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THE 2010 ROADMAP TO STATE HIGHWAY SAFETY LAWS



ADVOCATES
for Highway & Auto Safety

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7TH ANNUAL ROADMAP TO STATE HIGHWAY SAFETY LAWS

Advocates for Highway and Auto Safety (Advocates)

Changing Dangerous Driving Behavior – Now – Especially Among Distracted Teens

The latest national traffic fatality data from the National Highway Traffic Safety Administration (*Fatality Analysis Reporting System, 2009*) indicates significant reductions in the numbers of deaths (37,261 in 2008 compared with 41,059 in 2007). This is always good news, but none of us should be complacent about the challenges ahead in reducing this still unacceptable mortality toll. No one knows precisely how much of the reduction is due to a weak economy – history indicates that fatalities decrease whenever the economy falters – and how much can be credited to laws and programs that are working successfully. History also indicates traffic fatalities will likely increase as the economy rebounds.



One thing we do know is that effective laws, well enforced and obeyed by an informed public, are essential for changing unsafe driving behavior.

As in the past, the Roadmap Report to State Highway Safety Laws reviews and rates 15 basic, essential laws that, if adopted by every state, will lead to a more rapid reduction in deaths and injuries on our nation's roadways. In the 2010 report, some of the laws included in the list of 15 have changed: For the first time, we rate states based on whether they have enacted **all-driver text messaging restrictions**. In addition, we have added two laws to the **graduated driver licensing (GDL) program** which are also included in the Safe Teen And Novice Driver Uniform Protection Act (STANDUP), an important pending federal bill (H.R. 1895) that when enacted will result in many stronger state teen driving laws. Finally, we have dropped a few of the impaired driving laws rated in the past, while placing more emphasis on the adoption of **tougher ignition interlock laws**. Fatalities in both areas of teen and impaired driving represent major percentages of total annual losses in traffic crashes.

These changes in the ratings have inevitably resulted in variations from last year's scores in several states; some higher, others lower. The ratings reflect the status of state actions at a time when highway safety policy priorities are shifting and the fact that several states are leading the way by adopting stronger laws. Advocates looks to these state leaders, and the federal government, to inspire and require greater uniformity among all states because we know such actions will save lives and avoid unnecessary tragedies. It is as simple as that.

Judith Lee Stone, President
January 2010

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KEY THINGS TO KNOW ABOUT THIS REPORT

Changes from Last Year's Report:

- Strengthened impaired driving ratings.
- Added a distracted driving issue section and an All-Driver Text Messaging Restriction to states' ratings.
- Added Minimum Age 16 for Learner's Permit and Age 18 for Unrestricted License to states' ratings for teen driving (graduated driver licensing-GDL) laws.

The Report is Divided into Five Issue Sections:

- Adult Occupant Protection
 - Primary Enforcement Seat Belts
 - All-Rider Motorcycle Helmets
- Child Passenger Safety
 - Booster Seats
- Teen Driving (GDL)
 - Minimum Age 16 for Learner's Permit
 - 6-Month Holding Period
 - 30-50 Hours Supervised Driving
 - Nighttime Driving Restriction
 - Passenger Restriction
 - Cell Phone Use Restriction
 - Age 18 for Unrestricted License
- Impaired Driving
 - Ignition Interlock Devices for All Offenders
 - Child Endangerment
 - Mandatory BAC Testing
 - Open Container
- Distracted Driving - All-Driver Text Messaging Restriction

In Advocates' judgment, the 15 state laws that are listed in the five sections are essential to effectively save lives, prevent injuries, and reduce health care and other costs. They do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Background information about each law is provided in the respective sections throughout the report.

States are rated only on whether they have a specific law, not on other aspects or measures of an effective highway safety program. **A definition of each law as used by Advocates for purposes of this report can be found on pages 4-5.**

Each section has a state law chart, in alphabetical order, with each state's rating. These section ratings result in an overall rating, and **overall state ratings on pages 35-36** fall into three groupings:

Green

Good—State is significantly advanced toward adopting all of Advocates' recommended optimal laws;

Yellow

Caution—State needs improvement because of gaps in Advocates' recommended laws; and,

Red

Danger—State falls dangerously behind in adoption of Advocates' recommended laws.

DEFINITIONS OF 15 LIFESAVING LAWS

(as defined by Advocates for purposes of this report)

Based on government and private research, crash data and states' experience, Advocates has determined the following traffic safety laws to be priorities in reducing motor vehicle deaths and injuries. States are only given full credit if their law meets the optimal provisions as defined below. Half credit is given to states with booster seat, some teen driving, and some impaired driving laws that only partially meet Advocates' definition. **Also please note that in addition to giving no credit if a state has no law in place, Advocates gives no credit for any law that is subject to secondary enforcement.**

Adult Occupant Protection

Primary Enforcement Seat Belt Law - Allows law enforcement officers to stop and ticket someone when they see a violation of the seat belt law. No other violation need occur first to take action. No state without this law may receive a "green" overall rating.

All-Rider Motorcycle Helmet Law - Requires all motorcycle riders, regardless of age, to use a helmet that meets U.S. Department of Transportation (U.S. DOT) standards or face a fine.

Child Passenger Safety

Booster Seat Law - Requires, at a minimum, that children ages four through seven be placed in a child restraint system (booster seat) that is certified to meet U.S. DOT safety standards. States are given half credit for other booster seat laws that do not cover children through age seven.

Teen Driving

Graduated Driver Licensing (GDL) systems allow teenagers to learn to drive under lower risk conditions and consist of a learner's stage, an intermediate stage and an unrestricted driving stage. The learner's stage requires teenage drivers to complete a minimum number of months of adult-supervised driving in order to obtain a full license. The intermediate stage restricts teens from driving in high-risk situations for a specified period of time before receiving a full license. Advocates rates states on seven GDL component laws:

Learner's Stage: Minimum Age 16 for Learner's Permit - A beginning teen driver is prohibited from obtaining a learner's permit until the age of 16. States have not been given credit if the law allows for a beginning driver to obtain a learner's permit before the age of 16.

Learner's Stage: Six-Month Holding Period Provision - A beginning teen driver must be supervised by an adult licensed driver at all times during the learner's stage. If the learner remains citation-free for six months, he or she may progress to the intermediate stage. States have not been given credit if the length of the holding period is less than six months, or if there is a reduction in the length of the holding period for drivers who take a drivers' education course.

Learner's Stage: 30-50 Hours of Supervised Driving Provision - A beginning teen driver must receive at least 30-50 hours of behind-the-wheel training with an adult licensed driver during the learner's stage. States have not been given credit if the number of required supervised driving hours is less than 30, or if there is a reduction in the required number of hours of supervised driving for drivers who take a drivers' education course.

Intermediate Stage: Nighttime Driving Restriction Provision - Unsupervised driving should be prohibited from at least 10 p.m. to 5 a.m. Half credit is awarded for nighttime restrictions that do not fully meet this criterion.

15 LIFESAVING LAWS (CONT.)

Teen Driving (cont.)

Intermediate Stage: Passenger Restriction Provision - This provision limits the number of teenage passengers who may legally ride with a teen driver without adult supervision. The optimal limit is no more than one non-familial teenage passenger. Half credit is awarded for passenger restrictions that do not fully meet this criterion.

Cell Phone Restriction - This restriction prohibits all use of cellular devices (both hand-held and hands-free) by beginning teen drivers, except in the case of an emergency. States are only given credit if the provision lasts for the entire duration of the GDL program (both learner's and intermediate stages). Only half-credit is given to a state if the cell phone restriction does not include a ban on text messaging.

Age 18 for Unrestricted License - A teen driver is prohibited from obtaining an unrestricted license until the age of 18, and one or both of the nighttime and passenger restrictions must last until age 18. States have not been given credit if teen drivers can obtain an unrestricted license before the age of 18.

Impaired Driving

Ignition Interlock Devices (IID) - This law mandates the installation of ignition interlock devices on the vehicles of drunk driving offenders. Advocates has given full credit for laws that require the use of ignition interlock devices for all offenders, and half-credit for laws that require the use of ignition interlock devices only for repeat offenders.

Child Endangerment - This law creates a separate offense or enhances an existing penalty for an impaired driving offender who endangers a minor. No credit is given if this law applies only to drivers who are under 21 years of age.

Mandatory Blood Alcohol Concentration (BAC) Testing for Drivers Killed and Surviving

Drivers - These separate statutes require any driver who is killed, or who survives a crash in which there is a fatality, to have his or her BAC tested. Full credit is given for having both statutes. Half-credit is given if a state requires testing in one case, but not both.

Open Container - This law prohibits open containers of alcohol in the passenger area of a motor vehicle. To comply with federal requirements, the law must: prohibit both possession of any open alcoholic beverage container and the consumption of alcohol from an open container; apply to the entire passenger area of any motor vehicle; apply to all vehicle occupants except for passengers of buses, taxi cabs, limousines or persons in the living quarters of motor homes; apply to vehicles on the shoulder of public highways; and, require primary enforcement of the law. State laws are counted in this report only if they are in compliance with the federal law and regulation.

Distracted Driving - All-Driver Text Messaging Restriction - This law prohibits all drivers from entering, reading or otherwise retrieving data from any handheld or electronic data communication device, except in the case of an emergency.

URGENT ACTION NEEDED TO IMPROVE HIGHWAY SAFETY

The Problem

Driving an automobile is an American way of life. With over 4 million miles of roadway, Americans are afforded a significant degree of mobility. Yet this increased access offered by our nation's highway system comes with an enormous price tag – 5.8 million crashes annually resulting in almost 40,000 fatalities on average and 2.3 million injuries, at a cost to society of an estimated \$230 billion. Every day 102 people are killed on America's streets and highways, while more than 6,000 are injured. Unfortunately, too many state legislatures are not taking proactive steps to change these numbers by enacting effective and proven highway safety laws.

Key Facts About this Leading Public Health Epidemic:

- 37,261 people were killed in motor vehicle crashes in 2008. Automobile crashes remain the leading cause of death for Americans between the ages of four and 34.
- More than 2.3 million people were injured in motor vehicle crashes in 2008.
- In 2008, more than half (55%) of passenger vehicle occupants killed were unrestrained.
- 5,864 fatal crashes involving young drivers ages 15-20 occurred in 2008, resulting in 6,428 deaths.
- Motorcycle deaths increased for the eleventh year in a row. A total of 5,290 motorcyclists died in 2008, the highest number since 1975. This rapidly escalating death toll now accounts for 14 percent of all fatalities. Only 20 states and the District of Columbia (DC) have all-rider helmet laws, and among them, 19 attempted repeal in 2009.
- 1,347 children ages 14 and younger were killed in motor vehicle crashes in 2008.
- 318 children ages four through seven were killed in motor vehicle crashes in 2008.
- An additional 388 new laws need to be adopted in all states and DC to fully meet Advocates' recommendations.
- The nearly 6 million police-reported motor vehicle crashes in 2008 cost our nation an estimated \$230 billion in property and productivity losses, medical and emergency bills and other related costs. This adds up to a "crash tax" of **nearly \$800** for every American, every year.

LEGISLATIVE ACTIVITY IN 2009

Annual fatalities in the U.S. have hovered around 40,000 for more than 15 years. While some new and innovative highway safety laws have been enacted during that time, several considered to be fundamental to highway safety are still missing in most states and states are failing to close these safety gaps. More states considered repealing all-rider motorcycle helmet laws than passing them.

