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New Report Shows Highway Safety Deficit Adds to State Budget Woes

Families Paying with Their Lives and Their Wallets

WASHINGTON, D.C. (Monday, January 24, 2011) -- Highway safety advocates today released the 2011 Roadmap Report, the eighth annual report card grading all 50 states and the District of Columbia on their performance when it comes to adopting 15 basic traffic safety laws. This year the report's publishers, Advocates for Highway and Auto Safety (Advocates), focused on the state budgetary impact of highway safety gaps.

"As states debate about keeping their treasuries solvent, lawmakers and governors in many states are blind to obvious legislative actions that will help with the budget crisis," said Judith Lee Stone, president of Advocates. "*The 2011 Roadmap To State Highway Safety Laws* shows that adoption of effective state traffic safety laws saves lives and saves taxpayer dollars."

Among the 15 model laws Advocates evaluated in its *2011 Roadmap To State Highway Safety Laws* are seat belt, booster seat and motorcycle helmet measures, in addition to restrictions and requirements for teen drivers, all-driver texting bans and tougher impaired driving laws.

The federal government estimates that motor vehicle crashes cost society \$230 billion every year. In 2009, nearly 34,000 people died in crashes throughout the nation and millions more were injured. This is equivalent to a "crash tax" of more than \$800 for every person.

"There are both obvious and hidden costs in the millions of deaths and injuries that occur on the nation's roads every year. Motor vehicle costs are diverting and depleting our nation's resources at an alarming rate," said Ted Miller, Principal Research Scientist, Pacific Institute of Research and Evaluation. "The Medicaid bill for crashes alone is \$8 billion per year. In addition, catastrophic injury patients pour onto the Medicaid rolls to pay their hospital bills. And once they convert to Medicaid, not only do we pay that hospital bill, we pay for all their health care."

"Legislators can do more to save lives and prevent serious injuries by passing traffic safety laws than I can ever hope to save in a lifetime of treating patients in the emergency room. For example, Virginia should pass a primary enforcement seat belt law this year to save money from unnecessary Medicaid and other medical expenditures which are accelerating annually. It's a matter of dollars and sense," said Dr. Mark R. Sochor, an emergency physician and Associate Professor and Research Director, University of Virginia Department of Emergency Medicine.

In this year's report states were given one of three ratings based on how many of the 15 optimal laws they have: Green (Good); Yellow (Caution - state needs improvement); and Red (Danger - state falls dangerously behind). Placement in one of the three ratings was based solely on whether or not a state had adopted a law as defined in the report, and not on any evaluation of a state's highway safety education or enforcement programs.

In 2010, five states improved their rating from Yellow to Green, Delaware, Georgia, Kansas, Louisiana and Michigan. Two states upgraded from Red to Yellow, Vermont and Wyoming. In all, the District of Columbia and 15 states were rated in the highest rated category of green including New Jersey, Illinois, Oregon, Maryland, New York, Georgia, Delaware, Michigan, North Carolina, Tennessee, Washington, Kansas, Minnesota, California and Louisiana. The states with the worst rating of red are South Dakota, Arizona, North Dakota, Virginia, Nebraska, Ohio, and Pennsylvania. Explanations for assigning the best and worst ratings can be found at www.saferoads.org.

"Having just participated in the most challenging budget session I've experienced in Illinois where we made extremely difficult decisions to get our finances back on track, I can tell you that it is a painful process. There aren't many stones left unturned in the quest to save our state money," said Illinois State Senate President John Cullerton (D-6th District, Chicago). "If we hadn't already passed the great majority of laws rated in Advocates' Roadmap Report, I would have recommended that we do so right away. States pay a steep price for not having these safety laws and it can add up to many millions of dollars in Medicaid and other health care costs."

In 2010, 13 states enacted one or more of Advocates' recommended highway safety laws for a total of 22 new laws. No state enacted an all-rider motorcycle helmet law although there were 9 unsuccessful attempts to repeal existing laws. The new laws enacted in all state legislatures are: *

Primary Enforcement of Seat Belts: Georgia (eliminated pick-up truck exemption) and Kansas

Booster Seats (children ages 4 through 7): Colorado (upgraded to primary enforcement)

Graduated Driver Licensing (GDL) for teen drivers: Alabama (passenger and cell phone restrictions), Georgia (cell phone restriction), Kentucky (cell phone restriction), Massachusetts (cell phone restriction), Michigan (nighttime and passenger restriction), Oklahoma (cell phone restriction), Vermont (cell phone restriction), and Washington (cell phone restriction)

Impaired Driving: Wisconsin (mandatory BAC testing for drivers who survived)

All-Driver Text Messaging Restriction: Delaware, Georgia, Kansas, Kentucky, Louisiana, Massachusetts, Michigan, Vermont, Washington, Wisconsin and Wyoming

The 2010 report found that an additional 362 new laws need to be adopted in all states and D.C. to fully meet Advocates' 15 legislative recommendations:

- 19 states still need an optimal primary enforcement seat belt law;
- 30 states still need an optimal all-rider motorcycle helmet law;
- 23 states still need an optimal booster seat law;
- No state meets all the criteria of Advocates' recommended GDL program;

- 45 states and DC are missing one or more critical impaired driving laws; and,
- 24 states still need an all-driver text messaging restriction.

Addressing today's National Press Club news conference was Marlene Case, who became a highway safety activist after her 17-year old son Andrew, was killed in a crash involving a teen driver in 2009. "We know that at ages 16 and 17, teens just don't understand the consequences of reckless behavior," said Case. "We want parents to hear our story and to join with us to urge lawmakers in Pennsylvania and other states to pass strong laws that limit the number of teen passengers with new drivers, strengthen seatbelt rules, and outlaw use of cell phones. We strongly support federal adoption of the Safe Teen and Novice Driver Uniform Protection Act (STANDUP) so every teen in every state is protected. It's too late for Andrew, but it's not too late for others. These laws don't cost states any money and only require political leadership."

Bill Martin, Senior Vice President of Farmers Insurance and Insurance Co-Chair of Advocates' Board of Directors said, "For insurers, the idea that preventing injury and saving lives actually also saves money is not new. But nothing the insurer does can fully bring their customer back from the emotional tragedy suffered by families and friends when car crashes take lives and inflict debilitating injuries."

Also participating in the news announcement was Dr. Grant Baldwin, Director of Unintentional Injury Prevention at the U.S. Centers for Disease Control and Prevention (CDC) who described a new system that will be available in February to map death rates and estimate costs associated with injury-related deaths at state and county levels.

