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FOR HIGHWAY
& AUTO SAFETY

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**Traffic Fatalities on the Rise and State Legislatures are Missing in Action –
Fewest Number of States Pass Critical Highway Safety Laws Since
Advocates' First *Roadmap of State Highway Safety Laws* Was Published in 2004
Time for State Leaders to Get to Work**

(WASHINGTON, D.C.) – Today, Advocates for Highway and Auto Safety (Advocates) released the *2016 Roadmap of State Highway Safety Laws*. This is the 13th year Advocates has issued this annual report which serves as a “report card” for all 50 states and the District of Columbia, grading them on enactment of 15 basic traffic safety laws. The theme of this year’s Report, “Missing in Action,” was chosen because of a disturbing trend in advancing the highway safety agenda in states last year. Preliminary data indicate that in 2015 highway fatalities are expected to increase 8 percent or more reversing a two-year gradual decline. Yet, all states are still missing critically important safety laws, and state legislative leadership is missing with 2015 experiencing the fewest number of states enacting safety laws since Advocates began publishing the report in 2004.

“Across the nation, legislatures are missing in action while more people are being killed in motor vehicle crashes. Last year only six states improved their highway safety laws while early predictions show deaths on the rise for the first half of the year. We are missing state leaders who are willing to fight for and advance proven lifesaving laws. More people are dying on our roads and unfortunately, fewer Governors and state legislators are making safety a priority. As legislatures kick into gear in 2016, we urge them to advance these laws. They will save lives and save taxpayer dollars,” said Jackie Gillan, President of Advocates.

The 15 optimal laws recommended by Advocates are based on indisputable research and decades of experience showing them to be effective at curbing preventable crashes. Each state is assigned a rating, both in five categories and an overall grade of: Green (Good); Yellow (Caution); and Red (Danger).

The new state laws enacted in 2015 are:

- **Primary Enforcement of Seat Belts:** Front and Rear Seats - Utah (16 states still need front seat; 32 states need rear seat)
- **All-Rider Motorcycle Helmet Law:** None adopted or repealed (31 states still need this law)
- **Booster Seats** (ages 4 through 7): Kentucky, Oklahoma (17 states still need this law)
- **Graduated Driver Licensing (GDL) for teen drivers:** None adopted (No state currently has all of the components of a comprehensive GDL law. 174 laws are needed to addressing missing provisions)
- **Impaired Driving:** Texas (ignition interlock devices for all offenders), West Virginia (Open Container); (35 states and DC are missing laws, a total of 40 laws)
- **All-Driver Text Messaging Restriction:** Mississippi, Oklahoma (9 states still need a texting ban).

The report outlines a clear and straightforward path for states to improve safety yet too often these bills languish, sometimes for years, without any movement. Joan Claybrook, Consumer Co-Chair of Advocates and President Emeritus of Public Citizen said, “Passing these laws are opportunities for Democratic and Republican lawmakers to work together on legislation that will save lives, will save money and is strongly supported by the

public. The death and injury toll could be dramatically reduced but unfortunately, year after year, legislative indifference and inaction mean that lifesaving bills don't move or are buried in hostile committee cemeteries."

Dr. Mark Rosekind, Administrator of the National Highway Traffic Safety Administration (NHTSA), stated, "NHTSA's estimates for the first six months of 2015 show an alarming rise in the number of traffic fatalities. It is time for the nation to get serious about the epidemic of death on our roads. This requires concerted effort on the federal, state and local level, and it is clear, as this Roadmap shows, that there is more work to do on the state level."

Enforcement of these laws also plays a key role. Officers are on the frontline of traffic safety ensuring that not only are the laws adhered to, but also they are first to respond when crashes do occur. Montgomery County, Maryland Police Chief J. Thomas Manger, remarked, "Advocates for Auto and Highway Safety has long identified that every state in the U.S., including my home state of Maryland, should enact a mandatory ignition interlock law for all those convicted of drunk driving. I am working closely with a number of Delegates in Maryland's General Assembly to bring a strong message that Maryland needs to take drunk and impaired driving seriously, bring justice to all victims of drunk drivers, and enact stronger laws that deter this dangerous and often deadly behavior."

Dr. Georges Benjamin, Executive Director of the American Public Health Association, said, "By any measure, motor vehicle crashes which kill 33,000 people annually and injure over 2 million more are a public health epidemic. However, unlike other public health epidemics we face as a nation or in the world, we have proven and cost-effective remedies available. We don't lack the solutions to preventing deaths and injuries but we do lack the political leadership to pass safety laws to ensure that every person in every state is protected."

