



**Maryland Task Force to Combat Driving Under  
the Influence of Drugs and Alcohol**

**July 1, 2007 – December 31, 2008**

**Interim Report**

**December 2007**

## Table of Contents

Interim Report .....	3 - 8
Introduction	
Facilitative Processes	
Task Force Meetings	
Subcommittee Meetings	
Next Steps	
Addendum .....	8 - 35
I.    HB758 (companion bill SB198, available upon request) .....	9
II.   Membership List & Subcommittees .....	14
III.  Meeting Agenda and Minutes .....	16
a.  Initial Meeting Agenda and Minutes – September 14, 2007	
b.  November 5, 2007 Subcommittee Meeting Agenda - Raising Public Awareness About and Involvement in Reducing Impaired Driving	
c.  November 6, 2007 Subcommittee Meeting Agenda - Increasing the Effectiveness of Apprehending and Adjudicating Offenders	
d.  November 7, 2007 Subcommittee Meeting Agenda - Intervention and Treatment	
IV.  Outline of DUI Laws Assessment and Timeline .....	27
V.   Progress Report – DUI Laws Assessment, PIRE .....	34

# **Task Force to Combat Driving Under the Influence of Drugs and Alcohol**

## **Introduction**

The 2007 Maryland General Assembly passed House Bill 758 and Senate Bill 198 authorizing Governor Martin O'Malley to establish a Task Force to Combat Driving Under the Influence of Drugs and Alcohol. Governor O'Malley signed both bills on May 17, 2007, authorizing the creation of the Task Force effective July 1, 2007. The enabling legislation requests the Task Force to submit an interim report by December 31, 2007 and a final report by October 31, 2008.

The primary purpose of the Task Force is to conduct a top to bottom review of Maryland's impaired driving program to include an assessment of the strategies used in the past 20 years in the fight against drinking and drugged driving in Maryland and to develop recommendations for addressing the problem of impaired driving in the future. Specific duties of the Task Force include:

- Reviewing any achievements made in the past 20 years in combating driving while under the influence of drugs and alcohol;
- Identifying and assessing current efforts being taken to address driving while under the influence of drugs and alcohol in the state;
- Identifying national best practices/model legislation for combating driving while under the influence of drugs and alcohol;
- Determining if any gaps exist between current state efforts and identified national best practices for combating driving while under the influence of drugs and alcohol;
- Identifying gaps that may exist between key agencies that directly deal with the enforcement, adjudication, treatment and rehabilitation of impaired drivers.
- Recommending statewide actions necessary to implement, national best practices for combating driving while under the influence of drugs and alcohol;
- Recommending new state initiatives to address all impaired driving populations, including those found to be disproportionately responsible for driving fatalities, such as repeat offenders, drivers with high blood alcohol concentrations of .15 percent or more, and underage drinkers;
- Recommending actions to sustain and enhance the public's awareness and concern for the danger posed by drunk driving;
- Recommending strategies for improved coordination of management, funding, and resources at State and local levels.

The State Department of Transportation is charged with the responsibility of overseeing and staffing the work of the Task Force and its subcommittees. The Maryland State Highway Administration's Highway Safety Office (HSO) provides staff and project oversight on behalf of the Department of Transportation. The State Secretary of Transportation has designated Mr. Neil Pedersen, Administrator of the Maryland State Highway Administration, to serve as the Task Force Chair on his behalf.

## **Facilitative Processes**

The Highway Safety Office contracted the services of Mr. Greg Brittingham to assist in designing and facilitating Task Force and subcommittee decision-making processes. Mr. Brittingham fulfilled a similar role for the Virginia DUI Task Force in 2002 through 2003. This facilitated approach is intended to help Task Force members reach consensus-based decisions to the greatest extent possible.

The Pacific Institute for Research and Evaluation (PIRE) is providing subject matter expertise to the Task Force and its subcommittees. PIRE's staff at the Alcohol, Policy and Safety Research Center in Calverton, Maryland have extensive experience in the field of reducing drunk and drugged driving and provide both a national and international perspective. Similarly, representatives from various public and private agencies have been identified and invited to attend each Task Force meeting to provide programmatic, policy and procedural information related to impaired driving.

## **Task Force Meetings**

Task Force members conducted their first meeting on September 14, 2007 at the Maritime Institute of Technology and Graduate Studies located in Linthicum Heights, Maryland.

Two primary objectives were accomplished during this meeting. Task Force members were briefed on the latest data, trends and programs, both nationally and Statewide, regarding impaired driving. Members also identified high-priority issues to be addressed. These issues included:

- The growing number of youth choosing to drink and drive
- An inability to increase public awareness of and involvement in reducing impaired driving
- An inability to increase the perception of arrest for driving drunk
- Ineffective judicial system outcomes for those arrested for drinking and driving
- Inadequate enforcement of existing laws

- Ineffective strategies to address high-risk offenders
- Insufficient evidence-based intervention and treatment programs

## **Subcommittee Meetings**

High priority issues identified at the first Task Force meeting provided a basis for creating working subcommittees. Three subcommittees were identified to address the following issues:

### **I. Raising Public Awareness about and Involvement in Reducing Impaired Driving**

#### Members

Honorable Thomas Dewberry – Chief Administrative Law Judge, Office of Administrative Hearings, Committee Chair  
 Honorable Barry Hamilton – District Court of Maryland  
 Clyde Kelly – President, Maryland Beer Wholesalers Association  
 Dallas Pope – President, Maryland Sheriff’s Association  
 Larry Richardson – State Farm Insurance  
 Joseph Sikes – Mothers Against Drunk Driving

This subcommittee is focusing its efforts on reducing impaired driving by minors and young adults who can legally buy alcoholic beverages. Initial topics of discussion include:

- Youth attitudes about impaired driving and perceived risks
- Efforts to educate and assist parents in youth education efforts
- School-based programs and driver education curriculums
- Access to alcohol by minors
- Modifying attitudes and behaviors to prevent offenses from occurring
- Outreach and education efforts for young adults who can legally purchase alcohol
- Reducing easy access to alcohol sales while driving

### **II. Increasing the Effectiveness of Apprehending and Adjudicating Offenders**

#### Members

Kathleen Dumais – Maryland House of Delegates  
 Jennie Forehand – Maryland Senate  
 Larry Greenberg – Maryland Trial Lawyer’s Association  
 Lt. Col. Mathew Lawrence – Maryland State Police  
 Stephen Walker – Maryland Chief’s of Police Association  
 Dave Weinstein – Maryland State Attorney’s Association

Paula Kreuzburg – Restaurant Association of Maryland  
Kevin Quinlan – National Transportation Safety Board  
Tom Woodward – Maryland State Police (technical expert)

This subcommittee is seeking to improve consistency of processes and discussion about outcomes related to the enforcement of existing impaired driving laws. Topics included:

- Increasing the consistency of prosecution and outcomes across courts for similar offenses
- Judicial and prosecutorial education and training
- System accountability
- Consistency of law enforcement procedures and priorities

### **III. Improving Intervention and Treatment Programs**

#### Members

Dr. Robert Bass – Maryland Institute for Emergency Medical Services Systems,  
Committee Chair

Patricia Chappell – Maryland Public Defender’s Office

Ron Engle – Director of Traffic Safety, The Century Council

Chris Flohr – President, Maryland Criminal Defense Attorney’s Association

Darrell Longest – Board Member, Washington Regional Alcohol Program

Patrick McGee – Division of Parole and Probation

Jim Brown - Maryland Institute for Emergency Medical Services Systems (Technical Expert)

Improving the ability to effectively identify, intervene and treat high-risk offenders is the focus of this subcommittee. Topics of discussion were the following:

- Repeat offenders and recidivism
- High refusal rates for breath tests
- High BAC offenders
- Linking and coordinating statewide programs and services
- Best practices in intervention and treatment

Each subcommittee conducted a full-day meeting during the first week of November. Subcommittee members heard from numerous expert speakers and initiated discussion on high priority areas of interest and potential strategies. Each subcommittee identified additional data and information needs, topics for further investigation and potential speakers.