Electronic Press Kit and Webcast

An **electronic press kit** including the complete 2011 Roadmap to State Highway Safety Laws, speaker statements and a replay of today's **news conference webcast** can be found at www.saferoads.org.

Advocates for Highway and Auto Safety is a coalition of insurance, consumer, health, safety and law enforcement organizations that work together to advance state and federal highway and vehicle safety laws, programs and policies.

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SPEAKER BIOS
Press Conference to Release
The 2011 Roadmap to State Highway Safety Laws
Advocates for Highway and Auto Safety
Monday, January 24, 2011
National Press Club, Washington, D.C.

Judith Lee Stone (Moderator)

Judie Stone has served as President since the beginning of Advocates for Highway and Auto Safety (Advocates) in 1989. She has 33 years of experience in the highway safety field, including previous positions with the U.S. Department of Transportation's National Highway Traffic Safety Administration, U.S. DOT Office of the Secretary, the National Association of Governors' Highway Safety Representatives, and the National Safety Council. Prior to her safety career, Ms. Stone worked on both the Senate and House sides of the U.S. Congress, as a lobbyist for a church organization and a hunger advocacy group, and in London for a retired U.S. ambassador and former U.S. protocol chief. She is a graduate of Northwestern University in sociology and journalism.

Jacqueline S. Gillan (Moderator)

Jackie Gillan was a founding board member of Advocates before joining the staff as Vice President in 1990. Her 35-year professional career has been in the areas of transportation planning and government relations, including senior policy positions for three state transportation agencies (New Jersey, California and Ohio), the U.S. Department of Transportation and the U.S. Senate. Her lobbying and grassroots organizing work have resulted in the successful enactment of numerous federal and state laws advancing motor vehicle and traffic safety. Ms. Gillan is a graduate of the University of California at Santa Barbara and holds a master's degree in urban planning from U.C.L.A. where her research on the transportation needs of the elderly earned her an award from the American Institute of Planners.

Grant Baldwin, PhD, MPH (Atlanta, GA)

Dr. Grant Baldwin is the Director of the Division of Unintentional Injury Prevention at the National Center for Injury Prevention and Control. He has served in this capacity since September 2008. Dr. Baldwin joined NCIPC in November 2006 as acting Deputy Director. Prior to this appointment, Dr. Baldwin served as a senior advisor in the Coordinating Center for Environmental Health and Injury Prevention and the National Center for Environmental Health / Agency for Toxic Substances and Disease Registry. He began his career at CDC in September 1996. Dr. Baldwin received his PhD in Health Behavior and Health Education at the University of Michigan School of Public Health in 2003. He also received a MPH in Behavioral Sciences and Health Education from the Rollins School of Public Health at Emory University in 1996.

Marlene Case (Pottstown, PA)

Marlene Case is an emergency room nurse who lost her 17-year old son, Andrew, a passenger in a car crash with a 16-year old driver, and a total of six teens in the car. The driver of the car had his license for only three weeks at the time of the crash. Andrew and one other teen were killed instantly, and the other four boys each experienced serious injuries. Just months after losing her son, Ms. Case began working for teen driving law reform. As the mother of two other children, she believes that better state laws are an important tool in educating both parents and teens of the risks that young drivers face when they are distracted. She has spoken to many legislators about her son's crash and is dedicated to changing public policy so others will not have to go through what she and her family have suffered.

State Senator John J. Cullerton (Chicago, IL)

Senator Cullerton was inaugurated to his first two-year term as President of the Illinois Senate on January 14, 2009. He has served as the Democratic Co-Chairman on the Senate's Judiciary Civil Law Committee, Vice-Chairman on the Insurance Committee, and a member of the Judiciary Criminal Law Committee and the Revenue Committee. He served as the Senate Majority Caucus Whip from January 2007-January 2009. Senator Cullerton has been a leading traffic safety advocate over his 28 years in the Illinois House and Senate, sponsoring dozens of key highway safety bills and sharing his expertise with legislators and other safety activists from across the nation. He is the father of five children and spearheaded the successful passage of several child passenger safety, seat belt and teen driving safety laws. At the conclusion of both the 93rd and 94th General Assemblies, Senator Cullerton was recognized for sponsoring more bills than any other legislator as well as having the most bills signed by the Governor.

Bill Martin (Los Angeles, CA)

Bill Martin is Senior Vice President, Integrated Marketing, of Farmers Insurance. In his role as Vice President for all of Farmers' personal auto and excess insurance products Mr. Martin has used innovation to break through technology and cultural barriers. Prior to his work at Farmers, he started up and managed two nonstandard auto companies in Maryland and California and provided leadership working for Transport Insurance Company, Travelers Insurance and Progressive. Mr. Martin was elected insurance co-chair of the Board of Directors at Advocates for Highway and Auto Safety in 2009 and is a Board Member of the Insurance Institute for Highway and Auto Safety.

Ted R. Miller, PhD (Calverton, MD)

Dr. Ted R. Miller is a Principal Research Scientist at the Pacific Institute for Research and Evaluation (PIRE), a non-profit public health research organization. He is an internationally recognized safety economist and has led 150 studies and authored more than 200 scholarly publications. He is a leading expert on injury incidence, costs and consequences, as well as substance abuse costs. His cost estimates are used by the U.S. Department of Transportation, the U.S. Consumer Product Safety Commission, the Justice Department, the Coast Guard, and transport departments or auto manufacturers in Australia, Canada, and New Zealand. He has estimated the return on investment in more than 125 health and safety measures. He founded the Children's Safety Network Economics and Data Resource Center, which has worked since 1992 to forge child safety partnerships between insurers and advocates. Dr. Miller is a fellow of the Association for the Advancement of Automotive Medicine and has received several national awards for his work. He holds a PhD in Regional Science (economics) and a Masters in City Planning.

Mark R. Sochor, MD, MS, FACEP (Charlottesville, VA)

Dr. Mark Sochor is an Associate Professor and Research Director at the University of Virginia Department of Emergency Medicine, and is the medical director for the University of Virginia Center for Applied Biomechanics. Prior to attending medical school, Dr. Sochor worked as an airbag and occupant safety engineer for the Chrysler Corporation. He holds both a BS and MS in Mechanical Engineering as well as an MD degree. Upon completion of his emergency medicine residency training, Dr. Sochor was a trauma research fellow at the University of Michigan and then became the medical fellow at the National Highway Traffic Safety Administration. He is extensively published in both the medical and engineering literature and is considered a national expert on car crash injury mechanisms. Dr. Sochor currently sits on the boards of the Virginia College of Emergency Physicians, the Association for the Advancement of Automotive Medicine, The American Trauma Society and the Abbreviated Injury Scale Certification Board. Dr. Sochor currently splits his time between traumatic biomechanics research and caring for patients in the emergency department.