One of the safety laws under sustained assault in state legislatures these past few years is all-rider motorcycle helmet laws. In 2015 there were serious and close repeal attempts in 10 states. Tammy Kalp, whose husband Paul was brain injured in a low-speed motorcycle crash while not wearing a helmet said, "Opponents to all-rider helmet laws argue that it should be a rider's choice because only the rider will pay the price for his or her decision. That is simply not true. Everyone pays the price when state laws are missing. Families, friends, communities, first responders, and taxpayers are forced to bear the emotional, physical and financial consequences which are significant and enduring." Tammy and Paul are working with Delaware Rep. Sean Lynn to change their state law from requiring motorcyclists to just carry a helmet with them to wearing one.

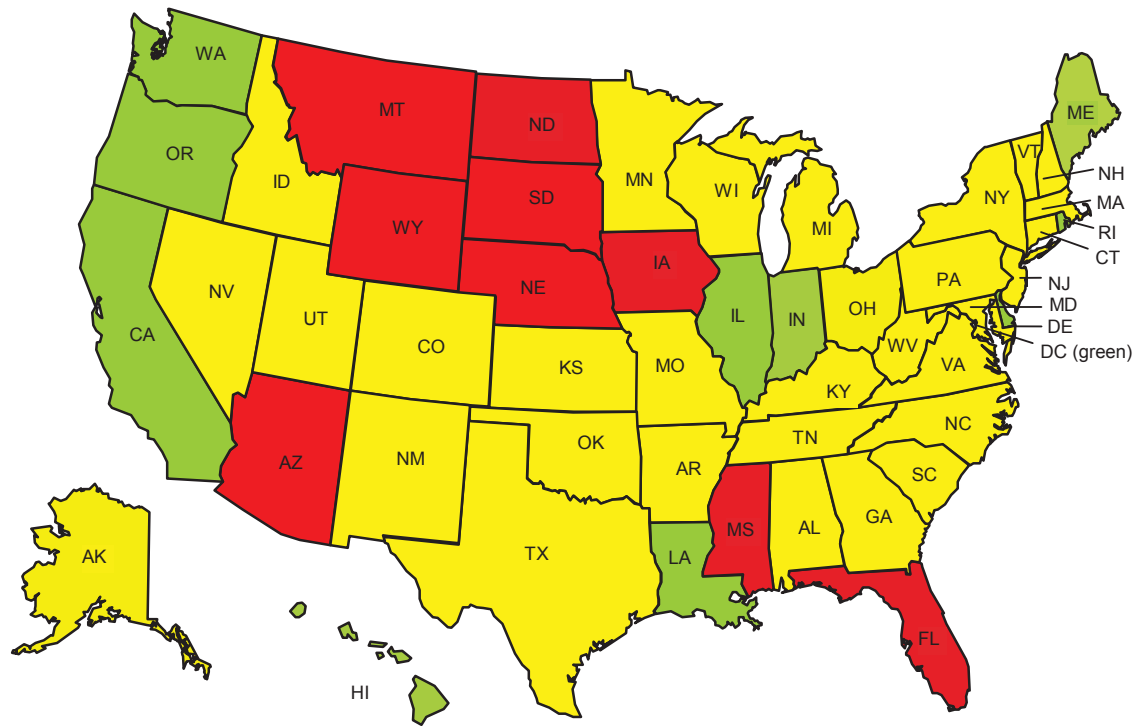
Also missing in action were any advances to protect teen drivers. Not a single law to close glaring gaps in comprehensive GDL programs was passed in 2015. Bill Vainisi, a strong advocate of teen driving laws who is Senior Vice President and Deputy General Counsel for Allstate Insurance and serves as the Insurance Co-Chair of Advocates said, "Every day novice teen drivers, their passengers and other road users are needlessly dying because states do not have comprehensive GDL laws. Teen driving laws that reduce the distraction of cell phone use, limit the number of teen passengers, and restrict late night driving are essential protections every state should have. At this time, no state has all 7 elements of an optimal GDL law, and that needs to change."




Cathy Chase, Vice President of Governmental Affairs for Advocates, unveiled the list of best and worst states. Those states that earned the top rating of green were: DE, IL, OR, HI, IN, ME, RI, WA, CA, LA and the District of Columbia. Those states that were assigned a red rating, which are seriously behind in adoption of the 15 recommended laws are: SD, AZ, IA, MS, MT, NE, WY, FL, and ND. Chase stated, "We won't be able to seriously address the rise in highway deaths until we get serious about passing these laws."

