett

Position: FAV



MARYLAND STATE’S ATTORNEYS’ ASSOCIATION  
 3300 North Ridge Road, Suite 185  
 Ellicott City, Maryland 21043

David Daggett  
 (c) 410.979.3356

O - 410.203.9881

Steven Kroll  
 (c) 410.979.3354

IGNITION INTERLOCK SYSTEM PROGRAM - LETTER IN SUPPORT OF  
 HB 105 and SB 421

On behalf of the Maryland State’s Attorneys’ Association, please accept this letter in support of HB 105 and SB 421, the Ignition Interlock System Program.

When this law originally went into effect a few years ago, *mandatory* interlock did not (and continues to not) apply to drivers convicted of the TA §21-902**(b)** charge. It also did not (and continues to not) apply to those impaired drivers receiving a probation before judgment (**PBJ**) for either the **(a)** or **(b)** charge. The lone exception for a driver convicted of the **(b)** charge in which they did not receive a PBJ was if there was a minor in the vehicle. A “minor” is defined in TA §16-404.1 as a child under the age of 16.

While the Maryland State’s Attorneys’ Association applauds the General Assembly for originally passing the original interlock bill into law, as you will see from the following numbers, the current mandatory ignition interlock applies to but a very small percentage of Maryland’s impaired drivers. The chart below indicates some impaired driving figures in Maryland from 2017 – 2021 (Data as reported by the National Study Center):

<u>Year</u>	<u>Convicted w/no PBJ</u>	<u>Convicted w/PBJ</u>	<u>Total Guilty Findings</u>
2021	2,718	5,614	8,332
2020	2,799	5,377	8,176
2019	4,058	8,559	12,617
2018	3,484	7,410	10,894
2017	4,674	9,169	13,843
<b>TOTALS</b>	<b>17,733</b>	<b>36,129</b>	<b>53,862</b>

Of the 53,862 impaired drivers who were found guilty of a TA §21-902 offense during the years 2017 - 2021, 36,129 received a PBJ for the impaired driving offense. In other words, **67% of all convicted impaired drivers over that five year period would not have been subject to the mandatory provisions of Noah’s law, strictly due to the PBJ exception.**

But those numbers aren’t the end of the story, unfortunately. According to the Maryland State Police, the breath/blood test refusal rate for persons arrested for suspicion of driving impaired is also sky-rocketing. The figures below encompass the refusal rates for the past four years:

<u>Year</u>	<u>Persons Arrested</u>	<u>Refused Test</u>	<u>Refusal Rate</u>
2023	11,847	5,293	44.7%
2022	13,722	6,091	44.4%
2021	14,903	6,201	41.6%
2020	14,177	5,527	39.0%
<b>Totals</b>	<b>54,649</b>	<b>23,112</b>	<b>42.3%</b>

As the above data indicates, every year the percentage of persons arrested for impaired driving who refuse to provide a breath or blood sample continues to rise. It’s no secret that many defense attorneys tell their clients, if arrested for impaired driving, refuse to take the breath test and refuse to do field sobriety tests. Without breath test results, it is extremely difficult for prosecutors to obtain convictions for the TA §21-902(a) charge, except in cases of extreme intoxication. Again, as the law is currently written, those who are “only” convicted of the (b) violation are not subject to mandatory interlock, providing a loophole one could drive a truck through.

It is without question that ignition interlock saves lives. An *impaired* driver (§21-902(b)) is just as dangerous to the citizens of Maryland (or to citizens of any other state who are driving on our highways) as a person who drives *under the influence* (§21-902(a)) and should be subject to ignition interlock.

For the reasons stated above, the Maryland State’s Attorneys’ Association strongly supports HB 105 and SB 421 and urges that it receive a favorable report.

Respectfully Submitted,

David Daggett,  
 Traffic Safety Resource Prosecutor  
 Maryland State’s Attorneys’ Association



# Ignition Interlock 105.421 2024a.pdf

Uploaded by: Debbie Jennings

Position: FAV





CHESAPEAKE REGION  
SAFETY COUNCIL

**Chesapeake Region Safety Council's Testimony in Support of  
SB421-Drunk Driving Offenses – Ignition Interlock System Program  
Sponsors: Senators Waldstreicher, Folden, Kelly, Muse, Smith and West**

On behalf of the Chesapeake Region Safety Council, please accept this letter in support of HB 105 and SB 421, the Ignition Interlock System Program.

When this law originally went into effect a few years ago, *mandatory* interlock did not (and continues to not) apply to drivers convicted of the TA §21-902**(b)** charge. It also did not (and continues to not) apply to those impaired drivers receiving a Probation before Judgement (**PBJ**) for either the **(a)** or **(b)** charge. The lone exception for a driver convicted of the **(b)** charge in which they did not receive a PBJ was if there was a minor under the age of 16 in the vehicle.