**Statement of
Bill Martin, Sr. Vice President, Integrated Marketing, Farmers Insurance
and Insurance Co-Chair, Advocates for Highway and Auto Safety
Press Conference, 2011 Roadmap to State Highway Safety Laws
National Press Club, January 24, 2011**

A short distance from here this week, the Transportation Research Board and the Society for Automotive Engineers are meeting. Half, if not more, of the discussion for these large organizations is about safety. In the Washington, DC area there are over 100 organizations that list public safety as a priority. And among the more than 600 insurers of motor vehicles that compete to earn the premiums of their customers, each provide security and safety – financial, physical and emotional. Annually, many thousands of dollars are being spent in studies dedicated to insurance and systems aimed at reducing risk and aiding recovery from the unsafe.

The insurance private sector is a paradox. Insurers make more money in the short run if their customers - drivers - are safer than what we predicted. In the long run, safe drivers bring you more customers as you are able to charge lower rates. When we stop insuring those activities that used to cause harm, we replace our sales by insuring those things that keep us safe.

You know, a bumper that adds protection in a 40 mile per hour crash is probably very expensive to fix – maybe more expensive than treatment for the injury a 2.5 mile per hour bumper allows. But paying a customer to fix their bumper – this feels much better than paying doctor bills or disability. Nothing the insurer does can fully bring their customer back from the emotional tragedy suffered by families and friends when car crashes take lives and inflict debilitating injuries.

So for us – for Farmers and other insurance and consumer members of Advocates – the idea that preventing injury and saving lives actually also saves money is not a new concept. The message here today is that insurance that government provides – in the form of health care subsidies or safety nets – is subject to the same economics. The federal government and every state government pays a huge portion of its tax receipts to those who wouldn't need payment in a safer, more secure world. State governments are one of the biggest losers when it comes to the cost of motor vehicle crash deaths and injuries, particularly due to Medicaid and other hospital costs.

My state of California is stumbling from “crises” to “emergency” to come up with budget solutions. As they piece together financial fixes for ravaged state budgets, policymakers should not ignore the passage of unaddressed highway safety legislation as one of those fixes.

You will hear examples today from experts of just how much these crash losses are costing the society in dollars, each and every taxpayer, each and every state government.

A Chinese proverb says "Give a man a fish and you feed him for a meal, but teach a man to fish and you feed him for life." A new American proverb should say "Heal an injured person, and you relieve his pain. Prevent the injury and you give him happiness."

**Statement of
Ted R. Miller, PhD
Principal Research Scientist, Pacific Institute for Research and Evaluation
Advocates for Highway and Auto Safety Press Conference
2011 Roadmap to State Highway Safety Laws
National Press Club, January 24, 2011**

I am pleased to see the theme of Advocates' Roadmap Report this year – State Budget Wipeout – because I have dedicated decades to counting and articulating the costs that motor vehicle crashes impose on government, on employers, on taxpayers. I have worked for years with the CDC and the Department of Transportation. Together we have documented both the obvious and hidden costs of the millions of injuries and deaths that occur on the nation's roads every year. Those costs – half-a-trillion dollars annually – are depleting our nation's resources at an alarming rate.

Crashes are a public health epidemic. Crashes – preventable crashes – account for 2.5% of our personal health care expenditures. That's about half the total cost of dental care in this country. How many dentists are there? The Medicaid bill for crashes alone is \$8 billion per year. In addition, catastrophic injury patients pour onto the Medicaid rolls to pay their hospital bills. And once they convert to Medicaid, not only do we pay that hospital bill, we pay for all their health care. Since most conversions previously were uninsured, imagine the costs of catch-up care.

States face many additional crash costs. They provide health insurance coverage for their employees and dependents and sick leave for their employees. They lose income and sales taxes when citizens are killed and injured. They also pay for state police response and other incident management. So State governments pay a big crash bill.

We know how to cut that bill. Crash prevention traditionally has drawn support because it saves lives and prevents suffering. It also saves money. Over the past 20 years, just a portion of the laws that Advocates has been involved in passing or preserving saved 85,000 lives and more than \$100 billion in medical spending. They saved government almost \$60 billion. Those savings are starting to be noticed.

Highway safety increasingly is drawing the attention of legislators, governors and health care administrators desperate to stop the flow of wasted dollars from their budgets. Amazingly, we still have proven interventions – ones that save at least 10 times what they cost – that are not fully implemented. These include graduated licensing for teens, primary enforcement seat belt laws, booster seat laws up to age 8, mobile speed cameras, bicycle and motorcycle helmet laws, and ignition interlocks for all offenders. We also can save mega-bucks enforcing existing laws better.

We have solid cost savings estimates in the tool chest and widespread consensus about effective prevention measures such as the laws rated in Advocates' Roadmap Report. Enacting those laws will save lives. It also is good business. It is time for action.

JLS Presentation of Report

FEW THINGS TO KNOW ABOUT REPORT RATINGS (page 11)

- Our rating system did not change from last year's report
- The laws we rate did not change from last year: Primary Enforcement Seat Belt; All-rider motorcycle helmet use; child booster seat; 7 teen driving/graduated driver licensing laws; 4 impaired driving laws; and the all-driver text messaging restriction.
- If you have questions about a rating, be sure to check our definitions beginning on **page 12 of the report** – they explain how we arrived at the rating.
- For instance, how does a state get a half-credit represented by an open circle? And why is the space blank when you know you have a law on the books? These are explained in the definitions.
- One major instance when this might happen for a state is when the law allows for secondary enforcement, meaning the police officer has to observe another violation before stopping a potential offender. Advocates gives NO credit for such laws as they are less effective and send the message that the law really doesn't matter. (16 states have succumbed to the secondary enforcement compromise on one or more of their laws.)
- An explanation of the criteria for our green/yellow/red ratings – that is, the number of laws that will result in the rating – is on **page 38**, just before the overall state ratings on **pages 39 and 40**.

