

PDF Mateo's law SB0110 Senate JPC.pdf

Uploaded by: Arlene Rosenbusch

Position: FAV

Senate Judicial Proceedings Committee:

My name is Ms. Arlene Rosenbusch, a Maryland resident. I am writing to you as a victim survivor whose life was forever changed by a preventable crash. I am urging you to support **Mateo's Law (SB0110)**, which requires anyone involved in a crash that results in death or life-threatening injury to submit to breath and blood testing for impaired driving.

My sister, Lynne Rosenbusch, and her husband, John Fauerby, were tragically killed by a drunk driver in Maryland on October 31, 2015. The driver was woman who had an alcohol level of .12 (legal limit is .08). Her blood alcohol was tested so she was able to be convicted. Unfortunately, other drunk or drugged drivers are not tested and therefore escape prosecution and continue to pose a risk to the public.

After a serious crash, time matters. Evidence of impairment fades quickly, and without immediate testing, the truth about what happened can be lost forever. Families are then left not only with unimaginable grief, but with unanswered questions, wondering whether the crash could have been prevented.

Mateo's Law is about fairness, accountability, and safety. It:

- Ensures that critical evidence is preserved when a life is lost or forever altered.
- Helps law enforcement determine the facts, not guesses, about whether impairment played a role.
- Protects future families by strengthening our ability to hold impaired drivers accountable.

This bill is not about punishment for the sake of punishment. It is about truth. It is about giving families clarity, justice, and peace of mind in the worst moments of their lives. Please stand with victims and survivors across Maryland and **vote YES on Mateo's Law (SB0110)**.

Thank you for listening and for your commitment to protecting the people of Maryland.

Sincerely,

Ms. Arlene Rosenbusch
14400 Gaines Ave.
Rockville, MD 20853
240-888-0645

MADD Mateo Testimony 1-20-26.pdf

Uploaded by: Bryna Clark-Braverman

Position: FAV



IMPAIRED
DRIVING
ENDS HERE.

Bryna Clark-Braverman
MADD Maryland Regional Executive Director
Testimony in Support of Senate Bill 0110
Senate Judicial Proceedings Committee
January 20, 2026

Thank you, Mr. Chairman and members of committee, for allowing me the opportunity to testify today in support of Senate Bill 110, also known as Mateo'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 Charles for introducing 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 in drunk driving crashes. That does not consider the horrific crashes caused by other drugs such as cannabis and opioids.

Since 2019, according to the National Highway Traffic Safety Administration (NHTSA), drunk driving deaths have increased 4% resulting in 173 preventable deaths in 2023 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. I am urging you to support **SB110 – Mateo's Law**, which requires anyone involved in a crash that results in death or life-threatening injury to submit to breath and blood testing for impaired driving.

After a serious crash, time matters. Evidence of impairment fades quickly, and without immediate testing, the truth about what happened can be lost forever. Families are then left not only with unimaginable grief, but with unanswered questions — wondering whether the crash could have been prevented. Mateo's Law will ensure that drunk drivers who cause a fatality or serious injury are properly screened for impairment for substances other than alcohol.

Mateo's Law SB110, is a victim-driven proposal that will allow for more justice and ensure accountability by helping law enforcement determine the facts about whether impairment played a role in a crash and protects Marylanders by strengthening our ability to hold impaired drivers accountable. 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 Mateo's Law. Thank you.

Mateos Law Testimony 2026 Final.pdf

Uploaded by: Ian Goldstein

Position: FAV

Shirelle Green
January 16, 2026
Testimony in Support of Maryland SB0110 (Matéo's Law)

Good afternoon. My name is **Shirelle Green**. I am a mother, a lifelong Maryland resident, and an advocate for justice and safer roads. I am here today in strong support of **SB0110, Matéo's Law**—legislation born from unimaginable loss and an urgent need to prevent future tragedies.

On **April 6, 2024**, my son **Matéo** was one of three passengers in a single-vehicle crash caused by an impaired driver whose blood alcohol content was **twice the legal limit**. Despite clear indicators of intoxication, **no sobriety or impairment test was administered at the scene**. My son was pronounced brain dead on **April 7**, just **15 days after his 23rd birthday**. He was the **only fatality** in that crash.

The failure to conduct on-the-scene impairment testing delayed justice and compounded our grief. Nearly a year later, the driver ultimately received **18 months of incarceration out of a possible 10-year sentence**—18 months for taking a life and seriously injuring two others. That outcome was shocking and felt painfully inadequate given the irreversible harm caused to our family.