Currently, all states and the District of Columbia (DC) have legislation allowing or requiring the use of interlocks as a sanction for a DWI offense. (Insurance Institute for Highway Safety, March 2018 <http://bit.ly/48jBqQK>)

Research has shown that interlocks reduce DWI recidivism by 64% while fitted on the DWI offender's vehicle (Willis, Lybrand, & Bellamy, 2004; Elder et al., 2011). A May 2016 study by the University of Pennsylvania found that states that require all convicted alcohol impaired drivers to use an ignition interlock device reduced DUI deaths by 15% after enacting the law.

Research has also shown that drivers experience lower recidivism rates while interlock devices are on their vehicles than offenders whose license has been suspended (Elliott & Morse, 1993; Weinrath, 1997; EMT Group, 1990; Beck et al., 1999), and first offenders experience lower 2-year recidivism rates (McCartt et al., 2018).

It is without question that ignition interlock saves lives. The Chesapeake Region Safety Council strongly supports HB 105 and SB 421 and urges that they are given favorable reports.

Respectfully Submitted,

Debbie Jennings, Director  
Highway Safety Programs and Special Projects  
Chesapeake Region Safety Council

**SB 0421 - JPR - MDH - LOS (1) (1) (1).pdf**

Uploaded by: Jason Caplan

Position: FAV



Wes Moore, Governor · Aruna Miller, Lt. Governor · Laura Herrera Scott, M.D., M.P.H., Secretary

February 13, 2024

The Honorable William C. Smith Jr.  
Chair, Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, MD 21401-1991

**RE: SB 421 – Drunk Driving Offenses – Ignition Interlock System Program — Letter of Support**

Dear Chair Smith:

The Maryland Department of Health (Department) respectfully submits this letter of support for SB 421 – Drunk Driving Offenses-Ignition Interlock System Program. This bill would require an individual placed on probation or whose license is suspended or revoked pursuant to driving while impaired by alcohol or drugs to successfully complete the Ignition Interlock System Program.

The Department supports the installation of ignition interlock devices in motor vehicles to prevent operation of the vehicle by a driver who has a blood alcohol concentration (BAC) above a specified level. Interlocks are most often installed in vehicles belonging to people who have been convicted of alcohol-impaired driving to give them an opportunity to legally, when unimpaired by alcohol, provide transportation for themselves and others who may rely on them to get to places like school and work. According to the Centers for Disease Control and Prevention (CDC), “ignition interlock devices reduce driving while impaired (DWI) repeat offenses by about 70% while they are installed.”<sup>1</sup>

Impairment from alcohol or drugs is a well-known risk factor for traffic injury on our roadways. These substances impair coordination and the ability to perceive and respond to hazards. In Maryland, more than 30 percent of traffic-related fatalities involve alcohol and or drugs.<sup>2</sup> In 2022 in Maryland, there were 135 fatal crashes, 1,704 injury crashes and 3,938 property damage crashes in which the driver was impaired by alcohol or drugs.<sup>3</sup>

Driving under the influence is a serious offense that poses a significant threat to public safety. Numerous studies provide strong evidence that interlocks, while they are in use in offenders'

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<sup>1</sup> Increasing Alcohol Ignition Interlock Use, [https://www.cdc.gov/transportationsafety/impaired\\_driving/ignition\\_interlock\\_states.html](https://www.cdc.gov/transportationsafety/impaired_driving/ignition_interlock_states.html) December 29, 2022

<sup>2</sup> Maryland Strategic Highway Safety Plan 2021-2026

<sup>3</sup> Maryland Cras Data, Vision Zero Website <https://zerodeathsmd.gov/resources/crashdata/>

vehicles, are effective in reducing re-arrest rates.<sup>4</sup> However, the potential for interlock programs to reduce alcohol-related crashes is currently limited by the small proportion of offenders who participate in the programs and the lack of a persistent beneficial effect once the interlock is removed.<sup>4</sup> Nonetheless, these devices offer a practical and measurable means of monitoring and assisting an individual's adherence to legal transportation. This additional layer of supervision enhances the accountability of the offender, creating a safer environment for all road users.

If you would like to discuss this further, please do not hesitate to contact Sarah Case-Herron, Director of Governmental Affairs at [sarah.case-herron@maryland.gov](mailto:sarah.case-herron@maryland.gov).