- The color coding system Green for “Good”/ Yellow for “Caution”/ and Red for “Danger” – is explained on **page 11**. No state can receive a “green” rating unless they have a primary enforcement seat belt law.
- This year **15** states and the District of Columbia received a green rating, an improvement over last year. **28** were rated “yellow”, and **7** received a red.
- **The good news is 7 states improved their ratings this year**, with passage of one primary enforcement seat belt law, elimination of an exemption for pickup trucks under an existing seat belt law, and a handful of teen driving and text messaging laws. **DE, GA, KS, LA and MI went from Yellow to Green; VT and WY pulled themselves out of the Red to Yellow.**
- **The bad news is that only 13 states took action last year to close these gaps, passing a total of only 22 laws, a decrease from last year. Yet again, no state has all of Advocates’ 15 basic laws, leaving an additional 362 laws yet to be enacted in all states and DC to fully meet Advocates’ safety recommendations. (In the report and in the press kits there’s a summary of how many and which laws need to be passed.)**

THE BEST AND THE WORST

- One of the reasons we do this report and press conference every year is because we think it is important to inform the American people and their state and federal legislators that when it comes to highway safety policy, there is the definition of a patchwork quilt of traffic safety laws throughout the nation that can result in uneven and inadequate safety programs. It makes no sense to have weak laws in one state and strong laws in a bordering state, or to expect different levels of public safety enforcement and protection every time you drive through a different state.

- Our Best and Worst States this year are those that are in the Green and Red categories. (16 in Green, 7 in Red)
- This information is in the press kits and on our website www.saferoads.org
- *DC, NJ and IL* are the top three in the Best category, with credit for *13.5 laws in DC; 13 in NJ, and 12.5 in IL.*
- The other Best states in order of ranking are: *Oregon, Maryland, New York, Georgia, Delaware, Michigan, North Carolina, Tennessee, Washington, Kansas, Minnesota, California, and Louisiana.*
- There are 7 “Worst” states this year: They are in order of ranking: *South Dakota (only 3 laws), Arizona(4.5 laws), North Dakota (4.5 laws), Virginia (6 laws), Pennsylvania (6.5 laws), Ohio (6.5 laws); and Nebraska (6.5 laws).*

**Statement of
The Honorable John J. Cullerton, President, Illinois State Senate
2011 Roadmap to State Highway Safety Laws
Advocates for Highway and Auto Safety
National Press Club, Washington, D.C.
January 24, 2011**

Thanks to Advocates for inviting me back again to take another look at what's happening – or not happening – in state legislatures around the country on advancing highway safety laws.

Let me begin by saying that there has been phenomenal progress in the field of highway and auto safety during the more than 25 years I've been active in it as a state legislator. Despite the fact there are still tens of thousands of people killed every year and millions injured due to motor vehicle crashes, if it were not for the advocacy and enactment for better laws and policies and effective police enforcement, those numbers would be significantly higher. So although there is still an unfinished safety agenda, on the bright side, working collectively, we have saved thousands of lives, prevented millions of injuries and saved billions of dollars. That is what I would like to focus on in my remarks this morning..

As many of you know, public officials in Illinois have just completed the most challenging budget session I've ever experienced that required painful and extremely difficult decisions to be made in order to get our state's finances back on track. There aren't many stones left unturned in the quest to save our state money. If we had not already passed the great majority of traffic safety laws rated in Advocates' Roadmap Report, I would have recommended that we do so right away. Every Medicaid and medical health care dollar saved by preventing motor vehicle deaths and injuries makes a difference in these tough debates. These laws save lives and save state budgets many millions of dollars.

Let me offer a few examples. When Illinois passed the .08% BAC law, we saved the state about \$70 per licensed driver, and our many graduated driver licensing measures have resulted in a savings of \$900 per young driver. This is a substantial savings, especially these days.

So while we have made good progress unfortunately, it's not good enough when there are still 19 states without a primary enforcement law, 30 states (including my own) needing all-rider motorcycle helmet laws; nearly half the states needing to upgrade child booster seat laws and enact text messaging bans; and just about every state having a gap in some area of teen driving and impaired driving laws.

And let me say again, I have no problem with Congress taking leadership action to accelerate the adoption of these important state traffic safety laws. There is almost no place in the nation where these challenges don't exist. Members of Congress are faced with the same overwhelming budget problems, Motor vehicle crashes cost our nation and our citizens hundreds of billions of dollars each and every year, so it is the responsibility and in fact, the duty of both federal and state elected officials to do what they can to address this public health epidemic. Despite a drop on highway fatalities during these recessionary times we still must move forward with saving lives and reducing the enormous emotional and financial costs of highway crashes. We need to enact these basic laws and we need to work together to do so.

To my colleagues in legislatures who have not acted yet: Don't ignore Advocates' Roadmap Report this year. Do yourself, your budgets and your constituents a favor by passing these essential laws this year. We can't afford to wait.

Remarks of Dr. Grant Baldwin
Director, Division of Unintentional Injury Prevention, CDC
2011 Roadmap to State Highway Safety Laws
Published by Advocates for Highway and Auto Safety
National Press Club, Washington, D.C.
January 24, 2011

It costs us. The consequences of fatal and nonfatal motor vehicle injuries to U.S. families are staggering. Many of us are touched and saddened by the personal stories of hardship of the victims of motor vehicle crashes. Or we might be moved by the statistics accounting for the numbers and rates of motor-vehicle related injuries and deaths.

To some, it is about the dollars and cents. What is the impact on our pocketbook? I will be introducing you to a NEW CDC system that allows you to know these costs – in your state.

At CDC, we are in the business of saving lives and promoting health. Working with our colleagues in the transportation safety community, we are committed to keeping people safe on the road every day and helping them live to their full potential.

Recently, CDC Director – Dr. Tom Frieden set out to identify areas in public health where we can make a large and immediate difference. He calls these “winnable battles.” These public health challenges are not easy, or they would not be battles. And yet, they are also not hopeless because they are winnable. Motor vehicle injury prevention is one of his winnable battles because science-based actions can be taken immediately and dramatic results can be achieved.

Many of the interventions Dr. Frieden calls out for such as increasing seat belt use, improving teen driver safety, and reducing alcohol impaired driving, are being highlighted today.

It costs us. Earlier this year, CDC released a study showing that in a one-year period, the cost of medical care and productivity losses associated with injuries from motor vehicle crashes exceeded \$99 billion dollars. That is nearly \$500 for each licensed driver in the United States.

At CDC, we were interested in bringing this story to life and making it more meaningful and relevant at a local level. For this reason, we introduced two NEW modules to our popular WISQARS system.