## Next Steps

The Task Force proposes to complete its work in accordance with the following processes and time schedule:

Date	Event	Milestones
Early January	Second round of subcommittee meetings: <ul style="list-style-type: none"> <li>▪ Jan. 7, 2008 - Apprehension/Adjudication</li> <li>▪ Jan. 14, 2008 - Public Awareness</li> <li>▪ Jan. 22, 2008 - Treatment/Intervention</li> </ul>	<ul style="list-style-type: none"> <li>▪ Review of additional data</li> <li>▪ Additional invited speakers</li> <li>▪ Preliminary discussion of strategies and recommendations</li> </ul>
Late-March to April, 2008	Third round of subcommittee meetings	<ul style="list-style-type: none"> <li>▪ Additional invited speakers</li> <li>▪ Identification and prioritization of recommendations for full Task Force review</li> </ul>
May 2008		<ul style="list-style-type: none"> <li>▪ Committee draft recommendations compiled and transmitted to Task Force members for review</li> </ul>
June 2008	Second Task Force meeting	<ul style="list-style-type: none"> <li>▪ Committee representatives present and explain recommendations</li> <li>▪ Task Force members revise, prioritize and finalize recommendations to the Governor</li> </ul>
July 2008		<ul style="list-style-type: none"> <li>▪ Final draft recommendations transmitted to Task Force members for comment</li> </ul>
July – August 2008		<ul style="list-style-type: none"> <li>▪ HSO incorporates additional recommendations from studies and requests final approval from Task Force members</li> </ul>
September 15, 2008	Final Draft Report	<ul style="list-style-type: none"> <li>▪ Submitted to HSO for review and comment</li> </ul>
October 15, 2008	Revised Final Report	<ul style="list-style-type: none"> <li>▪ Submitted to HSO</li> </ul>
October 31, 2008	Governor receives Final Report	

## ADDENDUM

- VI. HB758 (companion bill SB198, available upon request)
- VII. Membership list and subcommittees
- VIII. Meeting Agenda and Minutes
  - e. Initial Meeting Agenda and Minutes – September 14, 2007
  - f. November 5, 2007 subcommittee meeting agenda - Raising Public Awareness about and Involvement in Reducing Impaired Driving
  - g. November 6, 2007 subcommittee meeting agenda - Increasing the Effectiveness of Apprehending and Adjudicating Offenders
  - h. November 7, 2007 subcommittee meeting agenda - Intervention and Treatment
- IX. Outline of DUI Laws Assessment and timeline
- X. Progress Report – DUI Laws Assessment, PIRE



**Addendum I**

**HOUSE BILL 758**

R3

(7lr1291)

**ENROLLED BILL**

— Judiciary / Judicial Proceedings —

Introduced by **Delegates Dumais, Bronrott, Anderson, Barkley, Barve, Feldman, Frank, Howard, Kaiser, Kelly, N. King, Kramer, Lawton, Lee, McComas, Mizeur, O'Donnell, Schuler, Shank, Shewell, Smigiel, Sophocleus, and Valderrama**

Read and Examined by Proofreaders:

\_\_\_\_\_  
Proofreader.

\_\_\_\_\_  
Proofreader.

Sealed with the Great Seal and presented to the Governor, for his approval this

\_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_ o'clock, \_\_\_\_\_ M.

\_\_\_\_\_  
Speaker.

CHAPTER \_\_\_\_\_

1 AN ACT concerning

2 **Task Force to Combat Driving Under the Influence of Drugs and Alcohol**

3 FOR the purpose of establishing the Task Force to Combat Driving Under the  
4 Influence of Drugs and Alcohol; providing for the membership of the Task Force;  
5 requiring the Governor to request that a certain representative participate in  
6 the Task Force; designating the chair of the Task Force; providing for the  
7 staffing for the Task Force; providing that a member of the Task Force may not  
8 receive certain compensation, but is entitled to a certain reimbursement;

**EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.**

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.

*Italics* indicate opposite chamber / conference committee amendments.



1 establishing the duties of the Task Force; requiring the Task Force to submit  
 2 interim and final reports to the Governor and the General Assembly on or  
 3 before certain dates; providing for the termination of this Act; and generally  
 4 relating to the Task Force to Combat Driving Under the Influence of Drugs and  
 5 Alcohol.

6 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF  
 7 MARYLAND, That:

8 (a) There is a Task Force to Combat Driving Under the Influence of Drugs  
 9 and Alcohol.

10 (b) The Task Force consists of the following members:

11 (1) ~~three members~~ one member of the Senate of Maryland, appointed  
 12 by the President of the Senate;

13 (2) ~~three members~~ one member of the House of Delegates, appointed  
 14 by the Speaker of the House;

15 (3) the Secretary of State Police, or the Secretary's designee;

16 (4) the State Secretary of Transportation, or the Secretary's designee;

17 ~~(5) the Secretary of Health and Mental Hygiene, or the Secretary's~~  
 18 ~~designee;~~

19 ~~(6) the Motor Vehicle Administrator, or the Administrator's designee;~~

20 ~~(7) the State Highway Administrator, or the Administrator's designee;~~

21 ~~(8) the Attorney General of the State, or the Attorney General's~~  
 22 ~~designee;~~

23 ~~(9)~~ (5) the Director of the Division of Parole and Probation, or the  
 24 Director's designee;

25 ~~(10)~~ (6) the Chief Administrative Law Judge of the Office of  
 26 Administrative Hearings, or the Chief Administrative Law Judge's designee;

27 ~~(11)~~ (7) the Executive Director of the Maryland Institute for Emergency  
 28 Medical Services Systems, or the Executive Director's designee;

1 ~~(12)~~ (8) ~~the Chief Judge of the District Court, or the Chief Judge's~~  
2 ~~designee;~~

3 ~~(13)~~ ~~one representative of the circuit courts appointed by the Chief~~  
4 ~~Judge of the Court of Appeals;~~

5 ~~(14)~~ ~~a provider of judicial training and education from the Judicial~~  
6 ~~Institute of Maryland~~ one member of the Judiciary, appointed by the Chief Judge of  
7 the Court of Appeals;

8 ~~(15)~~ (9) the President of the Maryland Chiefs of Police Association, or the  
9 President's designee;

10 ~~(16)~~ (10) the President of the Maryland Sheriffs' Association, or the  
11 President's designee;