Matéo's Law (SB0110) would require **mandatory on-the-scene impairment testing** for any driver involved in a crash resulting in death or serious bodily injury. Justice should never depend on the discretion of a responding officer or the subjective judgment of an EMT. This bill ensures **timely evidence collection, accountability, and fairness**, while protecting the rights of both victims and drivers.

From 2019 (*The year Matéo graduated high school*) to 2023, there were an average of 142 impaired drivers in fatal crashes in Maryland. These are not just statistics, they are sons, daughters, parents, and friends. Later this year the statistics for 2024 will be released; my son will be included in those numbers. **Matéo's Law** is a necessary step toward preventing these losses and restoring public confidence in our justice system.

I have forgiven the driver in my son's case. He was released on **Christmas Day**, and while forgiveness is part of my healing, it does not erase the pain of living without my child while his offender returned home to his family. My family is learning how to survive a new normal—one without Matéo.

As you consider your vote, I ask you to take a moment to reflect on how a tragedy like this would affect your own family, or someone you love. None of us expect to face these traumatic moments, but thoughtful laws can help ensure that when the unthinkable happens, families are met with fairness, care, and accountability. **Matéo's Law** is about closing gaps, strengthening trust, and protecting families across Maryland. I respectfully ask for your support to advance **Matéo's Law** so that no other family has to endure delayed justice, inadequate accountability, or the 100% preventable loss of a loved one. Thank you for your time and for considering these critical measures.

sb0110F.pdf

Uploaded by: John Seng

Position: FAV

SENATE BILL 110

R3
SB 565/25 – JPR

(PRE-FILED)

6lr0938
CF HB 114

By: **Senator Charles**

Requested: September 24, 2025

Introduced and read first time: January 14, 2026

Assigned to: Judicial Proceedings

A BILL ENTITLED

1 AN ACT concerning

2 **Motor Vehicles – Accidents – Required Testing for Impaired Driving**
3 **(Mateo’s Law)**

4 FOR the purpose of requiring any person involved in a motor vehicle accident that results
5 in the death of, or a life threatening injury to, another person to submit to breath
6 and blood testing for impaired driving; and generally relating to impaired driving.

7 BY repealing and reenacting, with amendments,
8 Article – Transportation
9 Section 16–205.1(c)
10 Annotated Code of Maryland
11 (2020 Replacement Volume and 2025 Supplement)

12 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
13 That the Laws of Maryland read as follows:

14 **Article – Transportation**

15 16–205.1.

16 (c) (1) If a person is involved in a motor vehicle accident that results in the
17 death of, or a life threatening injury to, another person [and the person is detained by a
18 police officer who has reasonable grounds to believe that the person has been driving or
19 attempting to drive while under the influence of alcohol, while impaired by alcohol, while
20 so far impaired by any drug, any combination of drugs, or a combination of one or more
21 drugs and alcohol that the person could not drive a vehicle safely, while impaired by a
22 controlled dangerous substance, or in violation of § 16–813 of this title], the person shall be
23 required to submit, as directed by [the] **A POLICE** officer, to a test of:

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 (i) The person's breath to determine alcohol concentration; **AND**

2 (ii) One specimen of the person's blood, to determine alcohol
3 concentration or to determine the drug or controlled dangerous substance content of the
4 person's blood]; or

5 (iii) Both the person's breath under item (i) of this paragraph and one
6 specimen of the person's blood under item (ii) of this paragraph].

7 (2) If a police officer directs that a person be tested, then the provisions of
8 § 10-304 of the Courts and Judicial Proceedings Article shall apply.

9 (3) Any medical personnel who perform any test required by this section
10 are not liable for any civil damages as the result of any act or omission related to such test,
11 not amounting to gross negligence.

12 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
13 October 1, 2026.

SB 110 - favorable - Mateo's Law.pdf

Uploaded by: Kirsten Brown

Position: FAV

Ivan Bates
President



Kirsten N. Brown
Coordinator

Maryland State's Attorneys' Association
3300 North Ridge Road, Suite 185
Ellicott City, Maryland 21043
kbrown@mdsaa.org ~ 301-748-1312

DATE: January 16, 2026

BILL NUMBER: SB 110

POSITION: Favorable

The Maryland State's Attorneys' Association (MSAA) supports Senate Bill 110.