WISQARS stands for Web-based Injury Statistics Query and Reporting System. For many years, the system has allowed you to get customized information about fatal and non-fatal injuries. Last year, we introduced an add-on allowing you to map death rates at the state and county levels to visualize where the burden is the greatest.

When our new cost add-on is released to the public in February, you will be able to generate estimates of the costs associated with injury-related deaths, hospitalizations and emergency department visits for injured persons who are treated and released prior to hospital admission. Cost estimates can be requested by intent, cause, affected body region, and nature of

injury. You can also produce cost estimates by sex and for different age groupings. Finally, cost estimates for injury-related deaths are available at the national, regional, and state levels - including total or average medical cost, work loss cost, or the combination of the two.

If you want to know the estimated lifetime medical and work loss costs of motor vehicle crash-related deaths in the state of Michigan, WISQARS will tell you: 1.01 BILLION. What about the estimated lifetime medical and work loss costs for just motorcyclist deaths in Texas? WISQARS will tell you: 411 MILLION.

There is a powerful story told by WISQARS when you can combine a count of deaths and the death rates, with a map displaying these data, and a table summarizing the monetary impact. Please refer to my handout for much more information about these exciting new features in WISQARS.

It costs us. America is a nation of drivers and most Americans accept the risks of motor vehicle travel. There is a tension between mobility, convenience, independence, and safety. Motor vehicle-related crashes ARE preventable. Although we have made progress in recent years, we still can make more dramatic gains – saving lives and reducing the burden to society – including the financial burden.

With the new cost add-on to WISQARS, practitioners and policy makers across the country can generate localized cost estimates to inform their decision-making and support the enactment of evidence-based interventions to save lives. Thank you.

**Statement of
Dr. Mark R. Sochor,
Emergency Physician, Associate Professor and Research Director
University of Virginia Department of Emergency Medicine
2011 Roadmap to State Highway Safety Laws
Advocates for Highway and Auto Safety
National Press Club, Washington, D.C.
January 24, 2011**

Thank you for the introduction.

My training and experience is in both engineering and emergency medicine so I have first hand experience as well as have studied the consequences of motor vehicle crashes from these two very different, but definitely related disciplines. I understand and value the critical contribution of vehicle safety design through the science of biomechanics, and too frequently I witness the devastation on the human body of serious car crashes in the emergency room.

In a single year, my emergency medicine colleagues and I treat and release over 1 million patients who have been involved in a motor vehicle crash at a cost of 14 billion dollars. This does not include the pre-hospital personnel (EMS and Fire) who treated most of these patients prior to arriving at the emergency department. The medical bills for unbelted motor vehicle occupants are 50% higher than belted occupants.

However, by the time I am evaluating the patient the damage has been done. There is not much that we can do to prevent the crash itself from occurring, but there most assuredly is something that legislators can do to help reduce the severity and frequency of the injuries. We must use our collective efforts to pass legislation in order to stop or curtail the carnage and human tragedy caused by ineffective or nonexistent traffic safety laws.

One does not see all of this without concluding that prevention is essential to saving lives and reducing medical costs attributed to highway crashes. And that is what these important laws included in the Advocates' rating are about – creating a legal system where reasonable and effective safety practices are followed by the driving public and crashes that lead to deaths and crippling injuries are reduced dramatically.

Unlike Senator Cullerton, I reside and work in a state that did not fare well in this year's report. Virginia's seat belt use rate is below the national average of 85%, and adoption of a primary enforcement law would help boost those numbers and save many hundreds of lives. It boggles the mind to have a primary seat belt law for under 16 year olds in which it is very difficult for officers to evaluate if a small child is actually buckled in the back seat, and not have a primary law for those car occupants they can actually observe easily.

Several of my state's teen driving and text messaging laws allow secondary enforcement, which means a police officer has to observe another driving violation before stopping a potential offender. This makes absolutely no sense and sends the wrong message to our teens and the public. Advocates rightfully discounts any law that allows secondary police enforcement. Additionally, the State of Virginia is missing several critical and lifesaving drunk driving laws. I treat patients every month who have been drinking and driving and my frustration builds on why these patients are allowed to retain their driving privileges and do not have their vehicles impounded for an ignition interlock.

Legislators can do more to save lives and avert human tragedy by simply voting for primary seat belt legislation than I could ever hope to save in a lifetime of treating patients in the emergency room. The Virginia Legislature now meeting in Richmond should make adoption of these fundamental laws a priority and move us out of the lowest category of "red". Adopting these laws will help our state save money from unnecessary Medicaid and other medical expenditures which are accelerating annually. Here's one sensible and successful essentially cost-free road to take: pass these laws now, it's a matter of dollars and sense.

Statement of Marlene Case
Pottstown, Pennsylvania
Advocates for Highway and Auto Safety
2011 Roadmap to State Highway Safety Laws
National Press Club, January 24, 2011

My name is Marlene Case, my son Andrew and his friend Mike were killed in a car crash in Chester County, Pennsylvania in November 2009. Andrew was 17 years old.

We're here today to tell you about how this tragedy has affected our family and why we think improving rules for young drivers will have a positive impact and will save lives.

When my husband and I got married we wanted to have children more than anything; we were blessed with having Sarah, Andrew, and Jimmy. Over the past 21 years, we've had the joy of loving, raising, and protecting our children. Our goals are for them to be happy, healthy, educated, have productive careers, and eventually have families of their own. Sarah is now a senior at Penn State and is planning to go to medical school. Andrew attended Pottsgrove High School and Jimmy is a sophomore there this year.

While raising a family is hard work, we both had lots of fun with our kids. Our house was always full of laughter. What happened to Andrew has completely devastated each of us, and every member of our extended family. It has left us changed forever. The pain is excruciating for us all.

We cannot think of words to adequately describe the depths to which we miss Andrew. He was a caring, fun-loving person who wanted to be friends with everyone. Andrew was a very talented lacrosse player and had plans to play at the college level. He also played the guitar and saxophone, took art classes, and loved to be around all of his cousins. Jimmy was Andrew's best friend.

On November twenty-third, 2009, while on school break, Andrew went out with five of his closest friends. The original plan that night was for the boys to take two cars, but instead all six boys got into one SUV. We later learned that the driver had his license for only three weeks at the time of the crash.