Highway Safety Laws Enacted in 2009, In All State Legislatures*

Primary Enforcement of Seat Belts: Arkansas, Florida, Minnesota and Wisconsin

Booster Seats (children ages 4 through 7): Alaska, Minnesota, New York, Rhode Island, Texas

Graduated Driver Licensing (GDL): Arkansas (passenger restriction and age 18 for unrestricted license); Colorado (cell phone restriction), Indiana (holding period, supervised driving and cell phone restriction); Kansas (nighttime and passenger restrictions); Maryland (age 18 for unrestricted license); New Hampshire (supervised driving); New Jersey (nighttime and cell phone restrictions); New York (holding period, supervised driving and passenger restriction); Oklahoma (nighttime restriction); Virginia (age 18 for unrestricted license); West Virginia (nighttime and passenger restrictions)

Impaired Driving: Arkansas (IID); Hawaii (IID); New York (IID); Oklahoma (Child Endangerment); Tennessee (Mandatory BAC Testing for Drivers Killed and Who Survived); Utah (IID)

All-Driver Text Messaging Restriction: Arkansas, Colorado, Illinois, Maryland, New Hampshire, North Carolina, Oregon, Rhode Island, Tennessee, Utah

**All-Rider Motorcycle Helmet Laws: No state enacted an all-rider law in 2009; however, there were 19 attempts (albeit unsuccessful) to repeal existing laws.*

New York enacted the nation's first primary enforcement seat belt law in 1984. Twenty-five years later, only 29 other states and DC have followed suit, although one of these states exempts pickup trucks and is not counted by Advocates as having this law. Even with significant federal incentive grants available to states to enact primary enforcement seat belt laws, only **four states took advantage of these federal funds to adopt a primary enforcement law in 2009.**

New York was also the first state to enact a motorcycle helmet law that covers all riders, in 1967. Today, only 19 other states and DC have such laws in place. **In fact, in 2009 there were attempts in 19 states to repeal existing all-rider motorcycle helmet laws. No state passed a new all-rider helmet law in 2009. Motorcycle fatalities have risen every year and more than doubled since 1997.**

In this report, Advocates' basis for choosing the 15 particular laws was derived from government and private research, crash data, and state experience with the laws. **An additional 388 new laws need to be adopted in all states and DC to fully meet Advocates' recommendations.**

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

SAFETY LAWS REDUCE COSTS

Motor vehicle crashes impose a significant financial burden on society. According to the National Highway Traffic Safety Administration (NHTSA), the total economic cost of motor vehicle crashes in 2000 was \$230.6 billion. Based on this, every American would pay an annual “crash tax” of nearly \$800. These economic cost figures have not been updated since 2001.

Motor vehicle crashes in the year 2000:

- Resulted in \$81.2 billion in lost workplace and household productivity;
- Created \$32.6 billion in present and future medical costs;
- Totaled \$59 billion in property damage costs; and,
- Cost each critically injured survivor an average of \$1.1 million.

Annual Economic Cost of Motor Vehicle Crashes to States

STATE	(Billions \$)	STATE	(Billions \$)
AL	\$2.788	MT	\$.621
AK	\$.475	NE	\$1.629
AZ	\$4.272	NV	\$1.873
AR	\$1.965	NH	\$1.014
CA	\$20.655	NJ	\$9.336
CO	\$3.278	NM	\$1.413
CT	\$3.596	NY	\$19.490
DE	\$.706	NC	\$8.270
DC	\$.732	ND	\$.290
FL	\$14.403	OH	\$11.090
GA	\$7.850	OK	\$2.593
HI	\$.655	OR	\$1.948
ID	\$.856	PA	\$8.170
IL	\$8.984	RI	\$.767
IN	\$4.346	SC	\$3.335
IA	\$2.105	SD	\$.498
KS	\$1.884	TN	\$4.628
KY	\$3.114	TX	\$19.761
LA	\$4.000	UT	\$1.594
ME	\$.912	VT	\$.221
MD	\$4.237	VA	\$5.203
MA	\$6.276	WA	\$5.310
MI	\$8.069	WV	\$1.268
MN	\$3.065	WI	\$3.756
MS	\$2.106	WY	\$.424
MO	\$4.737	Total	\$230.568

"Passing highway safety laws is not only socially responsible, it's fiscally prudent."

John J. Cullerton,
President of the Senate,
Illinois General Assembly

NHTSA: The Economic Impact of Motor Vehicle Crashes, 2000

SAFETY SOLUTIONS ARE AVAILABLE NOW

When called for, the federal government adopts “sanctions” for highway safety purposes, urging all states to adopt laws or face withholding of certain federal Highway Trust Fund monies until they act. Many thousands of lives have been saved in past decades using this approach (see below). In 2010, Congress has several distinct and unique opportunities to save even more lives by passing sanctions for states that have not enacted laws requiring **primary enforcement of seat belt laws, ignition interlocks for first offenders** (as in the House Transportation & Infrastructure Committee draft Surface Transportation Assistance Act), **all-driver text messaging restrictions** (as in pending legislation, S.1475, H.R. 3535 and H.R. 3829), and **minimum graduated driver licensing programs** (as in the Safe Teen And Novice Driver Uniform Protection Act, STANDUP—H.R. 1895).

Sanctions are Successful in Getting Every State to Act

21 Minimum Drinking Age (1984) →	22 states already had a 21 minimum drinking age law in 1984	<u>Every state</u> adopted a 21 minimum drinking age law by 1987 after federal sanction
Zero Alcohol Tolerance (1995) →	24 states and D.C. already had a zero tolerance law for youth under the age of 21 in 1995	<u>Every state</u> adopted a zero tolerance law by 1998 after federal sanction
Commercial Driver's License (CDL) (1986) →	Each state had its own CDL system in 1986	<u>Every state</u> upgraded their law to federal requirements by 1992 after federal sanction

Sanctions are More Effective than Incentives

Section 2011: Child Safety and Child Booster Seat Incentive Grants (SAFETEA-LU, 2005) →	18 states and D.C. already had had a booster seat law in 2005	Only 5 states qualified for funding by adopting a booster seat law (2005-2009)	Total funds for those 5 states: \$1,553,268	24 states still need an optimal booster seat law (through age 7)
Section 406: Primary Belt Law Incentive Grants (SAFETEA-LU, 2005) →	19 states and D.C. already had a primary seat belt law in 2005	Only 10 states qualified for funding by adopting a primary seat belt law (2005-2009)*	Total funds for those 10 states: \$128,202,335	21 states still need a primary enforcement seat belt law
Section 163: .08% BAC Law Incentive Grants (TEA-21, 1998) →	15 states already had a .08% BAC law in 1998	Only 2 states and D.C. qualified for funding by adopting a .08% BAC law <u>before sanctions were adopted</u>	Sanction Adopted in 2000 10 states adopted a .08% BAC law in just the first year (2001) <u>Every state</u> adopted a .08% BAC law by 2005. No state lost any highway funds	

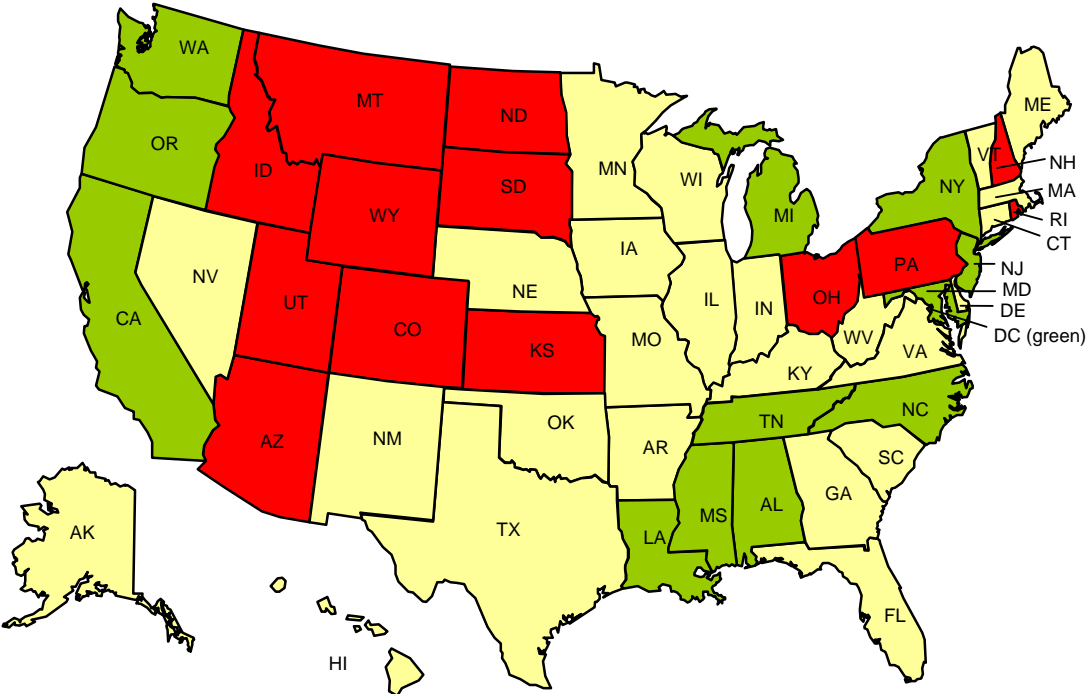
*An additional 5 states received funding as safety belt performance states: 4 do not have primary enforcement laws; 1 has a law that does not meet federal standards.




Sources: *National Highway Traffic Safety Administration & Federal Highway Administration*

ADULT OCCUPANT PROTECTION

Primary Enforcement Seat Belt Laws

All-Rider Motorcycle Helmet Laws



-  State has both a primary enforcement seat belt law and an all-rider motorcycle helmet law
-  State has either a primary enforcement seat belt law or an all-rider motorcycle helmet law
-  State has neither a primary enforcement seat belt law nor an all-rider motorcycle helmet law

PRIMARY ENFORCEMENT SEAT BELT LAWS

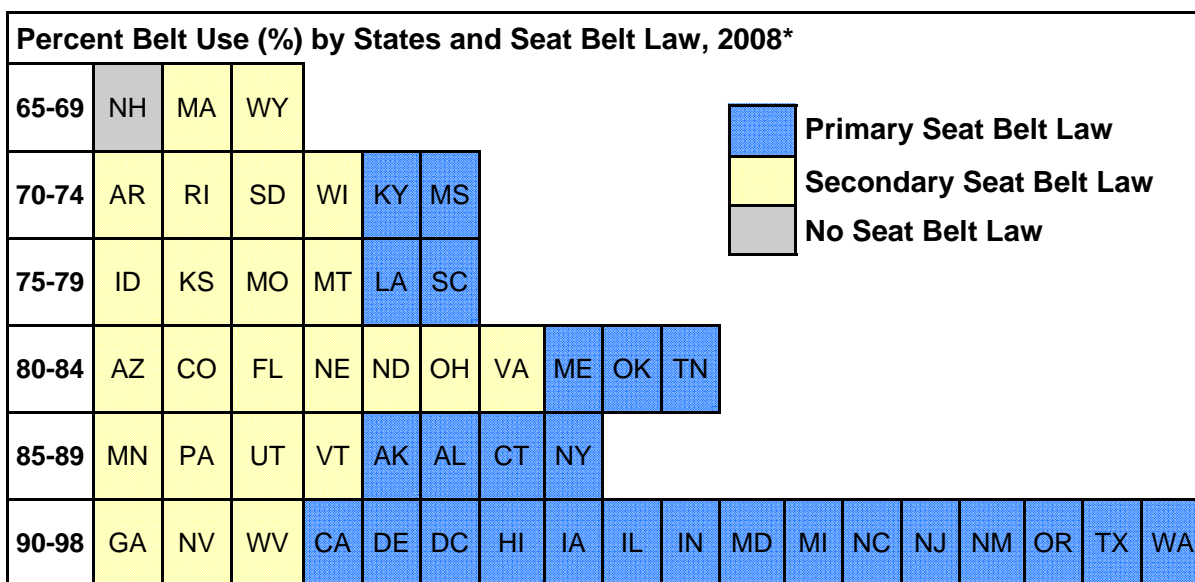
Seat belt use is the single most effective driver and passenger behavior that will reduce deaths in motor vehicle crashes. In 2008, 25,351 occupants of passenger vehicles were killed. This is 68 percent of traffic fatalities reported for the year. Of the passenger vehicle occupant fatalities for which restraint use was known, 55 percent (of passenger vehicle occupants killed in traffic crashes) were not wearing seat belts. In 2009, the national use rate was 84 percent, a number that has risen only slightly in recent years.

All states except New Hampshire have seat belt use laws, but only 29 states and DC allow primary enforcement of their belt laws with no major exemptions.¹ In 2009, four states (AR, FL, MN, WI) adopted primary enforcement seat belt laws, the last year federal incentive grants were available. In states with primary enforcement, law officers may ticket a non-belt user when they see a violation of the seat belt law. In secondary enforcement states, police may issue a citation for seat belt non-use only after stopping the vehicle for another traffic infraction.

In states with primary enforcement laws, belt use rates are higher. A study conducted by the Insurance Institute for Highway Safety found that when states strengthen their laws from secondary enforcement to primary, driver death rates decline by an estimated seven percent. Use levels are typically 10 to 15 percentage points higher than in secondary enforcement states. Drivers are more likely to buckle up because the perception is that they are going to be ticketed if they do not. See the chart below for seat belt use rates and state seat belt laws.

Needless deaths and injuries that result from non-use of seat belts cost society an estimated \$26 billion annually in medical care, lost productivity and other injury-related costs.

A 2004 Lou Harris Poll found that four out of five Americans believe that seat belt use should be enforced like any other traffic violation. Unfortunately, 21 state legislatures have failed to act to fully upgrade their belt laws to primary enforcement.



