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WASHINGTON REGIONAL ALCOHOL PROGRAM

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January 28, 2026

Members of the Judiciary Committee
 Maryland House of Delegates
 Annapolis, Maryland

Re.: Support of "Motor Vehicles - Accidents - Required Testing for Impaired Driving (Mateo's Law)," House Bill 114, Delegate Allen (D-Baltimore County)

"Accurate data about alcohol-impaired driving is critical for monitoring trends and for developing and evaluating effective programs to address the problem."

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

Dear Delegates:

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 House Bill 114, "Motor Vehicles - Accidents - Required Testing for Impaired Driving (Mateo's Law)," Delegate Allen (D-Baltimore County).

Succinctly, House Bill 114 – in an effort to obtain more complete data on alcohol and or drug levels for drivers in fatal crashes (data "critical" to developing "impaired driving programs, evaluating their effectiveness and monitoring" impaired driving levels [NHTSA]) – requires the alcohol and or drug testing of any and all persons "involved in a motor vehicle accident that results in the death of, or a life threatening injury to, another person."

(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.

According to NHTSA data released in June 2025 ("State Alcohol-Impaired-Driving Estimates"), **Maryland has the third highest percentage (87%) of surviving drivers NOT tested in fatal traffic crashes amongst all U.S. states (2023 data).**

With nearly nine-out-of-ten surviving drivers in Maryland's deadliest crashes not tested for alcohol and or drugs, the state is missing integral data necessary to better address the cause of over a quarter of Maryland's traffic deaths, impaired driving (27.6%, Maryland Highway Safety Office, 2019-2023 [five-year average]). And with crash rates rising in states which have legalized retail sales of marijuana for recreational use (Insurance Institute for Highway Safety) compounded with the National Transportation Safety Board calling on state and federal regulators to "do more to tackle the growing problem as states grapple with prescription drug abuse and adopt a more permissive stance on marijuana," Maryland is not currently using every tool in its toolbox to prevent the cause of death of more than a quarter of its drivers.

As a means of better gathering said accurate data about impaired driving in Maryland which is critical to addressing said scourge, WRAP supports House Bill 114 and urges 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.

Cordially,



Kurt Gregory Erickson
President