Often, at the scene of a motor vehicle fatality, time is of the essence to collect evidence. Evidence of intoxication and/or impairment can be easily lost if police officers are not able to act swiftly to collect it. Focus at these scenes is primarily to tend to and save any injured persons. That priority coupled with the ability to preserve evidence benefits everyone involved.

MSAA supports a bill that focuses on proper and swift collection of evidence to bring about a fair and just prosecution for both the defendant and the victims. MSAA welcomes further discussions regarding how to achieve a just result in motor vehicle fatality cases.

Letter in support SB110.pdf

Uploaded by: Laura Wilt

Position: FAV



Maryland Crime Victims' Resource Center, Inc.

Continuing the Missions of the Stephanie Roper Committee and Foundation, Inc.

☎ 877-VICTIM-1 (877-842-8461) ✉ mail@mdcrimevictims.org 🌐 mdcrimevictims.org

LETTER IN SUPPORT OF SENATE BILL 110 (HB0114)

January 16, 2026

Headquarters

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Suite 750
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301-952-0063
877-842-8461 (toll free)
240-929-0526 (fax)

Baltimore

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**Carroll, Howard, &
Baltimore Counties**

Oakland Manor
5430 Vantage Point Road
Columbia, MD 21044
240-335-4032

Eastern Shore

240-335-4012

**Frederick &
Montgomery Counties**

240-335-4021

Southern Maryland

301-952-0063

Western Maryland

59 Prospect Square
Suite 6
Cumberland, MD 21502
240-335-4013

On behalf of the Maryland Crime Victims' Resource Center (MCVRC), I urge your support for Senate Bill 110 Mateo's Law. MCVRC provides legal services for crime victims throughout Maryland and is the largest nonprofit of its kind in the country. We write on behalf of our clients whose family members have been victims of drunk and impaired drivers.

Senate Bill 110 closes a loophole that has left grieving family members without evidence for decades; it will mandate that a driver who causes a death or life threatening injury must be tested for substance use and will eliminate the irrelevant precondition that this only happen when law enforcement detains a driver. The evidence of whether the driver was impaired is critical evidence to determine what if any charges are appropriate. Without this law, critical evidence is not preserved.

Maryland's Highway Safety Office and the National Highway Traffic Safety Association (NHTSA) publish data concerning the traffic fatalities in Maryland and across the country. 621 traffic fatalities were counted in Maryland in 2023 including 577 separate crashes. 35% of those crashes involved a driver with alcohol in their system. (<https://www.fars.nhtsa.dot.gov/States/StatesCrashesAndAllVictims.aspx> <https://zerodeathsmd.gov/resources/crashdata/>). The number of life-threatening injuries dwarfs these tragic numbers. ALL drivers need to be tested if they are in a collision causing a death or life-threatening injury; SB 100 will meet this need.

On behalf of Maryland victims, we ask you to pass Senate Bill 110. The pain of suffering a life threatening injury or losing a loved one in a motor vehicle collision is devastating. To face the judicial system without this critical evidence is overwhelming and can be avoided by passing SB110. This is a small way Maryland can work towards promoting justice in our courtrooms and community.

Please vote in favor of Senate Bill 110. Your vote will support the many people in your jurisdictions that have been victimized by drunk and drugged drivers.

Sincerely,

Laura Corbett Wilt, Senior Supervising Attorney
202-335-4004; lwilt@mdcrimevictims.org

Joined by: Joanna Mupanduki, Deputy Director & Kurt Wolfgang, Executive Director

SB0110 - MVA - LOS - Motor Vehicles - Accidents -

Uploaded by: Patricia Westervelt

Position: FAV

January 20, 2026

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

RE: Letter of Support – Senate Bill 110 – Motor Vehicles - Accidents - Required Testing for Impaired Driving (Mateo's Law)

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 110 as an important safety initiative.

SB 110 requires any driver involved in a motor vehicle crash resulting in the death of, or a life-threatening injury to, another person to submit to certain breath and blood tests, as directed by a law enforcement officer.

From 2019 to 2023¹, over 920 people were killed in crashes involving an alcohol-impaired driver in Maryland. Deaths resulting from impaired driving crashes account for one-third of all roadway fatalities. Maryland strives to reduce that number and has set the goal of zero fatalities on our roadways by 2030.