The *2016 Roadmap of State Highway Safety Laws*, speaker statements and the news conference webcast can be found at www.saferoads.org.

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2016 ROADMAP OF STATE HIGHWAY SAFETY LAWS: OVERALL RATING OF STATES BASED ON NUMBER OF SAFETY LAWS



-  11 to 15, with both primary enforcement seat belt laws, or 9 or more, with both primary enforcement laws and all-rider helmet law (10 states and DC)
-  6 to 10, with both primary enforcement seat belt laws, or 7 and above, without both primary enforcement seat belt laws (31 states)
-  Fewer than 7, without both primary enforcement seat belt laws (9 states)



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MISSING

Have you seen these highway safety laws?

Based on Advocates' safety recommendations, states need to adopt 319 new laws

- 16 states need a primary enforcement seat belt law for front seat passengers
- 32 states need a primary enforcement seat belt law for rear seat passengers
- 31 states need an all-rider motorcycle helmet law
- 17 states need an optimal booster seat law covering all children from ages 4 to 7
- 174 laws are needed to achieve an optimal comprehensive GDL program in every state to ensure the safety of novice drivers; no state meets all the criteria in this report
- 40 critical impaired driving laws are needed in 35 states and DC
- 9 states need an optimal all-driver text messaging restriction

LEGISLATIVE ACTIVITY IN 2015

Only 6 states enacted 8 optimal highway safety laws

Highway Safety Laws Enacted in 2015, in All State Legislatures

Primary Enforcement of Seat Belts: Front and Rear Seats—Utah

All-Rider Motorcycle Helmet Laws: None adopted, numerous attempts to repeal but all failed

Booster Seats (children aged 4 through 7): Kentucky, Oklahoma

Graduated Driver Licensing (GDL): None adopted

Impaired Driving: Ignition Interlock Devices for all offenders—Texas; Open Container—West Virginia

All-Driver Text Messaging Restriction: Mississippi, Oklahoma



State Performance in 2015

Best States

A state without a primary enforcement seat belt law covering passengers in all seating positions (front and rear) or that has repealed an existing all-rider motorcycle helmet law within the previous ten years is not eligible for a green rating, regardless of the number of other highway safety laws it has enacted. States must have 11 to 15 laws including both primary enforcement seat belt laws, or 9 or more laws including both primary enforcement seat belt laws and an all-rider helmet law, to achieve a green rating.

DELAWARE ● 12 laws. Missing an all-rider motorcycle helmet law, age 18 for unrestricted license for teen drivers, and open container law.

DISTRICT OF COLUMBIA ● 12 laws. Missing nighttime and cell phone restrictions for teen drivers, as well as an ignition interlock law.

ILLINOIS ● 12 laws. Missing an all-rider motorcycle helmet law, minimum age 16 for a learner's permit and nighttime restriction for teen drivers.

OREGON ● 12 laws. Missing minimum age 16 for learner's permit, nighttime restriction and age 18 for unrestricted license for teen drivers.

HAWAII ● 11 Laws. Missing an all-rider motorcycle helmet law, minimum age 16 for learner's permit, nighttime restriction, and age 18 for unrestricted license for teen drivers.

INDIANA ● 11 laws. Missing an all-rider motorcycle helmet law, minimum age 16 for learner's permit, nighttime restriction for teen drivers, and ignition interlock law.

MAINE ● 11 laws. Missing an all-rider motorcycle helmet law, minimum age 16 for learner's permit, nighttime restriction, and age 18 for unrestricted license for teen drivers.

RHODE ISLAND ● 11 laws. Missing an all-rider motorcycle helmet law, nighttime restriction and age 18 for unrestricted license for teen drivers, and an ignition interlock law.

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

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

LOUISIANA ● 9 laws. Missing booster seat law, minimum age 16 for learner's permit, nighttime and passenger restrictions, age 18 for unrestricted license for teen drivers, and an open container law.

Worst States

The red rating indicates that the following states are dangerously behind in the adoption of Advocates' optimal laws. States receive a red rating if they have fewer than 7 laws, without both primary enforcement front and rear seat belt laws.

SOUTH DAKOTA ● Only 2 laws. Missing front and rear primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 6 of the 7 teen driving provisions, an ignition interlock law, a child endangerment law and an all-driver text messaging restriction.