12 ~~(17)~~ (11) the President of the Maryland State's Attorneys' Association, or  
13 the President's designee;

14 ~~(18)~~ ~~the President of the Maryland Public Defender's Association, or the~~  
15 ~~President's designee;~~

16 (12) the Public Defender of Maryland or the Public Defender's designee;

17 ~~(19)~~ (13) the President of the Maryland Trial Lawyers Association, or the  
18 President's designee; ~~and~~

19 (14) the President of the Maryland Criminal Defense Attorneys'  
20 Association, or the President's designee; and

21 ~~(15)~~ ~~one representative of the Maryland Beer Wholesalers Association,~~  
22 ~~appointed by the Maryland Beer Wholesalers Association; and~~

23 ~~(20)~~ (16) the following members appointed by the Governor:

24 (i) ~~three representatives~~ one representative of the Maryland  
25 ~~alcoholic beverage and~~ hospitality industry;

26 (ii) ~~three representatives~~ one representative of the alcoholic  
27 beverage ~~manufacturers~~ industry;

28 (iii) ~~three representatives~~ one representative from the auto  
29 insurance industry; ~~and~~

1 (iv) ~~five~~ two representatives of citizen-based traffic safety  
2 advocacy groups; and

3 (v) one member of the general public.

4 (c) The Governor shall request that a representative from the National  
5 Transportation Safety Board participate in the Task Force.

6 (d) The chair of the Task Force shall be the State Secretary of  
7 Transportation, or the Secretary's designee.

8 (e) (1) The State Department of Transportation shall provide staff for the  
9 Task Force.

10 (2) At the request of the chair of the Task Force, other units of State  
11 government shall provide any facilities, assistance, and data that the Task Force  
12 needs to carry out its duties.

13 (f) A member of the Task Force:

14 (1) may not receive compensation as a member of the Task Force; but

15 (2) is entitled to reimbursement for expenses under the Standard  
16 State Travel Regulations, as provided in the State budget.

17 (g) The Task Force shall:

18 (1) review any achievements made in the past 20 years in combating  
19 driving while under the influence of drugs and alcohol;

20 (2) identify and assess current efforts being taken to address driving  
21 while under the influence of drugs and alcohol in the State;

22 (3) identify national best practices for combating driving while under  
23 the influence of drugs and alcohol;

24 (4) determine if any gaps exist between current State efforts and  
25 identified national best practices for combating driving while under the influence of  
26 drugs and alcohol;

27 (5) recommend actions necessary to implement, in the State, national  
28 best practices for combating driving while under the influence of drugs and alcohol;

1 (6) recommend new State initiatives to address all impaired driving  
2 populations including those found to be disproportionately responsible for driving  
3 fatalities, such as repeat offenders, drivers with blood alcohol concentrations of .15%  
4 or more, and underage drinkers;

5 (7) recommend actions to sustain and enhance the public's awareness  
6 and concern for the danger posed by drunk driving; and

7 (8) recommend strategies for improved coordination of management,  
8 funding, and resources at State and local levels.

9 (h) (1) On or before December 31, 2007, the Task Force shall submit an  
10 interim report of its findings and recommendations to the Governor and, in accordance  
11 with § 2-1246 of the State Government Article, the General Assembly.

12 (2) On or before October 31, 2008, the Task Force shall submit a final  
13 report of its findings and recommendations to the Governor and, in accordance with §  
14 2-1246 of the State Government Article, the General Assembly.

15 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect  
16 July 1, 2007. It shall remain effective for a period of 1 year and 6 months and, at the  
17 end of December 31, 2008, with no further action required by the General Assembly,  
18 this Act shall be abrogated and of no further force and effect.

Approved:

\_\_\_\_\_  
Governor.

\_\_\_\_\_  
Speaker of the House of Delegates.

\_\_\_\_\_  
President of the Senate.

## Addendum II - Membership and Subcommittees



### Maryland Task Force to Combat Driving Under the Influence of Drugs and Alcohol

July 1, 2007 – December 31, 2008

## MEMBERSHIP

### Task Force Administration and Oversight

- Mr. Neil Pedersen, State Highway Administrator, Task Force Chairman
- Ms. Liza Aguila-Lemaster, Maryland Impaired Driving Prevention Coordinator, Task Force Lead Staff

### Task Force Membership

1. Senator Jennie Forehand,
2. Delegate Kathleen Dumais,
3. Lt. Col. Matthew Lawrence, Chief of Field Operations Bureau, Maryland State Police
  - First Sergeant Thomas Woodward, Commander of Chemical Test for Alcohol Unit, Maryland State Police (Technical Advisory to Col. Lawrence)
4. Patrick McGee, Executive Deputy Director Division of Parole and Probation,
5. Honorable Thomas E. Dewberry, Chief Administrative Law Judge,
6. Dr. Robert Bass, Executive Director Maryland Institute for Emergency Medical Services Systems,
  - Jim Brown, Director of Public Information and Media Services, MIEMSS (Technical Advisor to Dr. Bass),
7. Honorable Barry A. Hamilton, Chief Judge District Court of Maryland,
8. Chief Stephen E. Walker, Edmonston Police Department/Chief's of Police Association,
9. Sheriff Dallas Pope, Maryland Sheriff's Association,
10. Scott Patterson, Maryland State's Attorney's Association President (David Weinstein proxy),
11. Patricia Chappell, Maryland Public Defender's Office,
12. Larry Greenberg, Maryland Trial Lawyers Association,
13. Christopher Flohr, Maryland Criminal Defense Attorney's Association,
14. Clyde Kelly, Maryland Beer Wholesalers Association,
15. Darrell Longest, Washington Regional Alcohol Association,
16. Lawrence A. Richardson, Jr., State Farm Insurance,
17. Joseph Sikes, MADD,
18. Kevin Quinlan, National Transportation Safety Board,
19. Paula Kruezburg, Maryland Restaurant Association
20. Ron Engle, Citizen Member

## SUBCOMMITTEES AND MEMBERS

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### **Raising Public Awareness about and Involvement in Reducing Impaired Driving (Youth/Public Education)**

Hon. Thomas Dewberry  
Joseph Sikes  
Larry Richardson  
Sheriff Dallas Pope  
Clyde Kelly  
Hon. Barry Hamilton

### **Increasing the Effectiveness of Intervention and Treatment**

Dr. Robert Bass  
Patricia Chappell  
Patrick McGee  
Darrel Longest  
Christopher Flohr  
Ron Engle  
Paula Kreuzburg

### **Increasing the Effectiveness of Apprehending and Adjudicating Offenders (Judicial Enforcement)**

Delegate Kathleen Dumais  
Larry Greenberg  
Chief Stephen Walker  
David Weinstein  
Lt. Col. Matthew Lawrence  
Jennie Forehand  
Kevin Quinlan

## Addendum III – Meeting Agendas and Minutes

### Task Force to Combat Driving Under the Influence of Drugs and Alcohol

Maritime Institute of Technology and Graduate Studies  
September 14, 2007  
9:00 AM – 3:30 PM

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**9:00 AM**      **Morning refreshments**

**9:30 AM**      **Welcome & Introductions**

- Neil J. Pedersen, Maryland State Highway Administrator, Task Force Chair
- Jennifer Allgair, State Ethics Commission, Assistant General Council