Sincerely,



Laura Herrera Scott, M.D., M.P.H.  
Secretary

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<sup>4</sup> Elder RW, Voas R, Beirness D, Shults RA, Sleet DA, Nichols JL, Compton R; Task Force on Community Preventive Services. Effectiveness of ignition interlocks for preventing alcohol-impaired driving and alcohol-related crashes: a Community Guide systematic review. *Am J Prev Med.* 2011 Mar;40(3):362-76. doi: 10.1016/j.amepre.2010.11.012. PMID: 21335270. <https://pubmed.ncbi.nlm.nih.gov/21335270/>

**02-12-24 sb0441\_000016.pdf**

Uploaded by: John Becker

Position: FAV



## SafeRoadsMD

Date: February 12, 2024

To: Senate Judicial Proceedings Committee:  
Chair Senator William Smith and Vice Chair Jeff Waldstreicher and All Senator  
Members and Staff

Re: **SB 0421**, Sponsored by Senators Waldstreicher, Folden, Kelly, Muse, Smith, and West  
**Drunk Driving Offenses – Ignition Interlock System Program**

I, John Becker as a member of the Board of Directors of Safe Roads Maryland do hereby submit the following as written testimony in support of the referenced bill and urge the Judicial Proceedings Committee to pass a **Favorable Supporting Report**.

As testimony both written and oral shall be presented to Judicial Proceedings Committee by our Chair, John Seng; I wish to include my support also via written and virtual testimony.

My focus is simply stop this loophole allowing dangerous impaired drivers from injuring or worse killing people on our roads and sidewalks

Further our law enforcement and fire life safety members put their lives in danger in performing their duties to protect all of us and assist with life safety efforts when drunken drivers wreak havoc on our roads.

It is imperative the State of Maryland provide the tools to the general public and law enforcement in order to reduce and eventually eliminate this hazard of which you have heard a large number of your constituents complain about.

Good Luck!

Regards,

John Becker

Member of the Board of Safe Roads Maryland

PO Box 7

Olney, MD 20832

301-852-9051

[jb@saferoadsmd.org](mailto:jb@saferoadsmd.org)

# **SafeRoadsMD SB 421 Rec Favorable - Testimony Submi**

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

**SB 421**  
**“Drunk Driving Offenses –**  
**Ignition Interlock System Program”**  
**PLEASE SUPPORT**

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.**  
**URGES YOUR SUPPORT FOR SB 421**

February 12, 2024

TO:

Honorable Senator William C. Smith, Jr., Chair  
Honorable Senator Jeff Waldstreicher, Vice Chair  
Judicial Proceedings Committee  
2 East, Miller Senate Office Building  
Annapolis, Maryland 21401

FROM:

John J. Seng, Chair  
SafeRoadsMD - *Maryland Coalition For Roadway Safety, Inc.*  
[JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org) (202) 468-7682  
[SafeRoadsMD.org](http://SafeRoadsMD.org)

Dear Mr. Smith and Mr. Waldstreicher:

SafeRoadsMD, a four-year old statewide non-profit advocacy organization, **strongly supports the enactment of SB 421, the “Drunk Driving Offenses – Ignition Interlock System Program” bill.**

**We respectfully request that the Senate Judicial Proceedings Committee submit a favorable response to this bill to help stem the continuing lethal tide of DUI offenses in Maryland.**

SafeRoadsMD consists of Marylanders who care and speak for all Marylanders concerned about and taking action to increase safety on our roads.

111 impairment-related deaths in 2023 is 111 too many among the 600 fatalities on Maryland roads. ([ZeroDeathsMD](http://ZeroDeathsMD)).

Authoritative research provides incontrovertible evidence that ignition interlock systems work, finding repeatedly *that drivers who have interlocks installed are up to 75 percent less likely to have a repeat drunk-driving offense than drunk drivers who do not have an interlock device installed.\**

Allowing a person convicted of driving while impaired to plead probation before judgment and avoid a requirement to participate in an ignition interlock system program is mind-boggling. What is the point of aiming to reduce if not eliminate road deaths through programs such as “ZeroDeathsMD” if lawmakers fail to restrict DUI via a required ignition interlock program?

Maryland Coalition for Roadway Safety, Inc. PO Box 7, Olney, Maryland 20830



Mr. Smith and Mr. Waldstreicher, we commend you as well as Mr. Folden, Ms. Kelly, Mr. Muse and Mr. West for sponsoring SB 421. We're satisfied that you believe there is no good reason not to close this loophole in Noah's Law.

**Approving SB 421 will begin to close the legal loophole, and help ensure that impaired drivers cannot operate their vehicles, and harm others on or near our roads.**

**Maryland Lawmakers Can Create a Maryland Road Safety Legacy!**

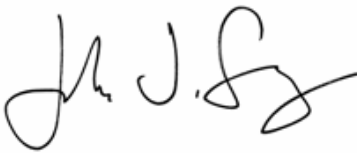
As we've shared with the Judicial Proceedings Committee in the past regarding road safety legislation:

Is it possible that the Maryland General Assembly, with JPR's leadership, could boldly take a preeminent role during this 2024 session by sending the message to the public and the legal system that Maryland lawmakers put 100% into ensuring that road safety comes first? Can the Maryland General Assembly join with Governor Moore to ensure that **no one and nothing's left behind in making roadway safety a #1 priority**?