ARIZONA ● Only 5 laws. Missing front and rear primary enforcement seat belt law, all-rider motorcycle helmet law, 6 of the 7 teen driving provisions, and an all-driver text messaging restriction.

IOWA ● Only 5 laws. Missing rear primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 5 of the 7 teen driving provisions, an ignition interlock law, and an all-driver text messaging restriction.

MONTANA ● Only 5 laws. Missing front and rear primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 4 of the 7 teen driving provisions, an ignition interlock law, and an all-driver text messaging restriction.

NEBRASKA ● Only 5 laws. Missing front and rear primary enforcement seat belt law, booster seat law, 6 of the 7 teen driving provisions, and an all-driver text messaging restriction.

WYOMING ● Only 5 laws. Missing front and rear primary enforcement seat belt law, all-rider motorcycle helmet law, 5 of the 7 teen driving provisions, an ignition interlock law, and an open container law.

MISSISSIPPI ● Only 6 laws. Missing rear primary enforcement seat belt law, booster seat law, 6 of the 7 teen driving provisions, and an open container law.

FLORIDA ● Only 6 laws. Missing rear primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 4 of the 7 teen driving provisions, an ignition interlock law, and an all-driver text messaging restriction.

NORTH DAKOTA ● Only 6 laws. Missing front and rear primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 4 of the 7 teen driving provisions and an ignition interlock law.



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SPEAKER BIOS
Press Conference to Release
The 2016 Roadmap of State Highway Safety Laws
Thursday, January 28th, 2016
National Press Club, Washington, D.C.

Georges Benjamin, MD, FACP, FNAPA, FACEP (E), Hon FRSPH

Dr. Georges Benjamin has served as Executive Director of the American Public Health Association since 2002, where he leads the Association's push to make the U.S. the healthiest nation in one generation. Dr. Benjamin serves as the publisher of APHA's monthly publication, *The Nation's Health*, the association's official newspaper, and the profession's premier scientific publication, *American Journal of Public Health*. He came to APHA from his position as Maryland's Secretary of Health and Mental Hygiene, and previously served in numerous capacities including chief of emergency medicine at Walter Reed Army Medical Center. Dr. Benjamin is a member of the Institute of Medicine and considered one of the nation's most influential physician leaders.

Catherine Chase

Cathy Chase is Vice President for Governmental Affairs of Advocates for Highway and Auto Safety. Her professional career has been in the areas of transportation advocacy and policy, teenage violence prevention and support for at-risk youth, political fundraising and campaigning, and government relations. She has worked and volunteered for numerous nonprofit organizations in the Washington, DC area related to education, at-risk populations and legislative advocacy.

Joan Claybrook

Joan Claybrook is President Emeritus of Public Citizen, former Administrator of the National Highway Traffic Safety Administration (NHTSA), and was a founding board member of Advocates for Highway and Auto Safety. Ms. Claybrook has testified numerous times before Congressional committees, and has been recognized by national organizations and educational institutions for her numerous contributions to public health and safety. She speaks to the media, private groups and educational institutions on behalf of public interest policies. Major issues Ms. Claybrook works on include auto, truck and highway safety, government ethics, lobbying and campaign finance reform, and public interest advocacy.

Jacqueline Gillan

Jackie Gillan is President of Advocates for Highway and Auto Safety, and was a founding board member before joining the staff as Vice President in 1990. Her 35-year professional career has been in the areas of transportation planning and government relations, including senior policy positions for three state transportation agencies (New Jersey, California and Ohio), the U.S. Department of Transportation and the U.S. Senate. Her lobbying and grassroots organizing work have resulted in the successful enactment of numerous federal and state laws advancing motor vehicle, highway and truck safety.

Tammy Kalp

Tammy Kalp is the wife of Paul Kalp who survived a motorcycle crash in which he was not wearing a helmet, as allowed by the law of their home state of Delaware. The crash which occurred on September 15, 2012, severely injured Paul and caused a traumatic brain injury (TBI) that irrevocably changed the lives of the Kalp family. Since Paul's crash, Tammy and Paul have become vocal advocates for all-rider motorcycle helmet laws. A bill to improve Delaware's motorcycle helmet law to all-rider (House Bill 54) was introduced in 2015 by Rep. Sean Lynn (D-Dover), and is named "The Paul Kalp Law".