**10:30 AM**      **Leadership Panel: An overview of the impaired driving issue**

- Ron Lipps, State Highway Administration, Assistant Director Office of Traffic and Safety  
*Maryland's Impaired Driving Program Achievement over the past 20 years*
- Vernon Betkey, Maryland Highway Safety Office, Chief  
*An overview of Maryland's current impaired driving programs and efforts*
- Tim Kerns, National Study Center for Trauma and EMS, University of Maryland, Database Engineer  
*A review of Maryland's impaired driving crash data, trends*
- *Q & A*

**11:10 AM**      **Break**

**11:20 AM**      **Leadership Panel continued**

- John Kuo, Motor Vehicle Administration, Administrator  
*A review of MVA's impaired driving programs and efforts: administrative practices, policies, reviews, programs*
- Dr. Elizabeth Baker, National Highway Traffic Safety Administration, Region III Administrator  
*Comparative Analysis: Regional impaired driving enforcement programs and how Maryland compares to surrounding States*



- Jim Fell, Pacific Institute for Research and Evaluation, Director, Traffic Safety & Enforcement Programs  
*National best practices related to impaired driving enforcement strategies, laws, judicial practices, new technologies and how Maryland compares*
- Q & A

**12:00-12:45 Lunch**

**12:45 AM – 3:30 PM Task Force Administrative Process Discussion/Facilitation**

- Greg Brittingham, Virginia Commonwealth University, Office of Public Policy Training
  - I. Instructions, goals, objectives, priority issues, tasks:
    1. Review past 20 years achievements
    2. Identify and assess current efforts –
      - a. Enforcement
      - b. Judicial
      - c. Court proceedings
      - d. Legislation
      - e. Prosecution
      - f. Licensing
      - g. Screening and Brief Intervention, treatment and rehabilitation
      - h. Advocacy, victim issues, prevention and community programs
      - i. Liquor control
      - j. Data overview
      - k. Traffic records and evaluation
    3. Identify national best practices, determine gaps between current State efforts and national best practices
    4. Recommend steps necessary to reach national best practices
    5. Recommend new State initiatives to address all impaired drivers, including those disproportionately responsible for fatalities (i.e. repeat offenders, drivers with high blood alcohol concentration, underage drinkers)
    6. Recommend sustained and enhanced public awareness programs about the dangers of drunk driving
    7. Recommend improved coordination of and between State and local partners, including funding and human resources
    8. Interim Report – December 31, 2007
    9. Final Report – October 2008

- II. Identify priority issues
- III. Initial identification of subcommittees
- IV. Proposed Task Force Procedures and meeting schedule:
  - 1. Mid-October to mid-November 2007 – first round of subcommittee meetings (3)
  - 2. Late March to April 2008 – second round of subcommittee meetings (3)
  - 3. June 2008 – second Task Force meeting

**3:00 PM Public Comment**

**3:15 PM Wrap Up**

**3:30 PM Adjourn**

Initial Meeting Minutes  
Maritime Institute of Technology and Graduate Studies  
Friday, September 14, 2007

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The first meeting of the Task Force to Combat Driving Under the Influence of Drugs and Alcohol on September 14, 2007 from 9:00 a.m. to 3:30 p.m. was held at the Maritime Institute of Technology and Graduate Studies located in Linthicum Heights, Maryland.

Presentations (attached in PDF\* format for review):

Maryland Public Ethics Law

Jennifer Allgair, Maryland State Ethics Commission

Maryland's Impaired Driving Program Progress Over the Years

Ron Lipps, State Highway Administration, Office of Traffic and Safety

Impaired Driving Prevention Program

Vernon Betkey, State Highway Administration's Highway Safety Office

State of the State

Tim Kerns, University of Maryland, National Study Center for Trauma/EMS

MVA's Role in Combating Drunk and Drugged Driving

John Kuo, Maryland Motor Vehicle Administration

Regional and National Impaired Driving Perspectives

Dr. Elizabeth Baker, National Highway Traffic Safety Administration, Region III

What Works to Reduce Impaired Driving?

James C. Fell, Pacific Institute for Research and Evaluation

In attendance were Chairman Neil Pedersen, SHA Administrator, lead staff Liza Aguila-Lemaster, Maryland Impaired Driving Prevention Coordinator, and official task force members including: Senator Jennie Forehand, Delegate Kathleen Dumais, Lt. Col. Matthew Lawrence, Maryland State Police, F/Sgt. Tom Woodward, Commander CTAU (Technical Assistant), Patrick McGee, Executive Deputy Director Division of Parole and Probation, Hon. Thomas E. Dewberry, Chief Administrative Law Judge, Dr. Robert Bass, Executive Director Maryland Institute for Emergency Medical Services Systems, Jim Brown, Director of Public Information and Media Services, MIEMSS (Technical Assistant), Hon. Barry A. Hamilton, Chief Judge District Court of Maryland, Chief Stephen E. Walker, Edmonston Police Department/Chief's of Police Association, Sheriff Dallas Pope, Maryland Sheriff's Association (represented by proxy), Scott Patterson, Maryland State's Attorney's Association President (David Weinstein proxy), Patricia Chappell, Maryland Public Defender's Office, Larry Greenberg, Maryland Trial Lawyers Association, Christopher Flohr, Maryland Criminal Defense Attorney's Association, Clyde Kelly, Maryland Beer Wholesalers Association, Darrell Longest, Washington Regional Alcohol Association, Lawrence A. Richardson, Jr., State Farm Insurance, Joseph Sikes, MADD

(Caroline Cash proxy), Kevin Quinlan, National Transportation Safety Board (absent), Paula Kruezburg, Maryland Restaurant Association (absent).

Chairman Pedersen talked briefly about the process and introduced Liza Aguila-Lemaster as lead staff of the task force who is a member of the State Highway Administration's Highway Safety Office and Gregg Brittingham from Virginia Commonwealth University as the official facilitator for the Task Force. Chairman Pedersen announced that the Task Force had one primary objective to submit a final report to the Governor with findings and recommendations to strengthen the overall Impaired Driving scenario in Maryland. To reach this objective the Task Force will meet several times both as a whole and in subcommittee. The Task Force members were briefed on the latest data, trends and programs, both nationally and statewide, regarding impaired driving, a historical overview of the Impaired Driving Program, a review of current programs and a regional perspective on Impaired Driving. Members discussed and identified high-priority issues to be addressed (Table One Page 5). The identified issues provided a basis for creating working subcommittees.