Whenever our children are out, my husband and I keep in touch with them every few hours to make sure they are ok. I spoke to Andrew at 8:37 that night; the crash happened at 8:49. Andrew and Mike died instantly, and the other four boys each experienced serious injuries. The SUV also hit a car driven by a young pregnant woman. She had minor injuries and her baby was born healthy in May 2010.

Around the same time of the crash that killed Andrew and Mike, there were two others in our area. Four teens died in those crashes, two of them freshmen in high school. Over a three-week period, six teens died much too young.

When our daughter turned 16 and got her driver's license, we didn't allow her to drive with the radio on, use her cell phone, or have any passengers in her car, until she had more experience. Our son Jimmy now has his driver's permit and we intend to impose the same rules with him. We know that at 16 and 17, kids are just too immature to understand the consequences of reckless behavior. Research shows that their brains are not developed enough to make critical decisions. We want as many parents as possible to be aware of our story, and hope they will follow our lead by imposing stricter rules with their own children. We also know that once our kids leave the house, they often make bad decisions. A better state law is an important tool in educating both parents and teens of the risks that young drivers face when they are distracted.

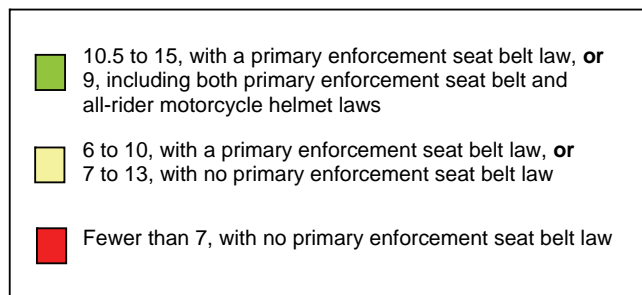
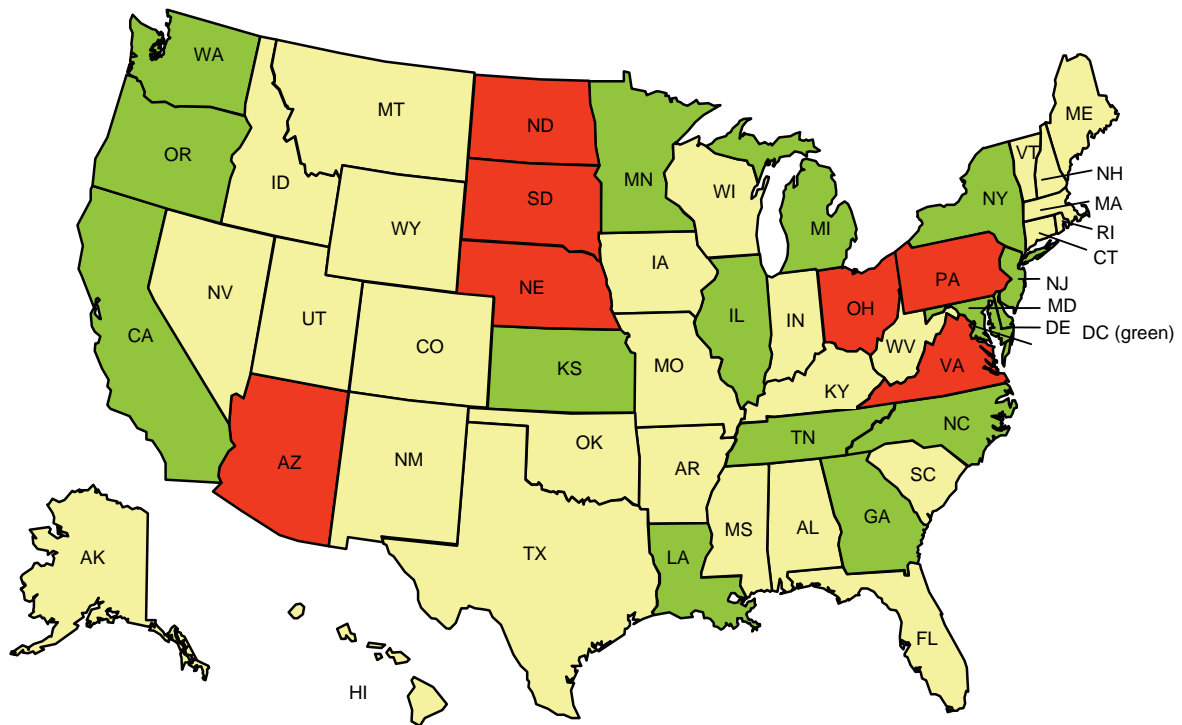
My husband and I personally would like to see the driving age raised to 17, but we firmly believe that strengthening the GDL in Pennsylvania, including outlawing cell phone use and texting and limiting the number of passengers, will go a long way to making our teens safer.

Good legislation has been passed in the Pennsylvania State House, but the State Senate watered it down to an unacceptable level. Passage of the federal STANDUP Act would provide the incentive for them to pass the laws that will make our roads and highways safer.

We are grateful to Advocates for Highway and Auto Safety for pressing on this issue, and we are encouraged by strong support from parents and advocates in Pennsylvania. We all know that when fewer teens are in cars, and when drivers are less distracted, everyone is safer.

We all miss Andrew and Mike terribly, and we will continue to pray for them every day. Curtis and I will try our best to teach Sarah and Jimmy to be good, hard-working and responsible citizens. We will continue to put our energy into ensuring that other families don't experience a tragedy like this.

OVERALL RATING OF STATES BASED ON NUMBER OF SAFETY LAWS



HIGHWAY SAFETY LAWS REDUCE MEDICAID COST BURDENS FOR STATES



Example #1

In 1992, California adopted an all-rider motorcycle helmet law resulting in a drop of 40% in Medicaid and other medical costs for the treatment of motorcycle riders.

Example #2

Estimated Medicaid savings by adopting a primary enforcement seat belt law, over 10 years:

- Arkansas = \$11.1 million
- Colorado = \$19.3 million
- Florida = \$43.2 million
- Missouri = \$46.8 million





LEGISLATIVE ACTIVITY IN 2010

13 states enacted one or more of Advocates' recommended highway safety laws (a total of 22 laws)

Highway Safety Laws Enacted in 2010, In All State Legislatures*

Primary Enforcement of Seat Belts: Georgia (eliminated pick-up truck exemption) and Kansas

Booster Seats (children ages 4 through 7): Colorado (upgraded to primary enforcement)

Graduated Driver Licensing (GDL): Alabama (passenger and cell phone restrictions), Georgia (cell phone restriction), Kentucky (cell phone restriction), Massachusetts (cell phone restriction), Michigan (nighttime and passenger restriction), Oklahoma (cell phone restriction), Vermont (cell phone restriction), and Washington (cell phone restriction)

Impaired Driving: Wisconsin (mandatory BAC testing for drivers who survived)

All-Driver Text Messaging Restriction: Delaware, Georgia, Kansas, Kentucky, Louisiana, Massachusetts, Michigan, Vermont, Washington, Wisconsin and Wyoming

**All-Rider Motorcycle Helmet Laws: No state enacted an all-rider law in 2010; however, there were 9 attempts (all unsuccessful) to repeal existing laws.*

UNFINISHED AGENDA

An additional 362 laws need to be enacted in all states and DC to fully meet Advocates' safety recommendations.