**You Can Do It!**

We thank you both and the Judicial Proceedings Committee for your review of our position, and urge you to submit a favorable recommendation and support for SB 421.

Sincerely,



John J. Seng  
Chair

cc: Governor Wes Moore  
Rich Leotta, Officer Noah Leotta Foundation  
Ragina Ali, AAA MidAtlantic  
SafeRoadsMD *Coalition* Board of Directors  
Maryland Road Safety Advocates and Safety Partners of SmartStart

\* See Elder, R. W., Voas, R., Beirness, D., Shults, R. A., Sleet, D. A., Nichols, J. L., & Compton, R. (2011). Effectiveness of ignition interlocks for preventing alcohol-impaired driving and alcohol-related crashes: A community guide systematic review. *American Journal of Preventative Medicine*, 40(3), 362-376. Elvik, R. (2013). Risk of road accident associated with the use of drugs: A systematic review and meta-analysis of evidence from epidemiological studies. *Accident Analysis and Prevention*, 60, 254-267 and Government Accountability Office. (2014, June). *Traffic Safety: Alcohol ignition interlocks are effective while installed; less is known about how to increase installation rates* (Report No. GAO-14-559).

# **Responsibility.org Noahs Law Support Letter2.12.24**

Uploaded by: Kelly Poulsen

Position: FAV



February 12, 2024

The Honorable William C. Smith, Jr.  
Chairman, Maryland Senate Judicial Proceedings Committee  
2 East  
Miller Senate Office Building  
Annapolis, Maryland 21401

Dear Chairman William C. Smith Jr.,

The Foundation for Advancing Alcohol Responsibility (Responsibility.org) is a national not-for-profit that leads the fight to eliminate drunk driving and underage drinking and is funded by the following distillers: Campari Group; Constellation Brands, Inc.; Bacardi U.S.A., Inc.; Beam Suntory; Brown-Forman; DIAGEO; Edrington; Mast-Jägermeister US Inc.; Moët Hennessy USA; Ole Smoky LLC; Pernod Ricard USA; and William Grant & Sons. To learn more, visit [www.responsibility.org](http://www.responsibility.org).

Responsibility.org supports the passage of **Maryland Senate Bill 421**, legislation advocating for the requirement of ignition interlock devices for first-time DUI offenders sentenced to probation before judgement (PBJ) for 180 days as part of their probation terms. The mandate for ignition interlocks is **already** in place for individuals who decline the BAC test, those convicted on their first offense, and repeat offenders. This proposed law aims to enhance the measures introduced by Noah's Law in 2016, named to honor Noah Leotta. Presently, 34 states along with the District of Columbia mandate the installation of ignition interlocks for all convicted offenders.

In Maryland during 2023, over half of the DUI/DWI cases, accounting for 51% of the 10,161 incidents, ended with the offenders receiving Probation Before Judgement (PBJ). Drunk driving is a major issue, being the cause of a third of all traffic-related deaths in the state. On an annual basis, about 6,600 incidents of impaired driving occur, leading to almost 3,000 injuries and 170 deaths that could have been avoided. The Ignition Interlock Program in Maryland played a crucial role in 2022 by **thwarting 3,650 attempts** by drivers to operate vehicles while over the legal blood alcohol limit.

Maryland's Noah's Law is working, with 3<sup>rd</sup> and subsequent offenses decreasing, we are supporting this legislation so individuals receiving a PBJ are not able to drive drunk again. Nationally, drivers who install ignition interlocks are up to 75% less likely to have a repeat DUI than those without an interlock, and for those who cannot afford an interlock, Maryland has a robust ignition interlock affordability program for those who qualify for certain financial need programs. **We urge swift passage of Senate Bill 421.**

Responsibility.org stands ready to assist Maryland in its efforts to reduce impaired driving. Please contact me at [Kelly.Poulsen@Responsibility.org](mailto:Kelly.Poulsen@Responsibility.org) or Chris Korschak at [Chris.Korschak@Responsibility.org](mailto:Chris.Korschak@Responsibility.org) for any assistance we can provide.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Poulsen".

Kelly Poulsen  
Senior Vice President, Government Relations [Responsibility.org](http://Responsibility.org)

A handwritten signature in cursive script that reads "Darrin T. Grondel".