Source: Insurance Institute for Highway Safety, 2009. States that adopted primary enforcement in 2009 are still listed as secondary enforcement states in this chart which was published before enactment of the four laws (AR, FL, MN, WI). Also, since Advocates does not give credit to Georgia, the chart reflects that they have a secondary enforcement law.

¹Georgia is often counted as a primary enforcement state, but since they have an exemption for pick-up trucks, Advocates does not give them credit for having this law.

Why Every State Should Pass a Primary Enforcement Seat Belt Law

Lives Saved -

In the U.S., motor vehicle crashes claim one fatality every 14 minutes. Motor vehicle crashes are the leading cause of death and injury for all Americans between ages four and 34. In 2008, 37,261 Americans were killed and more than 2.3 million were injured, at a cost of \$230 billion. Seat belts saved the lives of an estimated 13,250 people over the age of four in 2008. An additional 4,152 lives could have been saved if all passenger vehicle occupants over age 4 had worn seat belts.

Money Saved -

Needless deaths and injuries that result from non-use of seat belts cost society an estimated \$26 billion annually in medical care, lost productivity and other injury related costs. Unbelted crash victims have medical bills that are 50 percent higher than belted victims — society bears 74 percent of the cost through increased insurance premiums, taxes, and health care costs.

Seat Belt Use Will Increase -

States that have passed a primary enforcement law have seen dramatic increases in belt use rates. The seat belt use rate in Illinois rose from 74 percent in 2002 to 80 percent in 2003, after passage of a primary law. When Oklahoma upgraded its belt law to primary enforcement in 1997, the use rate increased from 48 percent in 1996 to 68 percent in 2001.

Protecting Children is Paramount -

In 2008, there were 240 passenger vehicle occupant fatalities among children under age 4, and 33 percent of these children were unrestrained. There were 214 passenger vehicle occupant fatalities among children ages 4 to 7, and 40 percent were unrestrained. Children riding with unbelted adults are much less likely to be buckled up. When Louisiana adopted its primary enforcement seat belt law, child restraint use jumped from 45 to 82 percent, even though the state's child passenger safety law did not change.

Personal Choice and Individual Rights -

“A primary enforcement seat belt law is no more intrusive of an individual’s freedom than any other law. As with other laws, for example, building and fire codes, it is the legitimate responsibility of government to provide for the protection of its citizens.” (NHTSA, 2006) The U.S. Supreme Court noted in 1972, “...from the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family’s continued subsistence.”

Concerns About Harassment -

According to NHTSA’s 2003 Motor Vehicle Occupant Safety Survey, 67 percent of African-Americans and 74 percent of Hispanics supported primary enforcement of seat belt laws. Numerous before-and-after studies in Michigan, Maryland, Oklahoma, and other states that have passed primary enforcement laws show no increase in citation overrepresentation with minorities. However, the potential for harassment is an ongoing concern that is not limited to, nor created by, primary enforcement seat belt laws.

Federal Incentive Grants -

Passage of federal legislation in 2005 created an incentive program for states that enact a primary enforcement law. Almost \$500 million in grant funds was available for fiscal years (FY) 2006-2009 under this program. Only eight states (AK, AR, FL, KY, ME, MN, MS, WI) passed laws and took advantage of this program. One state (IN) amended its existing law to meet federal requirements.

ALL-RIDER MOTORCYCLE HELMET LAWS

In 2008, 5,290 motorcycle riders were killed, an increase for the eleventh year in a row, and 96,000 were injured. Studies from NHTSA show that fatality rates are exceeding increases in vehicle miles traveled and motorcycle registrations. Motorcyclists are highly overrepresented in traffic fatalities. In 2008, they represented 14 percent of total traffic fatalities, yet motorcycles comprised only 3 percent of all registered vehicles and accounted for 0.4 percent of all vehicle miles traveled in 2007. Motorcyclists are 37 percent more likely to die in a crash than a passenger vehicle occupant. A 2004 Lou Harris Poll showed that eight of ten people believe their state should have an all-rider helmet law. NHTSA estimates that helmets saved the lives of 1,829 motorcyclists in 2008 and that 823 more could have been saved if all motorcyclists had worn helmets. Despite these facts, in 2009, 19 states attempted to repeal their all-rider helmet law, while virtually no state has been successful in adopting a new one.

In 2007, the National Transportation Safety Board recommended that all states adopt an all-rider helmet law. In states with all-rider helmet laws, use is nearly 100 percent. While helmets will not prevent crashes from occurring, they have a significant, positive impact on preventing head and brain injuries during crashes. Some critics of helmet laws cite motorcycle education programs as the answer, but research from the Insurance Institute for Highway Safety and others shows no evidence that motorcycle rider training reduces crash risk.

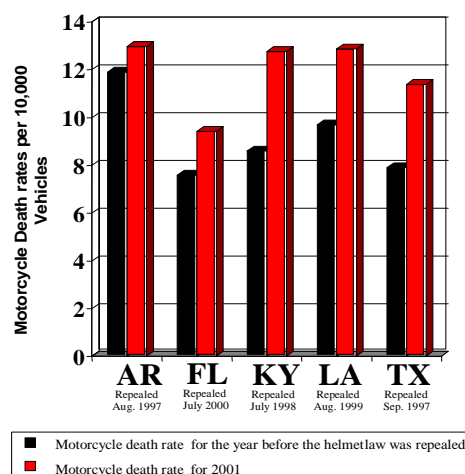
According to NHTSA, almost 50 percent of motorcycle crash victims have no private health insurance, so their medical bills are often paid by taxpayers. As states have repealed their helmet laws, helmet use nationally has declined from 71 percent in 2000 to 63 percent in 2008.

Helmet laws are the most effective countermeasure to prevent motorcycle rider fatalities, and they save money. In 1992, California's all-rider law went into effect resulting in a 40 percent drop in its Medicaid costs and total hospital charges for treatment of motorcycle riders. According to NHTSA, an estimated \$13.2 billion was saved from 1984 to 1999 because of motorcycle helmet use. An additional \$11.1 billion could have been saved if all motorcyclists had worn helmets.

Today, only 20 states and DC require all motorcycle riders to use a helmet. Twenty-seven states have laws that cover only some riders (i.e., up to age 18 or 21). These age-specific laws are nearly impossible for police officers to enforce and result in much lower helmet use. Three states (IL, IA and NH) have no motorcycle helmet use law. About two-thirds (65 percent) of the fatally injured motorcycle riders were not wearing a helmet in states without all-rider helmet laws compared to 14 percent in states with them. In 2004, Louisiana reinstated its all-rider helmet law after repealing it in 1999 and seeing a 100 percent increase in motorcycle fatalities and a 50 percent drop in helmet usage. In Missouri, safety groups successfully fought off another repeal effort in 2009, using data that proved repealing the law would again result in a dramatic rise in deaths, injuries and costs to the state.

MOTORCYCLE DEATH RATES

in
5 STATES BEFORE AND AFTER HELMET LAW REPEALS



Source: Data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System, 1996 -2001.

Why Every State Should Pass an All-Rider Motorcycle Helmet Law

Helmet Laws Save Lives -

According to the Brain Injury Association of America, head injury is a leading cause of death in motorcycle crashes. Motorcycle helmets are 37 percent effective in preventing motorcyclist deaths and 67 percent effective in preventing brain injuries. Motorcycle helmets saved the lives of 1,829 people in 2008. An additional 823 lives could have been saved if every motorcyclist had worn a helmet.

Helmet Laws Increase Use -

Studies show that helmet use approaches 100 percent in states with all-rider motorcycle helmet laws. In states without all-rider laws, helmet use was 53 percent in 2002 and only 46 percent in 2005. Age-specific helmet laws are virtually impossible to enforce and there is no evidence that these laws reduce deaths and injuries.

Fiscal Responsibility -

Riders who do not wear helmets have higher health care costs as a result of their crash injuries and nearly half lack private insurance. The financial burden for treatment and care of uninsured motorcycle crash victims is placed on the government and taxpayers. In 2005, Maryland estimated that repeal of its all-rider helmet law would increase Medicaid expenditures by *\$1.2 million* in the first year and annually up to *\$1.5 million* thereafter.

Fatalities and Injuries are Climbing -

In 2008, 5,290 motorcycle riders died in crashes, and 96,000 were injured. Motorcycle fatalities are at their highest level, and now account for 14 percent of all annual fatalities, even though motorcycles represent nearly 3 percent of all registered vehicles and accounted for only 0.4 percent of all vehicle miles traveled.

The Public Overwhelmingly Supports Helmet Laws -

According to a motor vehicle occupant survey conducted by NHTSA, 81 percent reported that they favored mandatory helmet use laws for motorcyclists. A 2004 Lou Harris poll commissioned by Advocates yielded the same results.

Alternatives are Costly and Ineffective -

There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. A review conducted in 1996 by the Traffic Injury Research Foundation concluded that there is "no compelling evidence that rider training is associated with reductions in collisions." The Centers for Disease Control and Prevention and IIHS also support these claims.

Helmets Do Not Increase the Likelihood of Spinal Injury or Crash -

Critics of helmet laws often cite a highly disputed study indicating the added weight of helmets cause neck and spinal injuries during crashes. More than a dozen peer-reviewed medical studies refute this claim. Long-standing, credible studies have determined that helmets reduce head injuries without increased occurrence of spinal injuries in motorcycle trauma. Studies also show that helmets do not restrict vision, interfere with hearing, or cause heat discomfort.

ADULT OCCUPANT PROTECTION LAWS RATING CHART

Primary Enforcement Seat Belt Laws and All-Rider Motorcycle Helmet Laws

Number of new Adult Occupant Protection laws since January 2009: Four Primary Enforcement (AR, FL, MN, WI), NO All-Rider Motorcycle Helmet Laws

	Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating
AL	●	●	●	MT			●
AK	●		●	NE		●	●
AZ			●	NV		●	●
AR	●		●	NH			●
CA	●	●	●	NJ	●	●	●
CO			●	NM	●		●
CT	●		●	NY	●	●	●
DE	●		●	NC	●	●	●
DC	●	●	●	ND			●
FL	●		●	OH			●
GA		●	●	OK	●		●
HI	●		●	OR	●	●	●
ID			●	PA			●
IL	●		●	RI			●
IN	●		●	SC	●		●
IA	●		●	SD			●
KS			●	TN	●	●	●
KY	●		●	TX	●		●
LA	●	●	●	UT			●
ME	●		●	VT		●	●
MD	●	●	●	VA		●	●
MA		●	●	WA	●	●	●
MI	●	●	●	WV		●	●
MN	●		●	WI	●		●
MS	●	●	●	WY			●
MO		●	●				

Four states adopted a primary enforcement seat belt law in 2009.

Arkansas, Florida, Minnesota and Wisconsin adopted the optimal law.

Primary Enforcement Seat Belt Law -- gives police authority to stop a motorist for not using a seat belt. No other traffic citation need be issued first in order to write such a ticket.

21 states do not have primary enforcement seat belt laws, or their law is non-optimal.

No state adopted an all-rider motorcycle helmet law in 2009.

All-Rider Motorcycle Helmet Law -- protects all riders from death or serious injury by requiring helmet use. No credit was given to states with any exceptions in their helmet laws.

30 states do not have all-rider helmet laws.