Chief J. Thomas Manger

Chief J. Thomas Manger has been the Chief of Police in Montgomery County, Maryland, since February 2004. He began his law enforcement career in 1977 with the Fairfax County (Virginia) Police Department. He rose through the ranks to become Chief of Police in 1998. His commitment to the highest ethical standards for policing and his enactment of new policies to increase departmental accountability has earned significant recognition and praise. He is the recipient of the Fairfax County Human Rights Commission Award for outstanding contributions, and the N.A.A.C.P.'s Community Service Leadership Award. In 2012, Chief Manger was inducted into the Montgomery County Human Rights Hall of Fame. Chief Manger also serves as the President of the Major Cities Chiefs Association.

Administrator Mark Rosekind

Dr. Mark Rosekind is the 15th Administrator of the National Highway Traffic Safety Administration (NHTSA) and a dedicated safety champion. As the NHTSA Administrator, Dr. Rosekind leads the agency's work to reduce crashes, save lives and prevent injuries. Prior to his appointment as NHTSA Administrator, Dr. Rosekind was a member of the National Transportation Safety Board from 2010 to 2014. Dr. Rosekind is an internationally recognized expert on human fatigue and has undertaken substantial work on fatigue management. He led the Fatigue Countermeasures Program at the NASA Ames Research Center and was also chief of the Aviation Operations Branch in the Flight Management and Human Factors Division.

Bill Vainisi

Bill Vainisi is Senior Vice President and Deputy General Counsel for Allstate Insurance Company. In his role, Mr. Vainisi is responsible for Allstate's state and federal legislative and regulatory affairs. He has worked to advance federal graduated driver licensing (GDL) legislation that encourages states to establish comprehensive teen driving laws. Allstate is a founding member of Advocates for Highway and Auto Safety and Mr. Vainisi has served as the Insurance Co-Chair of the Advocates' Board since 2014.



**STATEMENT OF
Georges C. Benjamin, MD, MACP, FNAPA, FACEP (E)
Executive Director
American Public Health Association
On the Release of the
2016 Roadmap of State Highway Safety Laws
National Press Club, Washington, D.C.
January 28, 2016**

Good afternoon. I am Dr. Georges Benjamin, Executive Director of the American Public Health Association (APHA). APHA champions the health of all people and all communities. In our efforts to make the United States the healthiest nation in one generation, we work to strengthen the profession of public health, share the latest research and information, promote best practices, and advocate for public health issues and policies grounded in research. APHA has over 25,000 members who represent a broad range of public health professionals in every state and the territories.

Throughout my 30 year career, I have held various positions in the field of public health and safety and have had a broad range of experiences. These include positions as an administrator of emergency medicine, a state health secretary, and presently, the leader of our nation's premier public health association. Every one of these positions has exposed me to the devastating impacts of motor vehicle crashes and the burdens they inflict on our families, our health care system and on state budgets.

While a doctor treats people who are sick, public health professionals try to prevent people from getting sick and injured in the first place. It is for this reason that the APHA welcomes the release of the 2016 Roadmap Report. It brings attention to the need for policymakers to advance the unfinished safety agenda that can prevent these tragedies from happening.

By any measure, motor vehicle crashes which kill 33,000 people annually and injure over 2 million more are a public health epidemic. However, unlike other public health epidemics we face as a nation or in the world, we have proven and cost-effective remedies available. We don't lack the solutions to preventing deaths and injuries but we do lack the political leadership to pass safety laws to ensure that every person in every state is protected.

The laws used to evaluate state progress in this year's Roadmap Report are fundamental and crucial to reducing the carnage on our neighborhood streets and roads. Requiring the use of seatbelts, motorcycle helmets, and child booster seats are essential safeguards when a crash occurs. Other laws which prohibit unsafe driving practices such as requiring ignition interlocks for all drunk driving offenders and texting bans while driving are also critical. Unfortunately, every state is still missing at least 3 of the 15 basic laws that Advocates strongly recommends.

When a state is missing an important law or a vital element of an optimal law, it means that the lifesaving benefits are weakened or compromised. For example, states that require seat belt use only for front seat occupants leave back seat passengers, who are frequently children and teens, unprotected and at risk of death or injury. Additionally, in some states a driver must commit a separate offense before an officer can issue a citation for unbelted passengers when laws are only subject to secondary enforcement. Young children are also victims of missing laws in some states where booster seat laws fall short of covering children from age 4 through 7.