Three subcommittees were identified and agreed upon by the members of the Task Force and are listed below with a basic description of each subcommittee and the various topics to address the following issues:

#### **I. Raising Public Awareness about and Involvement in Reducing Impaired Driving**

This subcommittee will focus its efforts on reducing impaired driving by minors and young adults who can legally buy alcoholic beverages. Initial topics of discussion may include, but are not limited to:

- Youth attitudes about impaired driving and perceived risks
- Efforts to educate and assist parents in youth education efforts
- School-based programs and driver education curriculums
- Access to alcohol by minors
- Modifying attitudes and behaviors to prevent offenses from occurring
- Outreach and education efforts for young adults who can legally purchase alcohol
- Reducing easy access to alcohol sales while driving

#### **II. Increasing the Effectiveness of Apprehending and Adjudicating Offenders**

The initial focus of this subcommittee will be on improving consistency of processes and outcomes related to the enforcement of existing impaired driving laws. Topics of discussion may include, but are not limited to:

- Increasing the consistency of prosecution and outcomes across courts for similar offenses
- Judicial and prosecutorial education and training
- System accountability
- Consistency of law enforcement procedures and priorities

### III. Improving Intervention and Treatment Programs

Improving the ability to effectively identify, intervene and treat high-risk offenders will be the focus of this subcommittee. Topics of discussion may include, but are not limited to:

- Repeat offenders and recidivism
- High refusal rates for breath tests
- High BAC offenders
- Linking and coordinating statewide programs and services
- Best practices in intervention and treatment

**Action Item:** Members were asked to select a first and second choice for subcommittee membership. Task Force members will be assigned to either their first or second choice. Any one not assigned to a committee will be asked to forward their choices to Liza Aguila-Lemaster for assignment. A chair person will be appointed by the Chairman for each committee.

#### Next Steps

Initial subcommittee meetings are anticipated to take place in early November. A second round of subcommittee meetings will be scheduled after the conclusion of the 2008 General Assembly session. Each subcommittee will meet at least twice in full-day meetings.

Action Item: The first set of subcommittee meetings will be held November 5- 7, 2007. The following meetings will be held from 9:30 a.m. – 3:30 p.m..

Monday, November 5, 2007 – Raising Public Awareness About and Involvement in Reducing Impaired Driving (State Highway Administration, Hanover Complex)

Tuesday, November 6, 2007 – Increasing the Effectiveness of Apprehending and Adjudicating Offenders (State Highway Administration, Hanover Complex)

Wednesday, November 7, 2007 – Improving Intervention and Treatment Programs (Judicial Training Center, Annapolis)

The Maryland State Highway Administration will provide assistance in identifying speakers that can provide information and recommendations on relevant subcommittee topics. Each subcommittee meeting will have facilitation services available to help members identify draft recommendations and establish action priorities. An interim progress report will be transmitted to the Governor before December 31, 2007.

**Action Item:** Members were asked to forward names and contact information of any suggested expert speakers that could benefit the Task Force. Guest speakers will be given time to present during committee meetings. Recommendations should be submitted to Liza Aguila-Lemaster at [laguilalemaster@sha.state.md.us](mailto:laguilalemaster@sha.state.md.us).

## **Reports**

The Task Force is required to submit two reports to the Governor, the first due before December 31, 2007. The second and final report due in October 2008 will be prepared during mid- to late-summer 2008 for task force member review. A full meeting of the Task Force will take place before the end of summer to refine and finalize recommendations. The Task Force report will be transmitted to the Governor by October 1, 2008.

The meeting adjourned at approximately 3:30 pm.

**Table One**  
**High Priority Issues for the Maryland DUI Task Force – September 14, 2007**

<b>Raising Public Awareness About and Involvement in Reducing Impaired Driving</b>		<b>Increasing the Effectiveness of Apprehending and Adjudicating Offenders</b>		<b>Improving Intervention and Treatment Programs</b>	
<b>Growing Number of Youth Who Drink and Drive</b>	<b>Inability to Increase Public Awareness</b>	<b>Ineffective Judicial System Outcomes</b>	<b>Inadequate Enforcement</b>	<b>Ineffective Strategies to Address High-Risk Offenders</b>	<b>Insufficient Evidence-Based Interventions and Treatments</b>
<ul style="list-style-type: none"> <li>▪ Youth education</li> <li>▪ Teen behavior alcohol-related invincibility</li> <li>▪ Parental education</li> <li>▪ Prevalence of underage drinking</li> <li>▪ Young impaired driver</li> <li>▪ How to reach young drivers</li> <li>▪ Education in-school drivers education-community service</li> <li>▪ Underage drinking and cultural ambivalence</li> <li>▪ Address inappropriate youth access to alcohol</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lack of knowledge, poor attitude</li> <li>▪ Alcohol availability – no drive-thru sales</li> <li>▪ Public education – not priority</li> <li>▪ How to reach causal/social drinkers?</li> <li>▪ Education – behavior modification (*before offense)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consistent prosecution and judicial outcomes</li> <li>▪ Lack of consistent and cohesive adjudication</li> <li>▪ Judicial and prosecutorial education and accountability</li> <li>▪ Too many plea bargain judgments (PBJs) for DUIs</li> <li>▪ Insufficient system accountability</li> <li>▪ Inconsistent disposition</li> </ul>	<ul style="list-style-type: none"> <li>▪ Enforcement-consistency</li> <li>▪ Law enforcement education</li> <li>▪ Law enforcement commitment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Repeat offenders</li> <li>▪ Recidivism</li> <li>▪ Laws for repeat offenders               <ul style="list-style-type: none"> <li>- swift</li> <li>- certain</li> <li>- consistent</li> <li>- accountable</li> </ul> </li> <li>▪ High refusal rate</li> <li>▪ Repeat offenders</li> <li>▪ High BAC</li> </ul>	<ul style="list-style-type: none"> <li>▪ System has no strategic plan or mission</li> <li>▪ Statewide alcohol offender program</li> <li>▪ Effective intervention</li> <li>▪ Availability of treatment</li> <li>▪ What treatment works?</li> <li>▪ Quality of treatment (what works)</li> </ul>

# **Task Force to Combat Driving Under the Influence of Drugs and Alcohol**

## **Subcommittee: Raising Public Awareness About and Involvement in Reducing Impaired Driving Monday, November 5, 2007**

State Highway Administration, Hanover Complex, OOTS Training Room  
7491 Connelley Drive, Hanover, Maryland

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Subcommittee Members: Judge Thomas Dewberry, Office of Administrative Hearings, Joe Sikes, Mother's Against Drunk Driving, Larry Richardson, State Farm Insurance, Sheriff Dallas, Pope, Maryland Sheriff's Association, Clyde Kelly, Maryland Beer Wholesalers Association, Barry Hamilton, District Court of Maryland

### Topics:

- Youth attitudes about impaired driving and perceived risks
- Efforts to educate and assist parents in youth education efforts
- School-based programs and driver education curriculums
- Access to alcohol by minors
- Modifying attitudes and behaviors to prevent offenses from occurring
- Outreach and education efforts for young adults who can legally purchase alcohol
- Reducing easy access to alcohol sales

### I. In depth briefing of topics (presentations, technical expert testimony):

- Office of the Comptroller
- Mac McWilliams, Harford County Liquor Control Board
- Kathy Durbin, Montgomery County Board of Liquor Control
- Dr. Kenneth Beck, University of Maryland
- Thelma Fields, Motor Vehicle Administration
- Peter Moe, Maryland Highway Safety Office, Young Driver Program Coordinator
- Jim Fell, Pacific Institute for Research and Evaluation
- Tim Kerns and Cindy Burch, National Study Center for Trauma and EMS, UMD