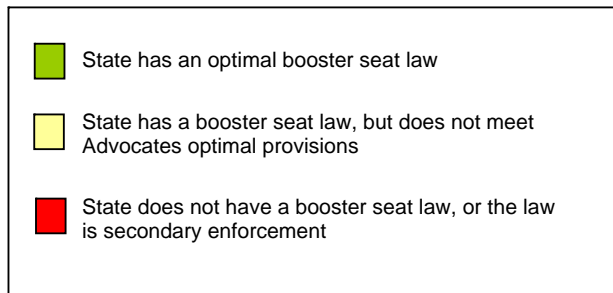
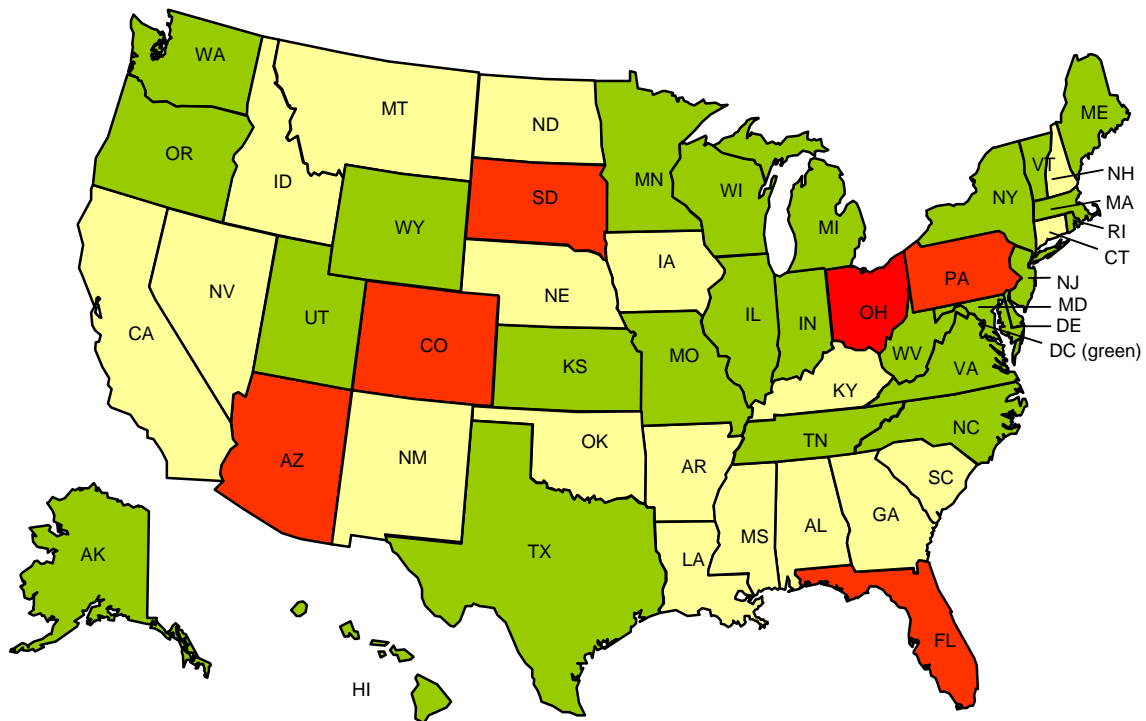
13 states have neither law. (AZ, CO, ID, KS, MT, NH, ND, OH, PA, RI, SD, UT and WY).

12 states and DC have both laws (AL, CA, LA, MD, MI, MS, NJ, NY, NC, OR, TN and WA).

- = Optimal law
- = Good
- = Caution
- = Danger

CHILD PASSENGER SAFETY

Booster Seat Laws



BOOSTER SEAT LAWS

Motor vehicle crashes are the leading cause of death for children four to fourteen years old. In 2008, 318 children ages four through seven died in motor vehicle crashes. According to Partners for Child Passenger Safety, a project of Children's Hospital of Philadelphia and State Farm Insurance, booster seats reduce the risk of injury by 45 percent in children ages four to eight, as compared to using seat belts alone. Most of the children in that age group are at increased risk of injury or death due to inappropriate restraint in adult seat belts or lack of any restraint use at all. Children in side-impact crashes benefitted the most from booster seats, showing a reduction in injury risk of 68 percent for near-side crashes and 82 percent for far-side crashes. A 2004 Harris poll found that 84 percent of Americans support all states having booster seat laws protecting children ages four to eight.



Photo courtesy of Catherine Chase of her daughter Carlyne, age 5.

Booster seats are intended to provide a platform that lifts the child up off the vehicle seat in order to improve the fit of the adult seat belt. An improper fit of an adult belt can cause the lap belt to ride up over the stomach and the shoulder belt to cut across the neck, potentially exposing the child to serious abdominal and/or neck injury. If the shoulder strap portion of the lap/shoulder belt is uncomfortable, children will likely place it behind their backs, thereby defeating safety benefits of the system. When children are properly restrained in a child safety seat, booster, or seat belt, as appropriate for their age and size, their chance of being killed or seriously injured in a car crash is greatly reduced.

To date, 44 states and DC have enacted booster seat laws. Only 26 of those states and DC have laws that provide protection for children ages four through seven, as recommended by Advocates, NHTSA, and other child safety advocacy organizations. Eighteen states with booster seat laws cover children only up to age five, six or seven. Six states have no booster seat law at all, or their laws are not subject to primary enforcement. In this report, Advocates gives only half credit for laws that do not cover children through age seven. Ironically, although only a minority of states have effective laws in place to protect children four through seven years old from the leading cause of death for that age group, motor vehicle crashes, nearly every state (48 and DC) has a law requiring children to wear life jackets while boating to protect them from the third leading cause of preventable death - drowning.

BOOSTER SEAT LAWS RATING CHART

Number of new Booster Seat laws since January 2009: Five Optimal Booster Seat Laws (AK, MN, NY, RI, TX).

	Booster Seat Law	Rating		Booster Seat Law	Rating
AL	○	●	MT	○	●
AK	●	●	NE	○	●
AZ		●	NV	○	●
AR	○	●	NH	○	●
CA	○	●	NJ	●	●
CO		●	NM	○	●
CT	○	●	NY	●	●
DE	●	●	NC	●	●
DC	●	●	ND	○	●
FL		●	OH		●
GA	○	●	OK	○	●
HI	●	●	OR	●	●
ID	○	●	PA		●
IL	●	●	RI	●	●
IN	●	●	SC	○	●
IA	○	●	SD		●
KS	●	●	TN	●	●
KY	○	●	TX	●	●
LA	○	●	UT	●	●
ME	●	●	VT	●	●
MD	●	●	VA	●	●
MA	●	●	WA	●	●
MI	●	●	WV	●	●
MN	●	●	WI	●	●
MS	○	●	WY	●	●
MO	●	●			

Five states adopted optimal booster seat laws in 2009:

Alaska, Minnesota, New York, Rhode Island and Texas adopted the optimal law.

26 states and DC have an optimal booster seat law.

18 states have a booster seat law that does not cover children through age 7.

6 states have yet to adopt any booster seat law, or the states law only permits secondary enforcement.

- = Optimal law
- = Law does not fully satisfy Advocates' recommendation (half-credit)
- = Good
- = Caution
- = Danger

TEEN DRIVING: GRADUATED DRIVER LICENSING (GDL) PROGRAM

Minimum Age 16 for Learner's Permit

6-Month Holding Period

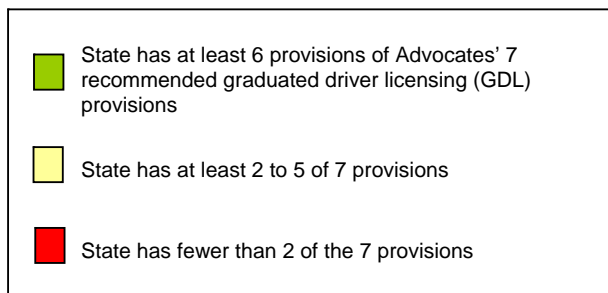
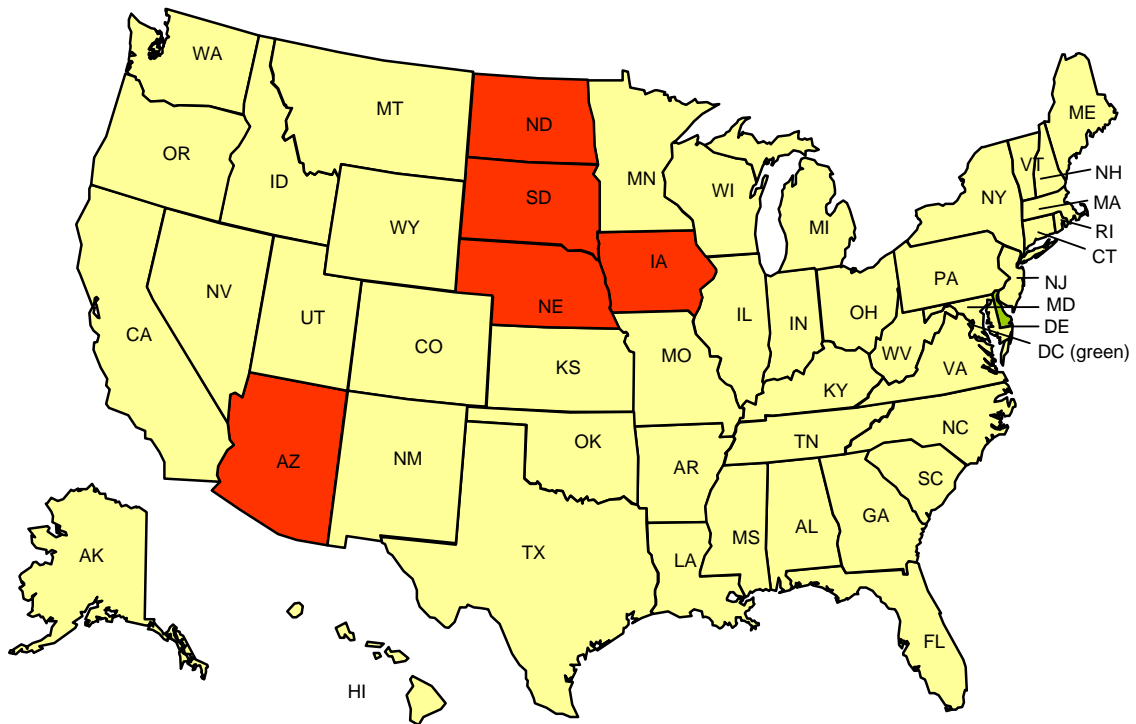
30-50 Hours Supervised Driving

Nighttime Driving Restriction

Passenger Restriction

Cell Phone Restriction

Age 18 for Unrestricted License



TEEN DRIVING LAWS

Motor Vehicle Crashes are the Number One Killer of American Teenagers Ages 15 to 20

Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks. According to NHTSA, 6,428 people were killed in crashes involving young drivers in 2008. Of that number, 2,739 were young drivers and 1,654 were passengers of young drivers. The remaining 2,035 victims were pedestrians, other drivers and passengers in the other vehicles involved in crashes with young drivers.

Graduated driver licensing (GDL) programs introduce teens to the driving experience gradually by phasing in full driving privileges over time, in lower risk settings, and have been effective in reducing teen crash deaths. In this report, each of the seven recommended provisions is counted as a separate law. Definitions of the provisions can be found on pages 4 and 5.

Advocates supports the recommendations of the National Transportation Safety Board that cell phone use by novice teen drivers is an unnecessary distraction and contributes to motor vehicle crashes. Research also confirms that the cognitive effects of talking on a cell phone can decrease situational awareness and slow reaction time.



In 2006, the Virginia Tech Transportation Institute and NHTSA released the results of a 100-car naturalistic driving study, in which the behavior of the drivers (many of them young) in 100 vehicles was tracked for more than one year using video and sensor devices. Researchers determined that nearly 80 percent of crashes and 65 percent of near-crashes involved some form of driver inattention within three seconds before the event; the most common distraction was the use of cell phones.

Cell phones have become an integral part of our everyday lives, especially for teens. Text messaging has become a more prominent issue when it comes to distracted teen drivers. In a 2007 study by Liberty Mutual Insurance Group and Students Against Destructive Decisions (SADD), 46 percent of teens admitted to text messaging while driving, even though 37 percent rated text messaging as “extremely” or “very distracting.”

The public supports GDL programs for teen drivers. According to a 2004 survey conducted by the American Automobile Association, 73 percent of Americans think that public officials should do more to improve the safety of drivers between the ages of 15 to 19.