Darrin T. Grondel, Ph.D. Director, NASID  
Senior Vice President, Traffic Safety [Responsibility.org](http://Responsibility.org)

**24 legis md jpr iid.pdf**

Uploaded by: Kurt Erickson

Position: FAV

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WRAP President & CEO



WASHINGTON REGIONAL ALCOHOL PROGRAM

7900 Westpark Drive, Suite A550 ■ Tysons, VA 22102 ■ TEL 703.893.0461 ■ www.wrap.org ■ Email: wrap@wrap.org

February 13, 2024

Members of the Judicial Proceedings Committee  
Maryland Senate  
Annapolis, Maryland

Re.: Support for "Drunk Driving Offenses – Ignition Interlock System Program,"  
Senate Bill 421, Senator Waldstreicher (D-Montgomery County)

**"Interlocks typically are used as a condition of probation  
for DWI offenders, to prevent them from driving while impaired by  
alcohol after their driver's licenses have been reinstated."**

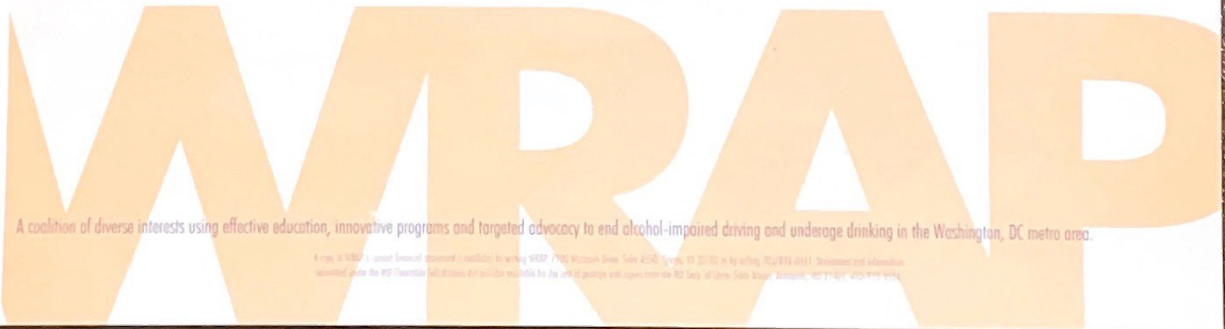
— National Highway Traffic Safety Administration (NHTSA), "Countermeasures That Work," 2023

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 421, "Drunk Driving Offenses – Ignition Interlock System Program"** (Judicial Proceedings Committee Vice Chairman, Senator Jeff Waldstreicher, D-Montgomery County).

Succinctly, Senate Bill 421 seeks to expand the universe of persons subject to Maryland's Ignition Interlock System Program to include persons put on probation for either a driving under the influence of alcohol (DUI, 21-902[a]) or driving while impaired by alcohol (DWI, 21-902[b]) violation.

(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.

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According to the Maryland Motor Vehicle Administration (MVA) ("Ignition Interlock Report," February 2024), more than half (50.47%) of persons (in closed cases) adjudicated for either DUI or DWI in Maryland in 2022 were granted probation in the form of probation before judgment (PBJ) and therefore NOT subject to the full universe of public protections namely participation in Maryland's proven effective interlock program.

With ignition interlock devices reducing "repeat offenses for driving while intoxicated by about 70-percent" (U.S. Centers for Disease Control) and that interlocks are proven to be "highly effective in allowing a vehicle to be started by sober drivers but not by alcohol-impaired drivers" (NHTSA), Senate Bill 421 looks to simply ensure public safety along that route used by half of persons arrested for drunk driving in Maryland by subjecting *all* 21-902(a) and 21-902(b) offenders to Maryland's interlock program as a condition of (PBJ) probation.

NHTSA data ("Countermeasures That Work," 2023) shows that "interlocks typically are used as a condition of probation for DWI offenders, to prevent them from driving while impaired by alcohol after their driver's licenses have been reinstated." The need for such in Maryland is all too clear as fiscal year 2023 MVA interlock program data shows that more than 6,800 drivers were prevented from driving after consuming alcohol last year.

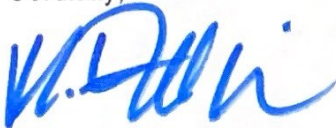
"State ignition interlock laws are associated with reductions in alcohol-involved fatal crashes" and Maryland's interlock program "remains a key strategy in the state's fight against alcohol-impaired driving" (MVA). In a state where approximately a third of traffic fatalities still involve drunk drivers (MVA), *not* using Maryland's existing -- and offender-paid -- interlock program for the full universe of DUI and or DWI offenders in the state is, at best, not using every tool in Maryland's toolbox to prevent drunk driving.