### II. Question and Answer & round table discussion

### III. Identify additional need for literature search, research and evaluation, speakers

### IV. Prioritize key topics, discuss the need for any additional topics

### V. Potential Recommendations

### VI. Develop plan for next set of meetings

### VII. Schedule meeting(s)



# **Task Force to Combat Driving Under the Influence of Drugs and Alcohol**

## **Subcommittee: Increasing the Effectiveness of Apprehending and Adjudicating Offenders Tuesday, November 6, 2007**

State Highway Administration, Hanover Complex, State Operations Center Conference Room  
7491 Connelley Drive, Hanover, Maryland

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Subcommittee Members: Delegate Kathleen Dumais, Larry Greenburg, Maryland Trial Lawyers, Stephen Walker, Maryland Chief's of Police Association, Dave Weinstein, Maryland State Attorney's Association, Lt. Col. Matthew Lawrence, Maryland State Police, Tom Woodward, MSP-Technical Expert, Senator Jennie Forehand

### Topics:

- Increasing the consistency of prosecution and outcomes across courts for similar offenses
- Judicial and prosecutorial education and training
- System accountability
- Consistency of law enforcement procedures and priorities

### I. In depth briefing of topics (presentations, technical expert testimony):

- Gray Barton, Maryland Drug Court Commission
- Tom Liberatore, Driver Wellness, Motor Vehicle Administration
- Roxanne Langford, Maryland Motor Vehicle Administration
- Judge Ben Clyburn, Maryland District Court
- Judge J. B. McClellan, Administrative Law Judge
- Bill Katcef, Maryland State Attorney's Association

### II. Question and Answer & round table discussion

### III. Identify additional need for literature search, research and evaluation, speakers

### IV. Prioritize key topics, discuss the need for any additional topics

### V. Potential Recommendations

### VI. Develop plan for next set of meetings

### VII. Schedule meeting(s)

# **Task Force to Combat Driving Under the Influence of Drugs and Alcohol**

## **Subcommittee: Intervention and Treatment**

**Wednesday, November 7, 2007**

Judicial Training Center  
2009D Commerce Park Drive  
Annapolis, Maryland 21401

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Subcommittee Members: Dr. Robert Bass, Maryland Institute for Emergency Medical Services Systems, Patricia Chappell, Maryland Public Defender's Office, Patrick McGee, Division of Parole and Probation, Darrell Longest, WRAP, Christopher Flohr, Ron Engle

### Topics:

- Issues surrounding repeat offenders/recidivism
- High refusal rates for breath tests
- High BAC offenders
- Linking and coordinating statewide programs and services
- Best practices in intervention and treatment

### I. In depth briefing of topics (presentations, technical expert testimony):

- Roxanne Langford, Maryland Motor Vehicle Administration
- Dr. Carl Soderstrom, Medical Advisory Board, Motor Vehicle Administration
- Helen Reines, Drug Treatment Center
- Molly Nussear, Anne Arundel County DUI/Drug Court

### II. Question and Answer & round table discussion

### III. Identify additional need for literature search, research and evaluation, speakers

### IV. Prioritize key topics, discuss the need for any additional topics

### V. Potential Recommendations

### VI. Develop plan for next set of meetings

### VII. Schedule meeting(s)

**Maryland DUI Laws Assessment (2007)  
Proposal in Response to  
Maryland’s Impaired Driving Coalition (IDC) RFP**

**Pacific Institute for Research & Evaluation  
Calverton, MD  
August 3, 2007**

**BACKGROUND**

According to the National Highway Traffic Safety Administration (NHTSA), the State of Maryland had 614 traffic fatalities on its highways in 2005. An estimated 235 (38%) of those fatalities involved alcohol (NHTSA, 2005). This is slightly less than the national average of 39% alcohol-related fatalities. Although Maryland has made significant progress in reducing impaired-driving fatalities in the State over the past 25 years, progress has stalled in recent years. The percentage of drivers involved in fatal crashes who had BACs  $\geq .08$  has declined significantly from 32% in 1982 to 17% in 2005. However, from 1994 through 2005, the proportion of Maryland’s traffic fatalities that were alcohol-related has fluctuated from 32% to 44%. NHTSA has estimated that alcohol-related crashes in Maryland cost the public \$1.7 billion in 1999. People other than the drinking driver paid \$1.1 billion of the alcohol crash bill.

Driving under the influence and Driving while intoxicated (DUI/DWI) laws and their enforcement play a critical role in a State’s strategy to reduce this problem. Past research has shown associations between the adoption of key DUI laws and reductions in drinking-driver fatal crashes (Zador, Lund, Field, & Weinberg, 1988; Klein, 1989; Wagenaar, Zobeck, Hingson, & Williams, 1995; Voas, Tippetts, & Fell, 2000)

Maryland’s Impaired Driving Coalition (IDC) has requested that the Maryland Highway Safety Office (MHSO) award a grant to conduct a review and assessment of their key DWI and DUI laws. The Pacific Institute for Research and Evaluation (PIRE) is pleased to respond to that request.

**GENERAL APPROACH**

We propose to approach this examination, assessment, and analysis of Maryland’s DUI laws by conducting and reporting the results in five phases over a 12-month period as outlined in the request for proposals (RFP). At the completion of each phase, a letter report will be sent to the Washington Regional Alcohol Program (WRAP) summarizing the results of that phase. After all phases are complete, a final report will be written synthesizing the total results.

## **PHASE ONE: ASSESSMENT OF CURRENT LAWS**

PIRE proposes to address the following questions in Phase One of the project:

1. What key DUI laws does the State of Maryland currently have?
2. Is Maryland missing any laws that are effective according to the research?
3. Is there a relationship between Maryland's current DUI laws and its history of annual alcohol-related fatal crashes?
4. Is there a relationship between key current DUI laws and Maryland's history of annual conviction rates following DUI/DWI arrests?

PIRE proposes to conduct five tasks (described hereinafter) to address these questions in Phase One.

### **Task 1: Documentation and Classification of Existing Laws**

We already know that Maryland has, for example, 25 of the 40 DUI laws recommended by Mothers Against Drunk Driving (MADD, 2007) (See Appendix A). We propose to obtain copies of the relevant statutes for these laws using our LexisNexis software and provide documentation of the 25 laws. We will also examine NHTSA's *Digests of State Alcohol-Highway Safety Related Legislation* in past years (we have copies of all of them dating back to January 1, 1983) and the current *Digest of Impaired Driving and Selected Beverage Control Laws* (as of January 1, 2006) for any additional important laws, and we will provide documentation for them. We will also check the Governor's Highway Safety Association (GHSA) website for their "State Info & Laws" to see if we have missed any important laws. We will also examine the National Institute on Alcohol Abuse and Alcoholism (NIAAA) Alcohol Policy Information System (APIS) website, which PIRE is helping to develop. We will follow this up with phone calls to various State officials in Maryland to verify the existence of these statutes and determine how the laws are being applied.

We will then classify these 25 to 30 important laws as to whether they are *general* deterrent laws (that is, they deter would-be drinking drivers from driving impaired in the first place) or *specific* deterrent laws (those designed to deter an offender from repeating the DUI behavior in the future). Some laws may be classified as both. For example, alcohol ignition interlocks as a sanction for repeat offenders, if publicized, could serve as both a specific and general deterrent. We will also classify these laws as to whether they affect the conviction rates of offenders arrested for DUI or DWI (for example, .10 and .08 BAC *per se* laws were designed to increase convictions).