GDL Laws Needed (that meet Advocates' recommendation)

- **42 states need to raise the minimum age to 16 for learner's permit**
- **4 states need a 6-month holding period**
- **12 states need 30-50 hours of supervised driving**
- **41 states and DC need a nighttime driving provision**
- **23 states need a passenger restriction**
- **35 states need a cell phone restriction (including text messaging)**
- **38 states need to raise the minimum age to 18 for an unrestricted license**

Key Facts Regarding Teen Drivers

- In 2008, 6,428 people were killed in crashes involving young drivers ages 15-20; 2,739 of them were young drivers and 1,654 were passengers of teen drivers. (NHTSA, 2009)
- As more and more states have adopted graduated driver licensing systems, which phase in full driving privileges, the crash rates in these states have declined about 10-30 percent. (IIHS, 2008)
- Programs that included a mandatory waiting period, 30 hours of supervised driving, and passenger and nighttime restrictions were associated with reductions of 16-21 percent in fatal-crash involvement rates of 16-year-old drivers. (NHTSA, 2006)
- States with nighttime driving restrictions show crash reductions of up to 60 percent during restricted hours. (NHTSA, 2006)
- Fatal crash rates per mile driven are twice as high for 16 year olds as it is for 18-19 year olds. The greatest incidence (20 percent) of teenage motor vehicle crash deaths occur from 9pm to midnight. (IIHS, Fatality Facts 2008: Teenagers)
- The percent age of fatal crashes involving 16-year-olds carrying three or more passengers was reduced by half between 1996 and 2005. Researchers suggest this is attributable to the success of graduated driver licensing laws.
- An analysis of fatal crash rates for drivers aged 15-17 in states with different minimum learner's permit and intermediate license ages found that as these ages decrease, fatal crash rates increase. The earlier young people are allowed to learn to drive, and the younger age at which they become licensed, are both factors associated with higher fatal crash rates.
- In 2008, 41 percent of the young drivers who were killed in crashes were unrestrained. (NHTSA, 2009)
- Twenty-five percent of young drivers aged 15-20 who were killed in crashes in 2008 had a BAC of .08 percent or higher. (NHTSA, 2009)
- The estimated economic cost of police-reported crashes involving drivers between 15 and 20 years old was \$42.3 billion. (NHTSA, 2002)
- Studies in states over the last ten years have shown that in Michigan and North Carolina, which were considered among the country's most comprehensive GDL programs in 1997, crashes involving young drivers decreased by nearly 30 percent in each state. In Oregon, per-driver crash rates are nearly 50 percent less than in Ontario, Canada which has a less restrictive intermediate GDL stage. In California, teen passenger deaths and injuries resulting from young drivers declined by 40 percent in the first three years of the GDL program. (Journal of the American Medical Association, 2001; Mayhew, D., "Reducing the Crash Risk for Young Drivers", June 2006; Automobile Club of Southern California, 2001)
- In a 2008 survey of drivers 16 to 61 conducted by Nationwide Insurance, teen drivers were the least likely to talk on a cell phone while driving compared to older age groups (62 percent), but they were among the most likely of the age groups to engage in text messaging while driving (36 percent). (Nationwide Insurance, May 2008) Since text messaging increases the risk of a safety-critical driving event by 23.2 percent times (Virginia Tech Transportation Institute, 2009), this is an extremely alarming statistic.

THE SAFE TEEN AND NOVICE DRIVER UNIFORM PROTECTION ACT OF 2009 (STANDUP)

As you will see on page 23, state GDL laws vary widely with regard to the components included and the strength of the restrictions. This has resulted in an uneven patchwork of stronger and weaker GDL laws across the nation. Legislation has been introduced in Congress, H.R. 1895—the STANDUP Act, to establish minimum standards for state GDL programs. The federal practice of withholding a percentage of Highway Trust Fund monies from states until they have adopted key lifesaving highway safety laws – known as “sanctions” – has worked effectively to speed up the process of passing state laws and creating a uniform safety policy across all 50 states and D.C. This practice has been successful on a number of important issues, such as establishing 21 as the minimum legal drinking age; setting the allowable blood alcohol concentration level for drivers at .08 percent BAC; and adopting a zero tolerance policy for underage drinking and driving. With the use of federal sanctions, all 50 states passed these laws in the time allowed, and no state lost money. More importantly, these laws are credited with saving more than 25,000 lives. Using this approach to improve state GDL laws would ultimately lead to a reduction in teen driver crashes and related deaths.

The STANDUP Act would require states to adopt these minimum requirements for state GDL laws:

- A 3-stage licensing process (learner’s permit and intermediate stage before granting an unrestricted driver’s license);
- A prohibition on nighttime driving during the learner’s permit and intermediate stages;
- A passenger restriction during the learner’s permit and intermediate stages (no more than one non-family member as a passenger under the age of 21 unless a licensed driver over 21 years of age is in the vehicle);
- A prohibition on non-emergency use of cell phones and other communication devices, including text messaging, during the learner’s permit and intermediate stages;
- Age 16 as the minimum age for issuance of a learner’s permit and age 18 as the minimum age for lifting of all restrictions on newly-licensed teen drivers;
- Any other requirement adopted by the Secretary of Transportation, including a learner’s permit holding period at least 6 months; an intermediate stage of at least 6 months; at least 30 hours behind-the-wheel, supervised driving by a licensed driver 21 years of age or older; automatic delay of full licensure if permit holder commits an offense, such as DWI, misrepresentation of true age, reckless driving, unbelted driving, speeding, or other violations as determined by the Secretary.

In the first three years, the STANDUP Act provides safety grants to states with qualifying GDL laws as a means to urge all states to adopt GDL laws that meet specific minimum requirements.

States that comply with the defined minimum requirements will receive grants based on the same ratio used to apportion funds under the Section 402 highway safety program. The annual authorization level is \$25 million.

For states that do not comply with the minimum requirements section within three years of enactment, the Secretary shall withhold a percentage of certain federal highway construction program funds otherwise required to be apportioned to that State. The withholding percentage increases each year for the three years after the incentive grants end. Should any funds be withheld for noncompliance in the first two fiscal years of withholding, those funds will be returned to States that later come into compliance within three years after the year for which funds were withheld. Withheld funds that are not recovered by a State within the three-year period, and any other funds withheld for other fiscal years, will be returned to the U.S. Treasury.



The Saferoads4teens Coalition is a group of consumer, health, safety, medical, teen and parent organizations, as well as insurance companies and automotive representatives supporting the STANDUP Act.

TEEN DRIVING LAWS RATING CHART

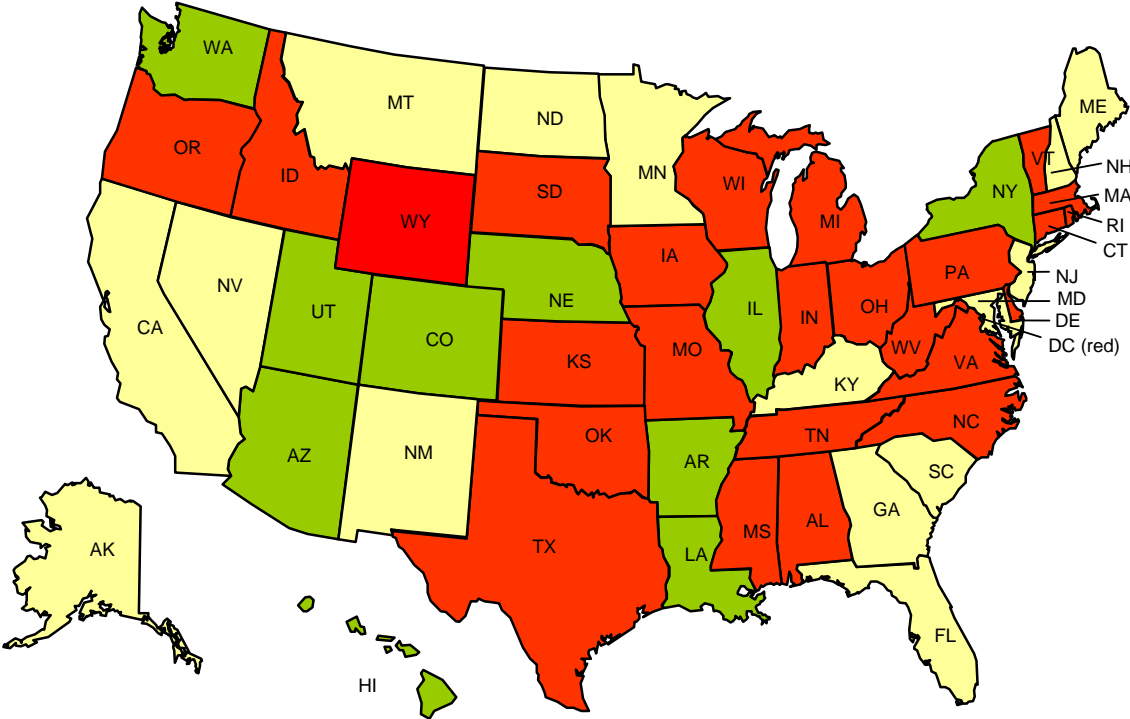
Number of New Laws Adopted Since January 2009: Four nighttime restrictions (KS, NJ, OK, WV); Three 30-50 hours supervised driving provisions (IN, NH, NY); Two 6-month holding period provisions (IN, NY); Four passenger restriction provisions (AR, KS, NY, WV); Three cell phone restrictions (CO, IN, NJ); Two age 18 unrestricted license laws (AR, MD).




	Minimum Age 16 for Learner's Permit	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Teen Driving Laws Rating		Minimum Age 16 for Learner's Permit	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 Unrestricted License	Teen Driving Laws Rating
AL		●		○	○			●	MT			●	○	●			●
AK		●	●	○	●	○		●	NE			●					●
AZ		●						●	NV			●	●			●	●
AR		●		○	●	○	●	●	NH			●	○	●	○		●
CA		●	●			○		●	NJ	●	●		○	●	●	●	●
CO		●	●			●		●	NM		●	●	○	●			●
CT	●		●	○	●	●	●	●	NY	●	●	●	●	●			●
DE	●	●	●	●	●	●		●	NC		●		●	●	●		●
DC	●	●	●	○	●	●	●	●	ND		●						●
FL		●	●	○			●	●	OH		●	●		●		●	●
GA		●	●				●	●	OK		●	●	●	●			●
HI		●	●	○	●			●	OR		●	●	○	●	●		●
ID		●	●	●	●			●	PA	●	●	●	○				●
IL		●	●	○	●	●	●	●	RI	●	●	●	○	●	●		●
IN		●	●	○	●	●	●	●	SC		●	●	●	○			●
IA		●		○				●	SD				●				●
KS		●	●	●	●	●		●	TN		●	●	○	●	●		●
KY	●	●	●	○				●	TX		●				●		●
LA		●	●	○				●	UT		●	●	○		○		●
ME		●	●	○	●	●		●	VT		●	●		●			●
MD		●	●	○		○	●	●	VA		●	●				●	●
MA	●	●	●				●	●	WA		●	●					●
MI		●	●	○				●	WV		●		●	●	●		●
MN		●	●	○	●	●		●	WI		●	●	○	●			●
MS		●		○		○		●	WY			●	○	●			●
MO		●	●	○	●	○		●									

● = Optimal law ○ = Law does not satisfy Advocates' recommendation (half-credit)
 ● = Good (At least 6 provisions) ● = Caution (at least 2 of 7 provisions) ● = Danger (Less than 2 provisions)

IMPAIRED DRIVING

- Child Endangerment
- Mandatory BAC Tests
- Open Container
- Ignition Interlock Devices



	State has all 4 optimal impaired driving laws, or 3 with an optimal ignition interlock law
	State has at least 3 optimal impaired driving laws without an optimal ignition interlock law
	State has fewer than 3 optimal impaired driving laws without an optimal ignition interlock law

IMPAIRED DRIVING LAWS

In 2008, 32 percent of all fatal crashes were alcohol-related, and 11,773 people were killed in alcohol-impaired driving crashes. Clearly, more needs to be done to reduce the number of impaired drivers on our roadways. In 2008, a higher percentage (29 percent) of motorcycle riders in fatal crashes had BAC levels of .08 percent or higher than any other type of driver.

Impaired driving laws target a range of behavioral issues associated with alcohol consumption and operation of a motor vehicle on public roads.

Federal leadership in critical areas such as impaired driving has resulted in the rapid adoption of life-saving laws in states across the country. As a result of federal laws enacted with strong sanctions, all 50 states have adopted .08 percent BAC, a national 21 minimum drinking age, and zero tolerance BAC laws for youth.

Additionally, documented successes in reducing drunk driving have resulted from the enactment of laws requiring ignition interlock devices for convicted drunk drivers, child endangerment laws, open container laws and laws requiring mandatory BAC testing for drivers who either are killed or survive a crash in which a death occurs.

Four laws that Advocates considers crucial to reducing impaired driving are:

- **Ignition Interlock Devices for All Offenders**
- **Child Endangerment**
- **Mandatory BAC Test – Killed and
Mandatory BAC Test – Surviving
(considered as one law, for evaluation purposes)**
- **Open Container (that meets federal requirements)**

In the chart, states have been rated as:

- “Good” for having all four laws necessary for reducing drunk driving, or three laws including an optimal ignition interlock law.
- “Caution” for having at least three of the optimal laws, without an optimal ignition interlock law.
- “Danger” for having fewer than three of these lifesaving laws, with an optimal ignition interlock law.