□□□□□

As a means of both more effectively monitoring a drunk driver's probation period in Maryland and strengthening Maryland's "Drunk Driving Reduction Act of 2016" ("Noah's Law") which "continues to have an impact on Maryland's Ignition Interlock Program and is helping to keep drunk drivers off the road" (MVA), the Maryland nonprofit Washington Regional Alcohol Program strongly supports Senate Bill 421. To that end, we also thank you, in advance, for your consideration of favorably reporting this potentially lifesaving 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

**13b - SB 421 -JPR - MACHO LOS.pdf**

Uploaded by: Maryland State of

Position: FAV



**2024 SESSION  
POSITION PAPER**

**BILL:** SB 421 - Drunk Driving Offenses – Ignition Interlock System Program

**COMMITTEE:** Senate – Judicial Proceedings Committee

**POSITION:** Letter of Support

**BILL ANALYSIS:** SB 421 requires the Motor Vehicle Administration to require persons who are convicted of, or granted certain probation for, certain drunk driving offenses to participate in the Ignition Interlock System Program for certain periods of time.

**POSITION RATIONALE:** The Maryland Association of County Health Officers (MACHO) supports SB 421. The bill would amend the Motor Vehicle Administration’s Ignition Interlock System Program to include those granted probation before judgment for criminal offenses related to driving while impaired by alcohol, a drug or drug combination, or a combination of drugs and alcohol.

Motor vehicle accidents continue to be a leading cause of death and injury in Maryland. In 2022, 26 percent of Maryland motor vehicle crash fatalities resulted from alcohol or drug impaired drivers. In that same year, 2,534 people were injured in impaired-driving accidents. These deaths were preventable. These accidents could have been avoided.<sup>1</sup>

Currently, there is a gap in Maryland's response to impaired driving—individuals granted probation before judgement for driving while impaired are not included in the Maryland Ignition Interlock System Program. SB 421 seeks to close that loophole by adding those granted probation before judgement into the ignition interlock program. Research by the CDC, National Center for Injury Prevention and the National Highway Traffic Safety Administration demonstrates that ignition interlocks reduce repeat offenses of driving while impaired by 70 percent. Comprehensive laws requiring an ignition interlock for all offenders are associated with 26 percent fewer impaired drivers involved in fatal crashes. A comprehensive ignition interlock program will reduce injuries and save lives.<sup>2</sup>

For these reasons, the Maryland Association of County Health Officers submits this **LOS for SB 421**. For more information, please contact Ruth Maiorana, MACHO Executive Director at [rmaioral@jhu.edu](mailto:rmaioral@jhu.edu) or 410-937-1433. *This communication reflects the position of MACHO.*

<sup>1</sup> MDOT MVA Maryland Highway Safety Office. [zerodeathsmd.gov](http://zerodeathsmd.gov). Crash Summaries Data. Accessed February 1, 2024

<sup>2</sup> Casanova-Powell, T, Hedlund, J, Leaf, W, Tison, J. (2015). Evaluation of state ignition interlock programs : Interlock use analyses from 28 states, 2006–2011. Centers for Disease Control and Prevention, National Center for Injury Prevention and Control, National Highway Traffic Safety Administration, and Governors Highway Safety Association.





# **SB421 Written Testimony.pdf**

Uploaded by: Megan Moore

Position: FAV

## **Megan Moore**

In favor of SB421, the “Drunk Driving Offenses - Ignition Interlock System Program”

February 12, 2024

Honorable Members of the Committee,

While debating the merits of SB 421, I ask that you consider the lives of those lost as well as those left behind due to the decision of a drunk driver choosing to get behind the wheel and drive.

June 5, 2021 my life was forever changed by the death of my son **Noah**. He was killed in a car crash caused by a drunk driver.

**Noah** was a United States Marine home on leave after his first deployment. 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.

**Noah** is the ultimate victim; he is gone. He has been robbed of a life, a life full of love, laughter and every extraordinary experience yet to be had, every goal yet to be dreamed.

But there are so many more victims of his preventable death, people left behind forced to navigate a new life without him.

The grief caused by the death of my son **Noah** is debilitating; adding the knowledge that his death was 100% preventable is abhorrent. If the driver had not gotten behind the wheel, if he had not started the car... These are the thoughts that will forever haunt me.

I ask that you please support and vote in favor of SB421. You’ve been provided with statistics that show the Ignition Interlock Program has been proven to save lives. Please help save lives.

Sincerely,  
Megan Moore  
Noah Blonder’s Mom

# **SB0421 – MVA - Drunk Driving Offenses - Ignition I**

Uploaded by: Patricia Westervelt

Position: FAV

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February 13, 2024

The Honorable William C. Smith, Jr.  
Chair, Senate Judicial Proceedings Committee  
2 East, Miller Senate Office Building  
Annapolis MD 21401

***RE: Letter of Support – Senate Bill 421 – Drunk Driving Offenses - Ignition Interlock System Program***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 421 as an opportunity to expand the use of an effective tool in combating the dangers of impaired driving.

Senate Bill 421 serves to strengthen and increase participation in the Ignition Interlock Program (IIP) by requiring an individual found to be driving while under the influence or impaired and then either convicted, suspended, or revoked on points, or is granted probation before judgement, enter the Ignition Interlock Program (IIP).