We estimate this task will take 4 weeks at an estimated cost of \$11,390.

### **Task 2: Literature Review of Studies of the Effectiveness of Maryland DUI Laws**

Next, PIRE proposes to search the published and unpublished literature for studies of the various Maryland DUI laws and their effectiveness in reducing impaired-driving and/or alcohol-related crashes. We will search for published evaluations from our electronic library sources

(e.g., Medline, Dialog, TRIS, USDOT/NTIS) and unpublished reports from the Maryland Highway Safety Office, the Maryland Impaired Driving Coalition and NHTSA.

We are aware that Westat, Inc. (Dr. William Rauch) has conducted several studies of Maryland laws. We will attempt to obtain copies of all published and unpublished Westat studies of Maryland's DUI laws.

All the research materials we locate will be summarized in a concise document (see Appendix B).

We estimate that this task will take 8 weeks at an estimated cost of \$7,984.

### **Task 3: Relationship of Maryland's DUI Laws and Reductions in Annual Alcohol-Related Fatal Crashes**

We propose to document the dates when the 25 to 30 key Maryland DUI laws were adopted and became law (where possible) and determine the relationship between 5 or 6 of the key laws and changes in the proportion of drinking drivers involved in fatal crashes in Maryland. Times series ARIMA analyses will be used on the data from NHTSA's Fatality Analysis Reporting System (FARS) to determine if any of the laws had an effect on drinking driver fatal crashes. The ratio of drinking drivers to nondrinking drivers in fatal crashes will be our primary measure.

It would not be possible to conduct these analyses using all the DUI laws, so only the key laws (ALR, .08 BAC, etc.) will be used. It also may not be possible to find a relationship using the FARS data, so we may need to have access to the Maryland State Crash files over the past few years. If so, we will assume that the Maryland Highway Safety Office (MHSO) will provide these data to PIRE.

We estimate this task will take 12 to 16 weeks (depending upon the use of State-level files) at an estimated cost of \$11,725.

### **Task 4: Relationship of Maryland's DUI Laws and Maryland's Annual DUI Conviction Rates**

PIRE proposes to document Maryland's DUI/ DWI conviction rates by examining the annual DUI/ DWI arrests and annual DUI/ DWI convictions. We expect that these data will be obtained via the MHSO. We will examine all DUI laws and then isolate only those related to potentially improving DUI conviction rates to determine if the laws (or fixing loopholes in the laws) have had any effect on the DUI conviction rate.

We will try time series ARIMA and regression ANOVA analyses in our attempt to determine if the adoption of certain key laws significantly affected the DUI conviction rate the following year. We assume the MHSO will help us obtain the number of DUI/ DWI arrests and the number of DUI/ DWI convictions by quarter (hopefully) for the past 20 years or so. We will take into account changing socioeconomic factors in the State over the years in these analyses. We will also attempt to adjust for Maryland's "probation before judgment" (PBJ) program for first offenders and will consult with Dr. William Rauch of Westat on this issue.

We estimate this task will take 12 to 16 weeks at an estimated cost of \$11,725.

**Task 5: Evaluate Current Status of DUI Laws Recommended by Current and Past Maryland Legislative Task Forces (or Coalitions)**

PIRE proposes to obtain all past legislative recommendations from the Maryland Impaired Driving Coalition (IDC) and its predecessors and compare those recommended laws to Maryland's current DUI laws. Those laws not yet adopted will be described and any pending legislation discussed. We will consult with members of the Maryland IDC on this.

We estimate this task will take 12 to 16 weeks at an estimated cost of \$10,079.

**PHASE TWO: COMPARISON OF CURRENT LAWS**

**Task 6: Compare Maryland DUI Laws with Model Laws**

PIRE proposes to access and document so-called "Model Laws" from various sources and compare the Maryland laws to the Model Laws. Missing features, obvious loopholes, and contrary language will be documented. We will use the services of a lawyer for part of this task.

Sources of "Model Laws" include the National Traffic Law Center (NTLC), the Insurance Institute for Highway Safety (IIHS), NHTSA, the American Automobile Association (AAA), and the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO), among others. We are assuming these "Model Laws" are public information and can be obtained at little or no cost.

We estimate that this task will take 8 weeks at an estimated cost of \$14,171.

**PHASE THREE: LAW ENFORCEMENT ASSESSMENT**

**Task 7: Enforcement of DUI Laws**

PIRE proposes to conduct at least six focus groups with police and prosecutors in Maryland to gather information and data to address the following questions:

1. To what extent are the existing DUI laws being enforced?
2. Are there problems or issues with enforcement?
3. Are the police aware of all of the DUI laws?

PIRE will conduct focus groups in the six regions of the State using government facilities to save on those costs. We do not believe that the response rate of a survey or poll of law enforcement personnel all around the State will be high enough to be representative and useful. Therefore, we prefer to work with the MHSO to identify key law enforcement officers in each of the six regions of the State and conduct a 1- to 2-hour focus group discussion with each. We plan to reimburse some personnel for their time in these focus groups, if deemed appropriate. During the focus groups, we will assess the following:

1. Their interpretations of existing DUI laws and their efforts to enforce them.
2. Their perceptions of the strengths or weaknesses of the DUI laws.

3. Any barriers to enforcing the DUI laws.
4. Their comprehension of all the DUI laws.

PIRE estimates that this task will take 16 weeks to complete and cost approximately \$25,673.

PIRE estimates that an optional reimbursement of \$5,000 to some police personnel for their time in the focus groups will be done, if deemed appropriate.

### **PHASE FOUR: PUBLIC AWARENESS ASSESSMENT**

#### **Task 8: Public Awareness of the DUI Laws**

PIRE proposes to conduct paper-and-pencil surveys at Maryland Motor Vehicle Administration (MVA) offices to determine the extent to which the public is aware of various key DUI laws in Maryland and to document any publicity surrounding the laws when they were adopted. PIRE will use LexisNexis for the publicity searches. We have conducted similar surveys in the Maryland MVA offices in the past. If the Maryland IDC desires, Ken Beck may also be subcontracted to conduct a small telephone survey.

We will attempt to ascertain the public's perception of DUI conviction rates in Maryland using one or two questions in the survey. We will also attempt to determine the public's awareness of the PBJ program.

PIRE estimates this task will take 16 weeks at a cost of approximately \$16,316.

If the IDC (via WRAP) desires that Ken Beck conduct a telephone survey, an estimated \$10,000 would be added.

### **PHASE FIVE: JUDICIAL ASSESSMENT**

#### **Task 9: Document Issues and Conviction Rates for Existing DUI Laws**

We propose to review each of the 25 to 30 key Maryland DUI laws and document potential and existing issues, as well as loopholes and other problems with the laws. We will use a PIRE lawyer experienced in policy analysis for this review.

We also will examine the data collected previously to determine the DUI conviction rate in Maryland over the past few years. This will be calculated as the number of convictions and guilty pleas reported by the Maryland MVA divided by the number of DUI arrests. We will attempt to collect these data quarterly, but at a minimum, we will collect these data on year-by-year basis over the past several years.

Problems with case dismissals and other issues, such as PBJs, will be documented via interviews with key prosecutors as recommended by the IDC and MHSO. Some judges may also be interviewed, if deemed appropriate.