Ignition Interlock Device (IID) Laws

A breath alcohol ignition interlock device (IID) is a mechanism similar to a breathalyzer which is linked to a vehicle's ignition system. Its purpose is to deter an individual from driving the vehicle when there is a certain level of alcohol in the bloodstream from. Before the vehicle can be started, the driver must breathe into the device. If the analyzed result is over a programmed blood alcohol concentration, commonly .02 percent or .04 percent, the vehicle will not start. At random times after the engine has been started, the IID will require another breath sample. This will prevent a friend or relative from breathing into the device to bypass the system, enabling the intoxicated person to get behind the wheel and drive away. If the breath sample is not provided, or the sample exceeds the ignition interlock's preset blood alcohol level, the device will log the event, warn the driver and then start up an alarm (e.g., lights flashing, horn honking, etc.) until the ignition is turned off.

A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made a one-time mistake. However, studies have shown that the average first offender will have driven drunk 87 times before getting caught. Most states now permit judges to order the installation of an IID as a condition of probation, especially for repeat offenders.

In November 2006, Mothers Against Drunk Driving (MADD) announced a national campaign advocating mandatory IID installation including first and all offenders. In an effort to combat the nearly 12,000 deaths each year related to drunk driving, the campaign's goal is to apply new technology and tougher laws to deter drunk driving. In 2009, in a survey conducted by the Insurance Institute for Highway Safety (IIHS), 84 percent of respondents said ignition interlock devices are a good idea for convicted drunk drivers.

Advocates has also chosen to evaluate whether states' ignition interlock laws apply to all offenders. Currently, **only twelve (12) states (AK, AR, AZ, CO, HI, IL, LA, NE, NM, NY, UT, WA) require the installation of ignition interlock devices for first-time offenders.** These state laws offer the most effective means for denying drunk drivers the opportunity to get behind the wheel. Full credit is given to states that require ignition interlock devices for all offenders, and half-credit for laws that require ignition interlock devices only for repeat offenders. **Illinois and Colorado** have received full credit for adopting laws that create strong incentives for the installation of ignition interlocks.



From a Walk Like
MADD event, 2008.
Courtesy of MADD.

Child Endangerment Laws

In 2008, 1,374 children under age 14 were killed in motor vehicle crashes. Approximately 16 percent of these fatalities occurred in crashes involving alcohol. A national telephone survey sponsored by NHTSA in 1999 estimated that between 46 and 102 million drunk-driving trips are made each year with children under the age of 15 in the vehicle.

Child endangerment laws either create a separate offense or enhance existing Driving While Intoxicated (DWI) and Driving Under the Influence (DUI) penalties for people who drive under the influence of alcohol or drugs with a minor child in the vehicle. These drivers create a hazardous situation for themselves and for others on the road, and they also put a child – who rarely has a choice in who gets behind the wheel – in potentially serious danger.

While numerous states have existing child endangerment laws to address child abuse, many of these state laws are not clearly defined when it comes to impaired driving. Prosecution of child endangerment cases also requires the state to prove intent and overcome the defense that the act was unintentional. This additional burden in child endangerment cases frequently causes these cases to be dismissed during pre-trial negotiations. For this reason, driving while impaired with a child in the vehicle is rarely charged as child abuse. By creating a separate offense for driving impaired with a child in the vehicle, enforcement of the law is improved and public awareness is heightened.

The U.S. Centers for Disease Control and Prevention (CDC) studied crashes involving impaired drivers and found that among over 5,000 child passenger deaths studied, more than 60 percent of the children who were killed were riding in the car driven by the impaired driver. Impaired drivers who transported a child who was killed in a crash were more likely to have had a prior license suspension or to have been previously convicted for driving while intoxicated. These problem drivers continue to take risks with their own lives, but also place at risk the life of a child.

Additionally, the CDC study found that only 18 percent of children who were killed in a crash while riding in the impaired driver's vehicle were properly restrained. In comparison, nearly 31 percent of children killed in a crash while riding with a non-impaired driver were properly restrained.

Child endangerment laws are enacted to encourage people to consider the consequences before they drive while impaired with a child in their vehicle. When adequately defined and properly enforced, child endangerment laws act as strong deterrents that protect children.

Currently, 45 states and DC have enacted child endangerment laws that increase penalties for people who drive while impaired with children in their vehicle. Five (5) states need to enact such laws. One state (OK) enacted a child endangerment law in 2009.

Mandatory BAC Test Laws For Drivers Killed in Fatal Crashes and For Drivers Who Survive Fatal Crashes

To have a clear picture of alcohol-involved crashes, blood testing of drivers involved in a fatal crash is essential. There are generally two provisions of law that are needed for accurate and full reporting to the Fatality Analysis Reporting System (FARS) on impaired driving and crash fatalities: mandatory Blood Alcohol Concentration (BAC) testing for drivers who are killed in a fatal crash, as well as mandatory BAC testing for drivers who survive a crash in which a fatality has occurred. These laws require the collection of important data that can serve to increase awareness of drunk driving issues by improving the integrity of the data that are collected. They ensure a high level of testing, increase the likelihood of prosecution of impaired driving offenders, decrease the use of hospitals as “safe havens” for offenders to avoid prosecution and increase the deterrent to drink and drive by making detection increasingly likely. All of these benefits allow officials to determine the best policies and strategies to reduce impaired driving.

Unfortunately, data on deaths in crashes involving impaired drivers are incomplete because state laws have different requirements for testing drivers involved in crashes in which a fatality occurs. According to NHTSA’s latest data, only 24,389 (42 percent) of the drivers who were involved in a fatal crash in 2001 had BAC test results reported in FARS. In Texas, which only requires testing of surviving drivers involved in a fatal crash, only 1,175 (23 percent) of the 5,138 drivers involved in fatal crashes in 2001 had their BACs reported to FARS. These statistics are far too low and state laws are far too inconsistent on this subject to ensure accurate reporting.

In this report, Advocates considers both of these laws as a single criterion, (full credit if a state has both laws, half credit for one). Currently, 35 states require drivers who are killed in a fatal crash to be tested for the presence of alcohol. Fifteen (15) states and DC do not have this law. Thirty-nine (39) states and DC require that surviving drivers of a crash involving a death must have their BAC tested. Fourteen (11) states have no such provision.

In total, 25 states require that both killed and surviving drivers be tested, and five states do not require BAC testing in either instance. One state (TN) adopted these laws in 2009.

Open Container Laws That Meet Federal Requirements

Drinking and driving is dangerous, deadly and destructive, and nearly 12,000 people died in impaired driving crashes on our nation's roadways in 2008. There is a stalemate in combating the problem, coupled with state legislative inaction. Studies have shown that open container laws are effective at deterring heavy drinkers from getting behind the wheel. States have also shown a significant decrease in hit-and-run crashes after adopting open container laws.

Congress passed legislation in 1998 establishing a program designed to encourage states to adopt laws that ban the presence of open containers of any kind of alcoholic beverage in the entire passenger area of a motor vehicle. To comply with the provisions set forth in federal law, the state's open container law must:



- Prohibit both possession of any open alcoholic beverage container and consumption of any alcoholic beverage in a motor vehicle;
- Cover the entire passenger area of any motor vehicle, including unlocked glove compartments and accessible storage areas;
- Apply to all alcoholic beverages including beer, wine, and spirits;
- Apply to all vehicle occupants except for passengers of buses, taxi cabs, limousines or persons in the living quarters of motor homes;
- Apply to vehicles on the shoulder of public highways; and,
- Require primary enforcement of the law.

Today, eleven (11) states do not comply with the federal statute. In an effort to encourage states to comply with the federal law, those states that are non-compliant have three percent of their annual federal transportation funds diverted to highway safety programs that fund alcohol-impaired driving countermeasures and law enforcement activities. This federal requirement is known as "redirection," and has been largely ineffective as an incentive for all states to enact strong open container laws.

On the impaired driving chart in this report, Advocates gives credit only if a state has enacted an open container law that is in compliance with the federal law. **Currently, 39 states and DC are in compliance. No state adopted a federally-compliant open container law in 2009.**

IMPAIRED DRIVING LAWS RATING CHART

Number of new laws since January 2009: One child endangerment (OK); One BAC testing (TN); No open container; and, four ignition interlock laws for all offenders (AR, HI, NY, UT).

	Ignition Interlocks for All Offenders	Child Endangerment	Mandatory BAC Test	Open Container	Impaired Driving Rating		Ignition Interlocks for All Offenders	Child Endangerment	Mandatory BAC Test	Open Container	Impaired Driving Rating
AL		●	○	●	●	MT	○	●	●	●	●
AK	●	●	○		●	NE	●	●	●	●	●
AZ	●	●	○	●	●	NV		●	●	●	●
AR	●	●	●		●	NH		●	●	●	●
CA		●	●	●	●	NJ	○	●	●	●	●
CO	●	●	●	●	●	NM	●			●	●
CT	○		●		●	NY	●	●	○	●	●
DE	○	●	○		●	NC	○	●	○	●	●
DC	○	●	○	●	●	ND		●	●	●	●
FL	○	●	●	●	●	OH		●	○	●	●
GA	○	●	●	●	●	OK	○	●	○	●	●
HI	●	●	●	●	●	OR		●	○	●	●
ID	○	●	○	●	●	PA	○	●	○	●	●
IL	●	●	●	●	●	RI		●		●	●
IN		●	○	●	●	SC	○	●	●	●	●
IA	○	●	○	●	●	SD			●	●	●
KS	○	●		●	●	TN	○	●	●		●
KY		●	●	●	●	TX	○	●	○	●	●
LA	●	●	●		●	UT	●	●	○	●	●
ME		●	●	●	●	VT			○	●	●
MD	○	●	●	●	●	VA		●			●
MA	○	●		●	●	WA	●	●	●	●	●
MI		●	○	●	●	WV	○	●	○		●
MN		●	●	●	●	WI		●	○	●	●
MS	○		●		●	WY	○	●	○		●
MO	○	●	●		●						

- = Optimal law
- = Law does not fully satisfy Advocates' recommendation (half-credit)
- = Good (4 laws, or 3 with an optimal ignition interlock law)
- = Caution (At least 3 laws, without an optimal ignition interlock law)
- = Danger (Fewer than 3 laws, without an optimal ignition interlock law)

ALL-DRIVER TEXT MESSAGING RESTRICTIONS



In 2008, 5,870 people were killed, and 515,000 injured, in crashes where driver distraction was reported to the police (NHTSA, 2009). It is clear from an increasing body of safety research, studies and data that the use of electronic devices for telecommunications (such as mobile phones and text messaging), telematics and entertainment can readily distract drivers from the driving task.

Research has also shown that the behavior of drivers using mobile phones, whether hand-held or hands-free, is equivalent to the behavior of drunk drivers at the threshold of the legal limit (0.08 percent blood alcohol concentration). Crash risk is dramatic – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between hand-held and hands-free phones.

Text messaging while driving poses even greater dangers. A 2009 study from the Virginia Tech Transportation Institute found that text messaging increased the risk of a safety-critical driving event by 23.2 times. News reports of deadly crashes involving text messaging have become increasingly common.

A recent national summit on distracted driving organized by U.S. Department of Transportation Secretary Ray LaHood was a step in the right direction, all the more effective because it was immediately followed by President Obama's Executive Order banning federal employees from text messaging while driving on official business when using either a government vehicle or a government-supplied electronic communications device. In addition, Advocates filed a petition for rulemaking with the Federal Motor Carrier Safety Administration to restrict the use of electronic devices by commercial motor vehicle (CMV) operators while driving. Many of the provisions of this petition are included in the Distracted Driving Prevention Act of 2009 (S. 1938), introduced in the Senate Commerce, Science and Technology Committee by Senator John D. Rockefeller IV (D-WV).

Research and education are not enough. We have learned from experience on many traffic safety issues, such as drunk driving and seat belt use, that public education based on research findings alone is not sufficient to change people's behavior. In order to get people to pay attention and to adopt safer behaviors, education must be combined with appropriate laws and tough enforcement. This is the tried and true method to change behavior in order to improve safety. Laws prohibiting the use of text messaging devices while driving, such as those increasingly being adopted in the states, along with tough enforcement and penalties, are necessary to reduce distracted driving and its consequences.