Over the five year period, 2017-2021 (most recent data available), in Maryland, over 850 people have been killed in crashes involving an impaired driver. Deaths resulting from impaired driving crashes account for one-third of all roadway fatalities. Maryland strives to reduce that number by setting the goal of reaching zero fatalities on our roadways by 2030. The MDOT Motor Vehicle Administration (MVA) supports the use of the IIP as an effective tool to reduce drunk driving crashes. Research continues to show that drivers who have interlocks installed are significantly less likely to have a repeat drunk driving offense than those who do not. Since 2006, ignition interlocks prevented 26 million attempts to drink and drive (MADD Ignition Interlock Report, January 2022). Here in Maryland, just in fiscal year (FY) 2023, IIP prevented nearly 3,000 attempts to start or operate a vehicle where the driver's blood alcohol concentration (BAC) was greater than 0.08 grams of alcohol per deciliter of blood (g/dL) grams of alcohol per 210 liters of breath – the legal limit in Maryland. These statistics demonstrate the effectiveness at keeping impaired drivers off the roadways, and that comprehensive ignition interlock laws help states reduce impaired driving fatalities.

In 2016, the landmark passage of Maryland's Noah's Law strengthened administrative sanctions for impaired driving and significantly expanded the IIP. Participation in the IIP has increased as a result, and these changes are helping to keep Maryland's roadway users safe. Ignition interlocks allow drivers to continue driving sober.

The Honorable William C. Smith, Jr.  
Page Two

Strengthening Maryland's IIP program by requiring participation for impaired drivers receiving a probation before judgement disposition is an important next step in strengthening Maryland's network of impaired driving prevention programs and preventing repeat offenses. Although Maryland has implemented many measures to help end impaired driving, the national advocacy group Mothers Against Drunk Driving (MADD) released their 2021 scorecard in which Maryland received a C+. In that report, MADD noted that Maryland's all-offender law contains a "loophole," which they describe as the biggest in the country. Specifically, first-time convicted drunk drivers can avoid a mandatory ignition interlock referral when that verdict is set aside, and the drunk driver is granted a probation before judgement disposition.

Further, the National Highway Traffic Safety Administration (NHTSA) conducted an Impaired-Driving Program Assessment in Maryland in the fall of 2023. These assessments developed by the NHTSA are conducted by a panel of national subject matter experts who review a state's efforts to control impaired driving and provide recommendations to improve or enhance them. In the completed Maryland Impaired Driving Assessment Final Report issued by the panel of experts, four recommendations were singled out by the report. One of those four recommendations specifically emphasized that Maryland needs to "mandate participation in the Ignition Interlock Program for drivers who receive probation before judgement" as a key component for addressing the dangers of impaired driving on Maryland's roadways. Senate Bill 421 addresses this gap by requiring all those receiving a probation before judgement for violating Transportation Article § 21-902 (a) or (b) offenses must enroll in the IIP.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 421 a favorable report.

Respectfully submitted,

Christine E. Nizer  
Administrator  
Maryland Motor Vehicle Administration  
410-787-7830

Pilar Helm  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090

# **AAA Testimony in Support of SB 421- IIPS Expansion**

Uploaded by: Ragina Ali

Position: FAV



**AAA Mid-Atlantic's Testimony in Support of  
SB 421 – Drunk Driving Offenses - Ignition Interlock System Program**  
*Sponsors: Senators Waldstreicher, Folden, Kelly, Muse, Smith and West*

- AAA Mid-Atlantic **supports** [SB 421 – Drunk Driving Offenses – Ignition Interlock System Program](#), which closes a loophole in the *Drunk Driving Reduction Act of 2016*, also known as Noah's Law.
- The bill mandates participation in the Maryland Interlock Ignition System Program (IISP) for first-time offenders, who receive a sentence of probation before judgment (PBJ) for driving while under the influence of alcohol.
- This technical change to the current IISP Program is critical to the safety on our roadways.
- In spite of all the strides in traffic safety and efforts to reduce impaired driving, risky driving behaviors, such as drunk driving, continue to plague our nation and the state of Maryland, despite being a totally preventable crime.
- A recently released report from the [AAA Foundation for Traffic Safety](#) shows a vast majority of drivers - 94% - overwhelmingly perceive driving after drinking alcohol as dangerous and 68% believe such a driver would likely be apprehended by police. However, despite the perceived dangers and risk of being caught, seven percent of respondents reported having engaged in this behavior in the past 30 days.
- According to the [National Highway Traffic Safety Administration \(NHTSA\)](#), in 2021, 13,384 people died in alcohol-impaired driving traffic deaths – a 14% increase from 2020. Fatalities in crashes involving alcohol-impaired drivers continue to represent almost one-third (31%) of the total motor vehicle fatalities in the United States.
- According to data from NHTSA, approximately 30% of all traffic crash fatalities in the U.S. involve drunk drivers (with BACs of .08 g/dL or higher).
- In 2022, there were 534 fatal crashes in Maryland, resulting in 566 deaths, according to preliminary data from the [MDOT MVA Highway Safety Office](#). Drug and/or alcohol involvement was a factor in 135 of those crashes, resulting in 146 deaths – nearly 26% of Maryland roadway fatalities. (*Source: MDOT MVA Highway Safety Office, data as of February 12, 2024*)