- 19 states still need an optimal primary enforcement seat belt law;
- 30 states still need an optimal all-rider motorcycle helmet law;
- 23 states still need an optimal booster seat law;
- No state meets all the criteria of Advocates' recommended GDL program;
- 45 states and DC are missing one or more critical impaired driving laws; and,
- 24 states still need an all-driver text messaging restriction.

Rating Changes from the 2010 Report to 2011 Report

Key to Terms:

PE = primary enforcement of seat belts

Booster = booster seat law

GDL = Graduated Driver Licensing

Age 16 = minimum age 16 for learner's permit

6 months = 6 month holding period

Supervised = 30-50 hours of supervised driving

Night = nighttime driving restriction

Passenger = passenger restriction

Cell = cell phone restriction

Age 18 = age 18 for unrestricted license

IID = ignition interlock device law

All-Driver Texting = all-driver text messaging restriction

BAC = blood alcohol concentration

Half = half credit only

(States indicated with an asterisk (*) changed a rating category in the 2011 report.)

Upgrade from **Red** to **Yellow** (2 states): **VT and WY**

Upgrade from **Yellow** to **Green** (5 states): **DE, GA, KS, LA and MI**

State	# Laws Credited			Laws Newly Credited in 2011 Report
	2010 Report	2011 Report	+/-	
Alabama	7	8.5	+1.5	GDL: passenger (half) GDL: cell
Colorado	8	9	+1	Booster
Delaware*	10	11	+1	All-Driver Texting
Georgia*	8	11	+3	PE GDL: cell All-Driver Texting
Iowa	6	6.5	+0.5	GDL: cell (half)
Kansas*	8.5	10.5	+2	PE All-Driver Texting
Kentucky	8	10	+2	GDL: cell All-Driver Texting
Louisiana*	8	9	+1	All-Driver Texting
Massachusetts	8.5	10.5	+2	GDL: cell All-Driver Texting
Michigan*	8	11	+3	GDL: night (half) GDL: passenger GDL: cell (half) All-Driver Texting
Oklahoma	8.5	9	+0.5	GDL: cell (half)
Oregon	11	12	+1	IID
Vermont*	6.5	8.5	+2	GDL: cell All-Driver Texting
Washington	9	11	+2	GDL: cell All-Driver Texting
Wisconsin	8	10	+2	GDL: cell (half) BAC Test (half) All-Driver Texting
Wyoming*	5.5	7	+1.5	GDL: cell (half) All-Driver Texting



Best States

DISTRICT OF COLUMBIA ● 13.5 laws. Missing the recommended nighttime restriction for teen drivers, an ignition interlock law for all offenders and mandatory BAC testing for drivers killed.

NEW JERSEY ● 13 laws. Missing supervised driving provision and recommended nighttime restriction for teen drivers, as well as an ignition interlock law for all offenders.

ILLINOIS ● 12.5 laws. Missing an all-rider motorcycle helmet law, minimum age 16 for a learner's permit and recommended nighttime restriction for teen drivers.

OREGON ● 12 laws. Missing minimum age 16 for learner's permit, recommended nighttime driving provision and age 18 for unrestricted license for teen drivers and mandatory BAC testing for drivers who survive.

MARYLAND ● 11.5 laws. Missing minimum age 16 for a learner's permit, recommended nighttime, passenger and cell phone restrictions for teen drivers, and an ignition interlock law for all offenders.

NEW YORK ● 11.5 laws. Missing cell phone restriction and age 18 for unrestricted license for teen drivers, mandatory BAC test for drivers killed and the recommended all-driver text messaging restriction.

GEORGIA ● (NEW) 11 laws. (Adopted optimal primary enforcement seat belt law, a cell phone restriction for teen drivers, and all-driver text messaging restriction.) Missing optimal booster seat law, minimum age 16 for learner's permit, recommended nighttime and passenger restriction provisions for teen drivers and an ignition interlock law for all offenders.

DELAWARE ● (NEW) 11 laws. (Adopted an all-driver text messaging restriction.) Missing an all-rider motorcycle helmet law, age 18 for unrestricted license for teen drivers, an ignition interlock law for all offenders, mandatory BAC testing for drivers killed and open container law.

MICHIGAN ● (NEW) 11 laws. (Adopted three teen driving laws and an all-driver text messaging restriction.) Missing minimum age 16 for learner's permit, cell phone restriction provision and age 18 for unrestricted license for teen drivers, an ignition interlock law and mandatory BAC testing for drivers killed.

NORTH CAROLINA ● 11 laws. Missing minimum age 16 for learner's permit, supervised driving provision and age 18 for unrestricted license for teen drivers, an ignition interlock law for all offenders and mandatory BAC testing for drivers killed.

TENNESSEE ● 11 laws. Missing minimum age 16 for learner's permit, recommended nighttime driving provision and age 18 for unrestricted license for teen drivers, an ignition interlock law for all offenders and an open container law.

WASHINGTON ● 11 laws. Missing minimum age 16 for learner's permit, nighttime and passenger restrictions and age 18 for unrestricted license for teen drivers.

KANSAS ● (NEW) 10.5 laws. (Adopted a primary enforcement seat belt law and an all-driver text messaging restriction.) Missing an all-rider motorcycle helmet law, minimum age 16 for learner's permit and age 18 for unrestricted license for teen drivers, an ignition interlock law for all offenders and mandatory BAC testing for drivers killed.

MINNESOTA ● 10.5 laws. Missing an all-rider motorcycle helmet law, minimum age 16 for learner's permit, recommended nighttime driving provision and age 18 for unrestricted license for teen drivers, and an ignition interlock law.

CALIFORNIA ● 9 laws. Missing optimal booster seat law, minimum age 16 for learner's permit, nighttime, passenger and cell phone restrictions, and age 18 for unrestricted license for teen drivers, as well as an ignition interlock law.