In order to shine the light on the issue of distracted driving, for the first time this year states are being rated based on whether they have adopted an all-driver text messaging restriction. Advocates has given full credit to states that have an all-driver text messaging restriction. **To date, fifteen (15) states and DC ban text messaging for all drivers. In 2009 alone, ten (10) states adopted this law.**

ALL-DRIVER TEXT MESSAGING RESTRICTIONS RATING CHART

Number of new laws since January 2009: 10 optimal all-driver text messaging restrictions (AR, CO, IL, MD, NH, NC, OR, RI, TN, UT) *New York and Virginia passed all-driver text messaging restrictions in 2009, but those laws are subject to secondary enforcement.*

	All-Driver Text Messaging Restriction	Rating		All-Driver Text Messaging Restriction	Rating
AL		●	MT		●
AK	●	●	NE		●
AZ		●	NV		●
AR	●	●	NH	●	●
CA	●	●	NJ	●	●
CO	●	●	NM		●
CT	●	●	NY		●
DE		●	NC	●	●
DC	●	●	ND		●
FL		●	OH		●
GA		●	OK		●
HI		●	OR	●	●
ID		●	PA		●
IL	●	●	RI	●	●
IN		●	SC		●
IA		●	SD		●
KS		●	TN	●	●
KY		●	TX		●
LA		●	UT	●	●
ME		●	VT		●
MD	●	●	VA		●
MA		●	WA		●
MI		●	WV		●
MN	●	●	WI		●
MS		●	WY		●
MO		●			

15 states and DC have an optimal all-driver text messaging restriction.

35 states have yet to adopt an all-driver text messaging restriction, or their law is secondary enforcement.

- = Optimal law
- = Good
- = Danger

OVERALL STATE RATINGS BASED ON TOTAL NUMBER OF LAWS

On the following pages, Advocates has given an overall rating to the states based on the number of laws in each state that are recommended in this report. Full credit was given only when the law met Advocates' optimal law recommendations; half credit was given for booster seat, three teen driving, and two impaired driving laws that partially met Advocates' recommendations.

The overall rating takes into consideration whether a state has a primary enforcement seat belt law. No state without a primary enforcement seat belt law is eligible for a Green rating no matter how many other laws it may have. This weighting is to emphasize the significance of primary enforcement seat belt laws in saving lives and reducing injuries.

Important Changes:

- This year Advocates added Minimum Age 16 for Learner's Permit, Age 18 for Unrestricted License (graduated driver licensing provisions) and All-Driver Text Messaging Restriction to the list of optimal laws rated.
- The impaired driving section has been strengthened by giving full credit for ignition interlock laws that require installation for first-time offenders. High BAC, Sobriety Checkpoint and Repeat Offender laws are no longer included in the ratings. We no longer give half-credit to other ignition interlock laws other than those that apply to repeat offenders. Please see the section beginning on page 24 for information on impaired driving and how your state has been graded.

(Please refer to page 4 and 5 for definitions of the 15 recommended lifesaving laws.)

RATINGS CHART		
Color	Number of Points	Definition
Green	11 to 15, with primary enforcement seat belt law, or 9, including both primary enforcement and all-rider helmet laws	State is significantly advanced toward adoption of all Advocates' recommended highway safety laws
Yellow	6 to 10, with primary enforcement seat belt law, or 7 to 13, without primary enforcement law	State is advancing but has numerous gaps in its highway safety laws.
Red	Fewer than 7, with no primary enforcement seat belt law	State falls dangerously behind in adoption of key laws.

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws										Impaired Driving			Total Credit for Number of Laws 2009	Overall Safety Rating 2009		
	Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	30-50 hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 for Full Licensure	Ignition Interlocks for All Offenders	Child Endangerment Law	Mandatory BAC Test			Open Container Law	All-Driver Text Messaging Restriction
Alabama	●	●	○		●		○	○				●	○	●	7	●	
Alaska	●		●		●	●	○	●	○		●	●	○		●	9.5	●
Arizona					●						●	●	○	●	4.5	●	
Arkansas	●		○		●		○	●	○	●	●	●		●	9.5	●	
California	●	●	○		●	●			○			●	●	●	●	9	●
Colorado					●	●			●		●	●	●	●	●	8	●
Connecticut	●		○	●		●	○	●	●	●	○		●		●	9.5	●
Delaware	●		●	●	●	●	●	●	●		○	●	○			10	●
District of Columbia	●	●	●	●	●	●	○	●	●	●	○	●	○	●	●	13.5	●
Florida	●				●	●	○			●	○	●	●	●		8	●
Georgia		●	○		●	●				●	○	●	●	●		8	●
Hawaii	●		●		●	●	○	●			●	●	●	●		9.5	●
Idaho			○		●	●	●	●				○	●	○	●	7.5	●
Illinois	●		●		●	●	○	●	●	●	●	●	●	●	●	12.5	●
Indiana	●		●		●	●	○	●	●	●		●	○	●		10	●
Iowa	●		○		●		○				○	●	○	●		6	●
Kansas			●		●	●	●	●	●		○	●		●		8.5	●
Kentucky	●		○	●	●	●	○					●	●	●		8	●
Louisiana	●	●	○		●	●	○				●	●	●			8	●
Maine	●		●		●	●	○	●	●			●	●	●		9.5	●
Maryland	●	●	●		●	●	○		○	●	○	●	●	●	●	11.5	●
Massachusetts		●	●	●	●	●			●	○	○	●		●		8.5	●
Michigan	●	●	●		●	●	○					●	○	●		8	●
Minnesota	●		●		●	●	○	●	●			●	●	●	●	10.5	●
Mississippi	●	●	○		●		○		○		○		●			6	●
Missouri		●	●		●	●	○	●	○		○	●	●			8.5	●
Montana			○		●	●	○	●			○	●	●	●		7.5	●

● = Optimal law (1 point) ○ = Half credit given because law does not fully satisfy Advocates' recommendations (.5 point)

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Teen Driving Laws										Impaired Driving				Total Credit for Number of Laws 2009	Overall Safety Rating 2009	
	Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period	30-50 hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Age 18 for Full Licensure	Ignition Interlocks for All Offenders	Child Endangerment Law	Mandatory BAC Test	Open Container Law			All-Driver Text Messaging Restriction
Nebraska		●	○		●						●	●	●	●		6.5	●
Nevada		●	○		●	●			●			●	●	●		7.5	●
New Hampshire			○			●	○	●	○			●	●	●	●	7.5	●
New Jersey	●	●	●	●	●		○	●	●	●	○	●	●	●	●	13	●
New Mexico	●		○		●	●	○	●			●			●		7	●
New York	●	●	●	●	●	●	●	●			●	●	○	●		11.5	●
North Carolina	●	●	●		●		●	●	●		○	●	○	●	●	11	●
North Dakota			○		●							●	●	●		4.5	●
Ohio					●	●		●		●		●	○	●		6.5	●
Oklahoma	●		○		●	●	●	●			○	●	○	●		8.5	●
Oregon	●	●	●		●	●	○	●	●			●	○	●	●	11	●
Pennsylvania				●	●	●	○				○	●	○	●		6.5	●
Rhode Island			●	●	●	●	○	●	●			●		●	●	9.5	●
South Carolina	●		○		●	●	●	○			○	●	●	●		8.5	●
South Dakota							●						●	●		3	●
Tennessee	●	●	●		●	●	○	●	●		○	●	●		●	11	●
Texas	●		●		●				●		○	●	○	●		7	●
Utah			●		●	●	○		○		●	●	○	●	●	8.5	●
Vermont		●	●		●	●		●					○	●		6.5	●
Virginia		●	●		●	●				●		●				6	●
Washington	●	●	●		●	●					●	●	●	●		9	●
West Virginia		●	●		●		●	●	●		○	●	○			8	●
Wisconsin	●		●		●	●	○	●				●	○	●		8	●
Wyoming			●			●	○	●			○	●	○			5.5	●
Total Number with Optimal Law	29+ DC	20+ DC	26+ DC	8+ DC	46+ DC	38+ DC	9	27+ DC	15+ DC	12+ DC	12	45+ DC	25	39+ DC	15+ DC		
Total Number Missing Optimal Law	21	30	24	42	4	12	41+ DC	23	35	38	38+ DC	5	25+ DC	11	35		

● = Optimal law (1 point) ○ = Half credit given because law does not fully satisfy Advocates' recommendations (.5 point)

STATES AT A GLANCE

Each state and DC are graphically represented in alphabetical order with the following information:

- A list of the 15 optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 4-5 and discussed in this report.
- The number of people killed in motor vehicle crashes in each state for the year 2008, as reported by the National Highway Traffic Safety Administration (NHTSA).
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic Impact of Motor Vehicle Crashes 2000* (NHTSA). (chart on page 8)
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 35 and 36 of this report.

States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 4 and 5).

- **Only 10 states and DC** (California, Illinois, Maryland, Minnesota, New Jersey, North Carolina, New York, Oregon, Tennessee, Washington) **received a "Green" rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.**
- **31 states** (Alabama, Alaska, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii, Idaho, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Mississippi, Missouri, Montana, Nevada, New Hampshire, New Mexico, Oklahoma, Rhode Island, South Carolina, Texas, Utah, West Virginia and Wisconsin) **received a "Yellow" rating, showing moderately positive performance but with numerous gaps still in their highway safety laws.**
- **9 states** (Arizona, Nebraska, North Dakota, Ohio, Pennsylvania, South Dakota, Vermont, Virginia and Wyoming) **received a "Red" rating, indicating poor performance because of a dangerous lack of basic laws.**

Abbreviation Key (Explanation for Laws Needed):

- S** = Highway Safety Law is **Secondary** Enforcement
DE = **Driver's Education** exemption included in the GDL provision
P = Seat Belt Law has a **pickup truck exemption**

ALABAMA

2008 Fatalities: **966**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.79 Billion



Highway Safety Laws Needed in Alabama:

Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE)
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law
Mandatory BAC Test Law - Drivers Killed
All-Driver Text Messaging Restriction

ALASKA

2008 Fatalities: **62**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$475 Million



Highway Safety Laws Needed in Alaska:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Mandatory BAC Test Law - Drivers Killed
Open Container Law

ARIZONA

2008 Fatalities: **937**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.27 Billion



Highway Safety Laws Needed in Arizona:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE)
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 Unrestricted License
Mandatory BAC Test Law - Drivers Who Survive
All-Driver Text Messaging Restriction

ARKANSAS

200 Fatalities: **600**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.97 Billion



Highway Safety Laws Needed in Arkansas:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
Open Container Law

S = Secondary Enforcement **DE** = Driver's Education

CALIFORNIA

2008 Fatalities: **3,434**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$20.66 Billion



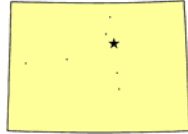
Highway Safety Laws Needed in California:

Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders

COLORADO

2008 Fatalities: **548**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$3.28 Billion



Highway Safety Laws Needed in Colorado:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License

CONNECTICUT

2008 Fatalities: **264**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$3.60 Billion



Highway Safety Laws Needed in Connecticut:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - 6-Month Holding Period Provision
GDL - Nighttime Restriction Provision
Ignition Interlock Law for All Offenders
Child Endangerment Law
Open Container Law

DELAWARE

2008 Fatalities: **121**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$706 Million



Highway Safety Laws Needed in Delaware:

All-Rider Motorcycle Helmet Law
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Killed
Open Container Law
All-Driver Text Messaging Restriction

DISTRICT OF COLUMBIA

2008 Fatalities: **34**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$732 Million



Highway Safety Laws Needed in Washington, D.C.:

GDL - Nighttime Restriction Provision
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Killed

S = Secondary Enforcement

FLORIDA

2008 Fatalities: **2,978**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$14.40 Billion



Highway Safety Laws Needed in Florida:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

GEORGIA

2008 Fatalities: **1,493**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$7.85 Billion



Highway Safety Laws Needed in Georgia:

Primary Enforcement Seat Belt Law (Without P)
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

HAWAII

2008 Fatalities: **107**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$655 Million



Highway Safety Laws Needed in Hawaii:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
All-Driver Text Messaging Restriction

IDAHO

2008 Fatalities: **232**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$856 Million



Highway Safety Laws Needed in Idaho:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Who Survive
All-Driver Text Messaging Restriction

ILLINOIS

2008 Fatalities: **1,043**



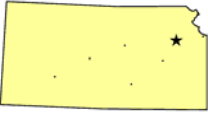


Annual Economic Cost Due
to Motor Vehicle Crashes:
\$8.98 Billion



Highway Safety Laws Needed in Illinois:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision

S = Secondary Enforcement **P** = Pickup Truck Exemption

<p>INDIANA</p> <p>2008 Fatalities: 814</p> <p>Annual Economic Cost Due to Motor Vehicle Crashes: \$4.35 Billion</p>		<p>Highway Safety Laws Needed in Indiana:</p> <ul style="list-style-type: none"> All-Rider Motorcycle Helmet Law GDL - Minimum Age 16 for Learner's Permit GDL - Nighttime Restriction Provision Ignition Interlock Law Mandatory BAC Test Law - Drivers Killed All-Driver Text Messaging Restriction
<p>IOWA</p> <p>2008 Fatalities: 412</p> <p>Annual Economic Cost Due to Motor Vehicle Crashes: \$2.11 Billion</p>		<p>Highway Safety Laws Needed in Iowa:</p> <ul style="list-style-type: none"> All-Rider Motorcycle Helmet Law Booster Seat Law Through Age 7 GDL - Minimum Age 16 for Learner's Permit GDL - 30-50 Hours Supervised Driving Provision GDL - Nighttime Restriction Provision GDL - Passenger Restriction Provision GDL - Cell Phone Restriction Provision GDL - Age 18 for Unrestricted License Ignition Interlock Law for All Offenders Mandatory BAC Test Law - Drivers Killed All-Driver Text Messaging Restriction
<p>KANSAS</p> <p>2008 Fatalities: 385</p> <p>Annual Economic Cost Due to Motor Vehicle Crashes: \$1.88 Billion</p>		<p>Highway Safety Laws Needed in Kansas:</p> <ul style="list-style-type: none"> Primary Enforcement Seat Belt Law All-Rider Motorcycle Helmet Law GDL - Minimum Age 16 for Learner's Permit GDL - Age 18 for Unrestricted License Ignition Interlock Law for All Offenders Mandatory BAC Test Law - Drivers Killed Mandatory BAC Test Law - Drivers Who Survive All-Driver Text Messaging Restriction
<p>KENTUCKY</p> <p>2008 Fatalities: 826</p> <p>Annual Economic Cost Due to Motor Vehicle Crashes: \$3.11 Billion</p>		<p>Highway Safety Laws Needed in Kentucky:</p> <ul style="list-style-type: none"> All-Rider Motorcycle Helmet Law Booster Seat Law Through Age 7 GDL - Nighttime Restriction Provision GDL - Passenger Restriction Provision (Without S) GDL - Cell Phone Restriction Provision GDL - Age 18 for Unrestricted License Ignition Interlock Law All-Driver Text Messaging Restriction
<p>LOUISIANA</p> <p>2008 Fatalities: 912</p> <p>Annual Economic Cost Due to Motor Vehicle Crashes: \$4.00 Billion</p>		<p>Highway Safety Laws Needed in Louisiana:</p> <ul style="list-style-type: none"> Booster Seat Law Through Age 7 GDL - Minimum Age 16 for Learner's Permit GDL - Nighttime Restriction Provision GDL - Passenger Restriction Provision GDL - Cell Phone Restriction Provision (Without S) GDL - Age 18 for Unrestricted License Open Container Law All-Driver Text Messaging Restriction

S = Secondary Enforcement

MAINE

2008 Fatalities: **155**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$912 Million



Highway Safety Laws Needed in Maine:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law
All-Driver Text Messaging Restriction

MARYLAND

2008 Fatalities: **591**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.24 Billion



Highway Safety Laws Needed in Maryland:

GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision (Without S)
Ignition Interlock Law for All Offenders

MASSACHUSETTS

2008 Fatalities: **363**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.28 Billion



Highway Safety Laws Needed in Massachusetts:

Primary Enforcement Seat Belt Law
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction Provision
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Killed
Mandatory BAC Test Law - Drivers Who Survive
All-Driver Text Messaging Restriction

MICHIGAN

2008 Fatalities: **980**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$8.07 Billion



Highway Safety Laws Needed in Michigan:

GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law
Mandatory BAC Test Law - Drivers Who Survive
All-Driver Text Messaging Restriction

MINNESOTA

2008 Fatalities: **456**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.07 Billion



Highway Safety Laws Needed in Minnesota:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law

S = Secondary Enforcement

MISSISSIPPI

2008 Fatalities: **783**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.11 Billion



Highway Safety Laws Needed in Mississippi:

Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Child Endangerment Law
Open Container Law
All-Driver Text Messaging Restriction

MISSOURI

2008 Fatalities: **960**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.74 Billion



Highway Safety Laws Needed in Missouri:

Primary Enforcement Seat Belt Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Open Container Law
All-Driver Text Messaging Restriction

MONTANA

2008 Fatalities: **229**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$621 Million



Highway Safety Laws Needed in Montana:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

NEBRASKA

2008 Fatalities: **208**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.63 Billion



Highway Safety Laws Needed in Nebraska:

Primary Enforcement Seat Belt Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
(Without DE)
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
All-Driver Text Messaging Restriction

S = Secondary Enforcement **DE** = Driver's Education

NEVADA

2008 Fatalities: **324**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$1.87 Billion



Highway Safety Laws Needed in Nevada:

Primary Enforcement Seat Belt Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction Provision
Ignition Interlock Law
All-Driver Text Messaging Restriction

NEW HAMPSHIRE

2008 Fatalities: **139**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$1.01 Billion



Highway Safety Laws Needed in New Hampshire:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period Provision
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law

NEW JERSEY

2008 Fatalities: **590**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$9.34 Billion



Highway Safety Laws Needed in New Jersey:

GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
Ignition Interlock Law for All Offenders

NEW MEXICO

2008 Fatalities: **366**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$1.41 Billion



Highway Safety Laws Needed in New Mexico:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Child Endangerment Law
Mandatory BAC Test Law - Drivers Killed
Mandatory BAC Test Law - Drivers Who Survive
All-Driver Text Messaging Restriction

NEW YORK

2008 Fatalities: **1,231**

Annual Economic Cost Due to Motor Vehicle Crashes:
\$19.50 Billion



Highway Safety Laws Needed in New York:

GDL - Cell Phone Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License (Without DE)
Mandatory BAC Test Law - Drivers Killed
All-Driver Text Messaging Restriction (Without S)

S = Secondary Enforcement **DE** = Driver's Education

NORTH CAROLINA

2008 Fatalities: **1,433**



Annual Economic Cost Due to Motor Vehicle Crashes: **\$8.27 Billion**

Highway Safety Laws Needed in North Carolina:

GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Killed

NORTH DAKOTA

2008 Fatalities: **104**



Annual Economic Cost Due to Motor Vehicle Crashes: **\$290 Million**

Highway Safety Laws Needed in North Dakota:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law
All-Driver Text Messaging Restriction

OHIO

2008 Fatalities: **1,190**



Annual Economic Cost Due to Motor Vehicle Crashes: **\$11.09 Billion**

Highway Safety Laws Needed in Ohio:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7 (Without S)
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
Ignition Interlock Law
Mandatory BAC Test Law - Drivers Who Survive
All-Driver Text Messaging Restriction

OKLAHOMA

2008 Fatalities: **749**



Annual Economic Cost Due to Motor Vehicle Crashes: **\$2.59 Billion**

Highway Safety Laws Needed in Oklahoma:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Who Survive
All-Driver Text Messaging Restriction

S = Secondary Enforcement

OREGON

2008 Fatalities: **416**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.95 Billion



Highway Safety Laws Needed in Oregon:

GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law
Mandatory BAC Test Law - Drivers Who Survive

PENNSYLVANIA

2008 Fatalities: **1,468**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$8.17 Billion



Highway Safety Laws Needed in Pennsylvania:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7 (Without S)
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
(Without DE)
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Who Survive
All-Driver Text Messaging Restriction

RHODE ISLAND

2008 Fatalities: **65**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$767 Million



Highway Safety Laws Needed in Rhode Island:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
GDL - Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law
Mandatory BAC Test Law - Drivers Killed
Mandatory BAC Test Law - Drivers Who Survive

SOUTH CAROLINA

2008 Fatalities: **920**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.34 Billion



Highway Safety Laws Needed in South Carolina:

All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
All-Driver Text Messaging Restriction

S = Secondary Enforcement **DE** = Driver's Education

SOUTH DAKOTA

2008 Fatalities: **119**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$498 Million



Highway Safety Laws Needed in South Dakota:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Through Age 7
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period Provision
GDL - 30-50 Hours Supervised Driving Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law
Child Endangerment Law
All-Driver Text Messaging Restriction

TENNESSEE

2008 Fatalities: **1,035**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.63 Billion



Highway Safety Laws Needed in Tennessee:

GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Open Container Law

TEXAS

2008 Fatalities: **3,382**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$19.76 Billion



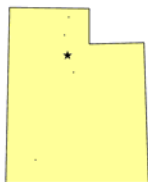
Highway Safety Laws Needed in Texas:

All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Killed
All-Driver Text Messaging Restriction

UTAH

2008 Fatalities: **275**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.59 Billion



Highway Safety Laws Needed in Utah:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Mandatory BAC Test Law - Drivers Who Survive

S = Secondary Enforcement

VERMONT

2008 Fatalities: 73

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$221 Million



Highway Safety Laws Needed in Vermont:

Primary Enforcement Seat Belt Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law
Child Endangerment Law
Mandatory BAC Test Law - Drivers Killed
All-Driver Text Messaging Restriction

VIRGINIA

2008 Fatalities: 824

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.20 Billion



Highway Safety Laws Needed in Virginia:

Primary Enforcement Seat Belt Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision (Without S)
GDL - Passenger Restriction Provision (Without S)
GDL - Cell Phone Restriction (Without S)
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Killed
Mandatory BAC Test Law - Drivers Who Survive
Open Container Law
All-Driver Text Messaging Restriction (Without S)

WASHINGTON

2008 Fatalities: 521

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.31 Billion



Highway Safety Laws Needed in Washington:

GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
GDL - Age 18 for Unrestricted License
All-Driver Text Messaging Restriction (Without S)

WEST VIRGINIA

2008 Fatalities: 380

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.27 Billion



Highway Safety Laws Needed in West Virginia:

Primary Enforcement Seat Belt Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 30-50 Hours Supervised Driving Provision
GDL - Age 18 for Unrestricted License
Ignition Interlock Law for All Offenders
Mandatory BAC Test Law - Drivers Who Survive
Open Container Law
All-Driver Text Messaging Restriction

S = Secondary Enforcement

WISCONSIN

2008 Fatalities: **605**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.76 Billion



Highway Safety Laws Needed in Wisconsin:

- All-Rider Motorcycle Helmet Law
- GDL - Minimum Age 16 for Learner's Permit
- GDL - Nighttime Restriction Provision
- GDL - Cell Phone Restriction Provision
- GDL - Age 18 for Unrestricted License
- Ignition Interlock Law
- Mandatory BAC Test Law - Drivers Who Survive
- All-Driver Text Messaging Restriction

WYOMING

2008 Fatalities: **159**

Annual Economic Cost Due
to Motor Vehicle Crashes:
\$424 Million



Highway Safety Laws Needed in Wyoming:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- GDL - Minimum Age 16 for Learner's Permit
- GDL - 6-Month Holding Period Provision
- GDL - Nighttime Restriction Provision
- GDL - Cell Phone Restriction Provision
- GDL - Age 18 for Unrestricted License
- Ignition Interlock Law for All Offenders
- Mandatory BAC Test Law - Drivers Killed
- Open Container Law
- All-Driver Text Messaging Restriction

SOURCE INFORMATION

In developing this report, Advocates relied upon numerous research studies, statistical analyses, fact sheets and other public data. Additional information is available upon request.

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Organizations:

Thanks to the many individuals and organizations whose websites and staff provided background and state law information for The 2010 Roadmap to State Highway Safety Laws.

American Automobile Association (AAA)
Foundation for Traffic Safety
www.aaafoundation.org

American Public Health Association (APHA)
www.apha.org

Brain Injury Association of America
www.biausa.org

Federal Highway Administration
www.fhwa.dot.gov

Federal Motor Carrier Safety Administration
www.fmcsa.dot.gov

Governors Highway Safety Association (GHSA)
www.ghsa.org

Insurance Institute for Highway Safety (IIHS)
www.iihs.org

National Conference of State Legislatures (NCSL)
www.ncsl.org

National Safety Council
www.nsc.org

National Transportation Safety Board (NTSB)
www.nts.gov

Mothers Against Drunk Driving (MADD)
www.madd.org

National Highway Traffic Safety Administration (NHTSA)
www.nhtsa.dot.gov

Students Against Destructive Decisions (SADD)
www.sadd.org

Traffic Injury Research Foundation
www.trafficinjuryresearch.com

U.S. Centers for Disease Control and Prevention (CDC)
www.cdc.gov

Virginia Tech Transportation Institute
www.vtti.vt.edu

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ABOUT ADVOCATES

Advocates for Highway and Auto Safety is an alliance of consumer, health and safety groups and insurance companies and agents working together to make America's roads safer.

Advocates encourages the adoption of federal and state laws, policies and programs that save lives and reduce injuries. By joining its resources with others, Advocates helps build coalitions to increase participation of a wide array of groups in public policy initiatives which advance highway and auto safety.

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