- Expanded use of ignition interlocks would help save lives in Maryland by preventing subsequent offenses, especially considering a large number (more than 50%) of first-time drunk driving offenders receive a PBJ sentence, according to the Maryland Department of Transportation’s 2022 *“Maryland’s Ignition Interlock Program, Status Report.”*
- According to the Maryland Motor Vehicle Administration (MVA)’s [2024 Ignition Interlock Report](#), released earlier this month, *“Research continues to find that ignition interlock devices are effective in reducing recidivism by impaired drivers when there is an interlock device in the vehicle. State ignition interlock laws are associated with reductions in alcohol-involved fatal crashes. In Fiscal Year (FY) 2023, Maryland’s IIP prevented nearly 3,000 attempts to start or operate a vehicle where the driver’s blood alcohol concentration (BAC) was greater than 0.08...”*
- We recognize that interlocks are no panacea, but they are an effective tool in preventing impaired individuals from driving, endangering themselves and others on Maryland roadways.
- In every state, it’s illegal to drive drunk, yet, one person is killed in a drunk-driving crash every 39 minutes in the U.S., according to NHTSA.
- We respectfully thank this Committee for all you have done in the past to combat drunk driving on Maryland roads and urge you to do even more by strengthening Maryland’s law by expanding the use of ignition interlocks, a measure that has proven to be effective in the fight against drunk driving.
- On behalf of the more than one million AAA members in Maryland, we respectfully request this Committee give **SB 421** a favorable report.

**Contacts:**

*Ragina C. Ali, AAA Mid-Atlantic  
Public and Government Affairs Manager  
443.465.5020*

*Sherrie Sims, GS Proctor & Associates  
Senior Associate  
410.733.7171*

# **SB 421 Support (Ron Weiss).pdf**

Uploaded by: Ron Weiss

Position: FAV

**Support SB 421, Ron Weiss**

**Dear Senators,**

**I am Ron Weiss, a resident of Fort Washington, a member of the MD 210 Traffic Safety Committee, and board member of the Maryland Coalition for Roadway Safety.**

**I urge your support of SB 421.**

**I support SB 421 because:**

**Closing the probation before judgment loophole in current law will save lives.**

**That seems to me to be a “no-brainer”. Why would we let drunk drivers get away from using an interlock?**

**Please help save lives and report favorably on SB 421.**

**Thank you.**

**Ron Weiss, Fort Washington**

**SB 421 - MoCo\_Morningstar\_FAV (GA 24).pdf**

Uploaded by: Sara Morningstar

Position: FAV



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**SB 421**

**DATE: February 13, 2024**

**SPONSOR: Senator Waldstreicher, et al.**

**ASSIGNED TO: Judicial Proceedings**

**CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)**

**POSITION: SUPPORT**

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### **Drunk Driving Offenses – Ignition Interlock System Program**

Senate Bill 421 expands mandatory participation in Maryland's ignition interlock system program to include an individual who is granted probation before judgment (PBJ) for driving under the influence of alcohol or under the influence of alcohol per se or impaired by alcohol. If the offender refuses to participate in or fails to complete the program, the individual's license will be suspended by the Motor Vehicle Administration until the program is successfully completed. This is a 2024 legislative priority for Montgomery County.

The National Highway Traffic Safety Administration reported that in 2021, there were 13,384 alcohol-impaired driving deaths in the United States – a 14% increase from 2020. That is one person every 39 minutes. Importantly, these deaths were preventable. Maryland made major changes to the State's impaired driving laws in 2016 by enacting Noah's Law (the Drunk Driving Reduction Act) that included increased penalties and expansion of its ignition interlock system program. While that law was a big step toward getting drunk drivers off the road, it didn't go far enough.

Too many drunk drivers in Maryland continue to receive PBJs for driving under the influence (DUI). If they complete a probationary period, however, they're not convicted of the violation, and therefore, aren't required to have an ignition interlock device installed on their vehicles. Because most drunk drivers are repeat offenders, it's very likely that those receiving PBJs will get behind the wheel again and will endanger themselves and everyone around them. Ignition interlock programs work in reducing DUI recidivism. Senate Bill 421 will close this dangerous loophole in Noah's Law. Montgomery County urgently requests that the Committee adopt a favorable report on Senate Bill 421.