Investigations often focus on “at-fault” drivers in a motor vehicle crashes, but the National Transportation Safety Board encourages states to “increase [the] collection, documentation, and reporting of blood alcohol concentrations (BAC) test results” for any driver in a fatal motor vehicle crash. The National Highway Traffic Safety Administration’s (NHTSA) Fatality Analysis Reporting System (FARS) further requires a BAC test for every driver involved in a fatal crash. Untested drivers result in “unknown” BACs and require the use of statistical methodology. Depending on the characteristics of the untested driver, this may result in an over- or under-estimate of persons killed in an impaired driving crash.

SB 110 will bring Maryland into alignment with NHTSA recommendations and help fill missing gaps in vital traffic records that align with FARS requirements. Proper testing for impaired driving in fatal crashes will improve targeted safety campaigns and enforcement efforts to help reach the goal of zero fatalities on Maryland’s roadways.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 110 a favorable report.

Respectfully submitted,

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

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

¹ The most recent five-year period for which data is available.

SB110

Uploaded by: Deondra Asike

Position: INFO

MARYLAND CANNABIS PUBLIC HEALTH ADVISORY COUNCIL

January 27, 2026

Deondra Asike, M.D.

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

RE: SB 110 – Motor Vehicles - Accidents - Required Testing for Impaired Driving (Mateo's Law) – Letter of Information

Dear Chair Bartlett and Committee members:

We, the Maryland Cannabis Public Health Advisory Council, express our deepest condolences for the tragic loss of Mateo Green. The Cannabis Public Health Advisory Council was established by the Maryland General Assembly in 2022 to study the public health impact of adult-use cannabis legalization in Maryland. We stand with the Committee in our shared commitment to reducing impaired driving and roadway fatalities in Maryland. We recognize the desire of the Maryland General Assembly to pursue greater testing standards at the scene of a fatal accident, and take no position on those efforts. However, the Council is specifically concerned that the presence of cannabis in current field-testing methods does not correlate with levels of impairment in the same way that long studied and scientifically accepted alcohol sobriety tests correlate. The science of today with respect to cannabis and impairment is simply not strong enough to make sound prosecutorial decisions in and of itself.

Detectable THC, the primary intoxicating compound in cannabis, and its metabolites can persist in the body for days to weeks after use, long after potential impairment has resolved. The amount of time between the peak and the resolution of physiologic impact also varies based on whether the cannabis is inhaled or ingested. Additionally, there is no significant correlation between blood THC concentrations and driving impairment and thus there are no valid per se limits. So while cannabis is the second-most frequently detected substance—after alcohol—in impaired driving cases, great caution should be used in leaning on the presence of cannabis components in such testing to make prosecutorial decisions^{1,2}.

¹ AAA Exchange. (n.d.). Cannabis & driving. AAA. Retrieved January 26, 2026, from <https://exchange.aaa.com/safety/substance-impaired-driving/cannabis-driving/>

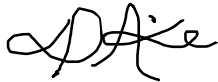
² G. D. Pearson, M. C. Stevens, & D. C. D'Souza, "Cannabis and driving," *Frontiers in Psychiatry* 12 (2021): 689444, <https://doi.org/10.3389/fpsy.2021.689444> (accessed January 26, 2026).

Both the National Highway Traffic Safety Administration³ and the AAA Foundation for Traffic Safety⁴ emphasize that impairment assessments must integrate behavioral observation, psychomotor testing, and situational context, not chemical testing (toxicology) alone. Standard Field Sobriety Tests (SFSTs) can play an important role in assessing impairment, although they were originally designed for alcohol and have important limitations⁵. These limitations highlight the need for continued investment in improved impairment detection methods.

Public health evidence also supports prevention strategies such as public education, clear guidance on avoiding driving after cannabis use, and targeted interventions for high-risk populations as complementary approaches to enforcement. By grounding impaired-driving laws in proven methods for detecting functional impairment, rather than relying on unsupported numerical THC thresholds, Maryland can more effectively enhance public safety while ensuring fairness.

Thank you for your attention to this complex and important issue. We remain available to assist the Committee in any way that may be helpful as SB 110 progresses.

Sincerely,



Deondra Patrice-Simmons Asike, M.D.
Chair, Maryland Cannabis Public Health Advisory Council

³ Compton, R. (2017, July). Marijuana-impaired driving—A report to Congress (Report No. DOT HS 812 440). National Highway Traffic Safety Administration. Retrieved January 26, 2026.

⁴ AAA Foundation for Traffic Safety

⁵ Ginsburg, B. C. (2019). Strengths and limitations of two cannabis-impaired driving detection methods: A review of the literature. *American Journal of Drug and Alcohol Abuse*, 45(6), 610–622. Retrieved January 26, 2026.