PIRE estimates that this task will take 24 weeks at an estimated cost of \$27,909.

## **SUMMARY**

PIRE estimates that all five Phases (nine tasks) will take 12 months to complete, as some tasks will be conducted simultaneously. A letter-type report will be generated at the completion of each Phase, and a final report summarizing our activities and findings for all five phases will be written at the end of the project.

A final report summarizing the findings from all five Phases would cost about \$13,021.

The total estimated cost for the completion of all five Phases would be approximately \$149,820.

## **REFERENCES**

Klein, T. M. (1989). *Changes in alcohol-involved fatal crashes associated with tougher state alcohol legislation* (DOT HS 807 511). Washington, DC: National Highway Traffic Safety Administration.

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National Center for Statistics and Analysis. (2005). *Traffic safety facts: 2005 data - State Alcohol Estimates* (DOT HS 810 627). Washington, DC: National Highway Traffic Safety Administration.

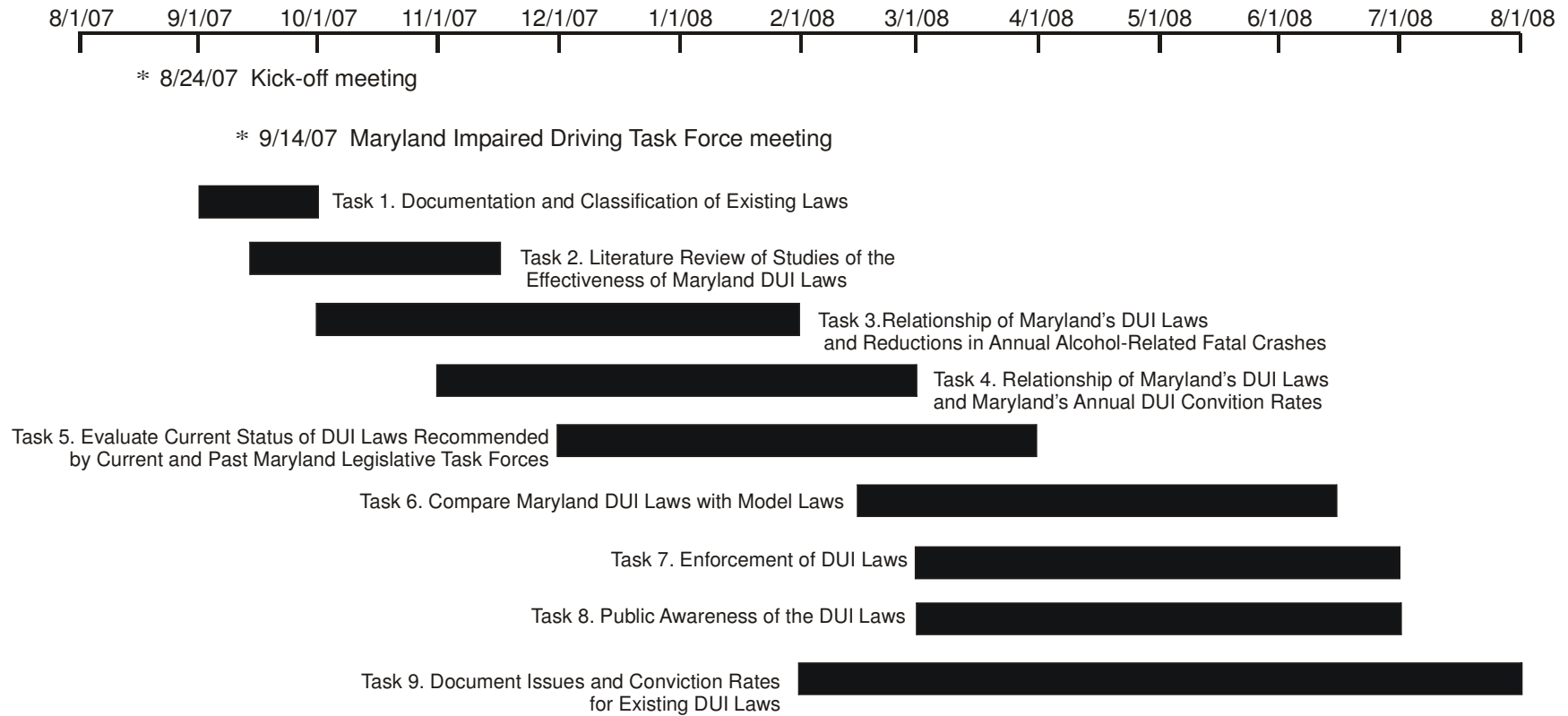
Voas, R. B., Tippetts, A. S., & Fell, J. C. (2000). The relationship of alcohol safety laws to drinking drivers in fatal crashes. *Accident Analysis and Prevention*, 32(4), 483-492.

Wagenaar, A. C., Zobeck, T. S., Hingson, R., & Williams, G. D. (1995). Studies of control efforts: A meta-analysis from 1960 through 1991. *Accident Analysis and Prevention*, 27, 1-16.

Zador, P. K., Lund, A. K., Field, M., & Weinberg, K. (1988). *Alcohol-impaired driving laws and fatal crash involvement*. Washington, DC: Insurance Institute for Highway Safety.



# Maryland DUI Laws Assessment Timeline Pacific Institute for Research and Evaluation



## **Addendum V - Progress Report – DUI Laws Assessment, PIRE**

Status: December 12, 2007

The Pacific Institute for Research and Evaluation (PIRE) in Calverton, MD, is conducting a comprehensive review of Maryland's impaired driving laws for the Maryland Highway Safety Office. The project began in September 2007. To date, the following activities and tasks have been completed: (1) All of Maryland's key driving under the influence (DUI) laws have been documented in a notebook. Sources for these laws include NHTSA's Digest of State Alcohol-Highway Safety Legislation, Lexis/Nexis, the Maryland Highway Safety Office and the Insurance Institute for Highway Safety. The dates each law became effective has also been documented and a newly drafted model law dealing with DUI issues and current priorities has been obtained from the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO). (2) Drinking driver fatal crashes in Maryland have been compared to the Nation as a whole using the Fatality Analysis Reporting System (FARS). For example, the percent of motorcycle riders involved in fatal crashes who were drinking was 26.7% in Maryland in 2005 compared to 34.1% for the Nation. (3) A literature review of reports on Maryland's DUI laws or enforcement has been completed. Key articles are being accessed to summarize this literature. Articles include evaluations of graduated driver licensing (GDL), alcohol ignition interlocks, the minimum legal drinking age 21 law, sobriety checkpoints, and zero tolerance for young drivers, as examples. (4) Time series analyses have begun using the FARS data to determine the relationships between when the various DUI laws were adopted and changes in drinking drivers in fatal crashes in Maryland relative to sober drivers in fatal crashes.

Future tasks over the next few months include (a) examining DUI conviction rates from Maryland and determining any relationships with the adoption of certain DUI laws, (b) comparing Maryland's DUI laws with model laws, (c) documenting the enforcement, adjudication practices and public awareness of Maryland's DUI laws, and (d) determining the status of DUI laws recommended by past Maryland Task Forces but not adopted yet by the legislature.