LOUISIANA ● (NEW) 9 laws. (Adopted an all-driver text messaging restriction.) Missing an optimal booster seat law, age 16 for learner's permit, nighttime, passenger and cell phone restrictions, and age 18 for unrestricted license for teen drivers and an open container law.

Worst States

SOUTH DAKOTA ● Only 3 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 6 of the 7 teen driving provisions, an ignition interlock law, a child endangerment law and an all-driver text messaging restriction.

ARIZONA ● Only 4.5 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 6 of the 7 teen driving provisions, mandatory BAC testing for drivers who survive and an all-driver text messaging restriction.

NORTH DAKOTA ● Only 4.5 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, an optimal booster seat law, 6 of the 7 teen driving provisions, an ignition interlock law and an all-driver text messaging restriction.

VIRGINIA ● Only 6 laws. Missing primary enforcement seat belt law, 4 of the 7 teen driving provisions, an ignition interlock law, mandatory BAC testing for drivers killed and who survive, an open container law and an all-driver text messaging restriction.

NEBRASKA ● Only 6.5 laws. Missing primary enforcement seat belt law, an optimal booster seat law, 6 of the 7 teen driving provisions, and an all-driver text messaging restriction.

OHIO ● Only 6.5 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 3 of the 7 teen driving provisions, an ignition interlock law, mandatory BAC testing for drivers who survive and an all-driver text messaging restriction.

PENNSYLVANIA ● Only 6.5 laws. Missing primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 3.5 of the 7 teen driving provisions, an ignition interlock law for all offenders, mandatory BAC testing for drivers who survive and an all-driver text messaging restriction.



ADVOCATES
for Highway & Auto Safety

LEGISLATIVE HONOR ROLL

Passing legislation is a collaborative and controversial effort. These are some of the legislators who sponsored highway safety legislation recommended by Advocates in 2010.

We apologize if any legislator is not listed who should have been mentioned.

States in which laws were adopted are in bold.

Graduated Driver Licensing

AL: Rep. H. Mac Gipson, Jr. (R)

FL: Sen. Dan Gelber (D), Sen. Evelyn Lynn (R) and
Rep. Kelly Skidmore (D)

GA: Rep. Austin Scott (R)

IN: Rep. Vanessa Summers (D)

KY: Rep. Tom Riner (D)

MA: Report of Conference Committee

MD: Del. Bill Bronrott (D)

MI: Rep. Richard LeBlanc (D)

MO: Rep. Sara Lampe (D)

NY: Assemblyman Jack Quinn (R)

OK: Sen. Anthony Sykes (R)

PA: Rep. Joseph Markosek (D)

SC: Sen. Terry Alexander (R)

SD: Rep. Joni Cutler (R)

UT: Sen. Ross Romero (D)

VA: Sen. George Barker (D)

VT: Senate Transportation Committee

WA: Sen. Tracey Eide (D)

All-Rider Motorcycle Helmets

HI: Rep. Gilbert Keith-Agaran (D) and
Sen. Mike Gabbard (D)

IL: Sen. Donne Trotter (D) and Rep. Mary Flowers (D)

NH: Rep. Judith Day (D)

Primary Enforcement of Seat Belts

GA: Sen. Don Thomas (D) and Rep. Burke Day (R)

KS: House Transportation Committee

RI: Sen. John Tassoni (D) and
Rep. Douglas Gablinske (D)

VA: Sen. Harry Blevins (R)

WV: Rep. Barbara Fleischauer (D)

Impaired Driving

AL: Sen. Priscilla Dunn (D) and
Rep. Jim McClendon (D)

DE: Rep. Helene Keeley (D)

FL: Sen. Stephen Wise (R)

GA: Rep. Pedro "Pete" Marin (D)

IN: Sen. Brent Waltz (R)

MD: Del. Benjamin Kramer (D) and
Sen. Jamie Raskin (D)

MS: Rep. Jessica Upshaw (R), Rep. Philip Gunn (R)

Rep. Ken Morgan (R),

Rep. Greg Snowden (R) and

Sen. Sidney Albritton (R)

NJ: Sen. Jim Whelan (D)

OH: Rep. Jay Hottinger (R)

RI: Rep. Michael Marcello (D)

TN: Rep. Jon Lundberg (R)

VA: Del. Harry Purkey (R) and

Del. Salvatore Iaquinto (R)

WI: Sen. Glenn Grothman (R)

Booster Seats

CO: Sen. Suzanne Williams (D)

FL: Sen. Thad Altman (R) and Rep. Rich Glorioso (R)

KY: Sen. Tom Buford (R)

SC: Rep. Bakari Sellers (D)

All-Driver Text Messaging Restriction

AL: Rep. Jim McClendon (R)

FL: Rep. Doug Holder (R), Sen. Frederica Wilson (D),
Sen. Carey Baker (R), Sen. Luis Garcia (D)
Sen. Dan Gelber (D) & Sen. Ted Deutsch (D)

GA: Sen. Jack Murphy (R)

ID: Senate Transportation Committee

IN: Sen. Timothy Lanane (D) and
Rep. Joseph Pearson (D)

KS: Senate Ways and Means Committee

KY: Rep. Tom Riner (D)

LA: Sen. D.A. "Butch" Gautreaux (D)

MA: Report of Conference Committee

MI: Rep. Lee Gonzales (D)

MO: Sen. Ryan McKenna (D), Rep. Sara Lampe (D),
Rep. J.C. Kuessner (D),
Rep. Rodney Schad (R),
Rep. Don Wells (R),
Rep. Tom Shively (D) and
Rep. Ed Schieffer (D)

MS: Sen. Billy Hudson (R), Sen. Lee Yancey (R),
Sen. Gray Tollison (D) and
Sen. Tommy Gollott (D)

NM: Sen. Steve Fischmann (D) and
Sen. Lynda Lovejoy (D)

NY: Sen. James Alesi (R)

SC: Sen. Kevin Bryant (R) and Rep. D Smith (R)

VA: Del. Algie Howell (D), Del. David Bulova (D) and
Sen. George Barker (D)

VT: Senate Transportation Committee

WA: Sen. Tracey Eide (D)

WI: Rep. Peter Barca (D)

WV: Sen. John Unger (D), Del. Jeff Eldridge (D),
Del. Dale Martin (D) and Del. Tim Miley (D)

WY: Sen. Floyd Esquibel (D)