Public health professionals are always striving to make sure we don't miss identifying potential problems and we don't miss implementing apparent and available solutions. Preliminary data indicate that highway travel is growing and motor vehicle deaths and injuries are climbing after a couple of years of declines. We need to reverse the mortality and morbidity trend and we can. Legislatures in every state but four will be in session in 2016. The 15 safety laws outlined in the *Roadmap Report* have a direct link to saving lives, preventing injuries and containing crash costs. These laws are the available remedies that are missing in states to solve safety problems.

Improving the safety of the motoring public has been a long-standing public health goal of the American Public Health Association – and one that is achievable. Today, we urge lawmakers across the country to seize this opportunity to quickly and effectively solve a problem affecting constituents you have been elected to serve.

Thank you.



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**STATEMENT OF
Catherine Chase, Vice President of Governmental Affairs
Advocates for Highway and Auto Safety**

**On the Release of the
2016 Roadmap of State Highway Safety Laws
National Press Club, Washington, D.C.
January 28, 2016**

Good afternoon, I am Cathy Chase, vice president of governmental affairs for Advocates for Highway and Auto Safety. Thank you for joining us here in D.C. or through our webcast as we release the *2016 Roadmap of State Highway Safety Laws*.

Our 13th annual *Roadmap Report* provides a “report card” to all 50 states and the District of Columbia on their progress in adopting 15 basic lifesaving traffic safety laws. We believe that at a minimum, every state should have these laws which span the areas of seatbelts, motorcycle helmets, booster seats, teen graduated driver licensing programs, impaired driving laws and text messaging restrictions. Decades of irrefutable research and sound state experience have demonstrated these laws to be effective in preventing motor vehicle crashes, reducing deaths and injuries, and containing costs to society.

Since 2004, when Advocates began tracking these commonsense policy solutions, over 400,000 people have been killed and more than 26 million more have been injured in crashes. Yet, this Report reveals that states and DC are still missing a total of 319 laws. Last year, only eight optimal laws passed in six states. These safety victories and the state law-makers responsible for passage are to be commended but frankly, there were too few safety successes. We congratulate Utah for enacting a primary enforcement seatbelt law for all passengers. Additionally, Kentucky and Oklahoma took a crucial step to protect children by passing optimal booster seat laws. Texas became the 25th state to pass an all-offender ignition interlock law, and West Virginia closed a gap in their impaired driving laws by enacting legislation prohibiting open containers in vehicles. Both Mississippi and Oklahoma made an important move to keep motorists safe by passing all-driver text messaging restrictions. But the good news ends there. State leaders have been missing in action, and it is time for them to use this Report as a playbook to address the growing number of fatalities on our roads.

Let me give you a brief explanation of the Report. Advocates rates states as green, yellow or red based on the number of optimal laws enacted. In order to be ranked as green, our top category, a state must be significantly advanced in adopting Advocates’ recommended highway safety laws. Yellow rankings are used to identify states that have some laws but need improvement because of gaps in their highway safety laws. States that are red fall dangerously behind in the adoption of these critical laws. Further, there is a special weight in the Report given to primary enforcement seatbelt laws which cover passengers in both the front and rear seat of the vehicle. Without a comprehensive seat belt law, no state can achieve the highest rating of green. Additionally, no state that has repealed an all-rider motorcycle helmet law in the past 10 years is eligible for the highest green rating.

I am pleased to announce this year's list of "best" states, which all have achieved the highest ranking of green in the *2016 Roadmap Report*. The best states are: Delaware, Illinois, Oregon, Indiana, Rhode Island, Washington, California, Louisiana, and the District of Columbia. We commend these states for being significantly advanced in enacting Advocates' recommended laws. However, let me point out that none of these states advanced optimal highway safety laws in 2015 and no state has all 15 laws. Delaware, Illinois, Oregon and D.C. are the closest with 12 of the optimal laws. In fact, you will hear later from Tammy Kalp about a dangerous missing law in Delaware.

The "worst" states with a rating of red are: South Dakota, Arizona, Iowa, Mississippi, Montana, Nebraska, Ohio, Wyoming, Florida, and North Dakota. Last year, only one state in the red category enacted only one law and that was Mississippi with a text messaging ban. We encourage Mississippi lawmakers to continue this progress and political leaders in every state in the red category to make highway safety a priority in this year's legislative session.

There are several states on the verge of achieving a green rating. Georgia, Kansas, Maryland, New Jersey, New York, North Carolina, Tennessee and West Virginia just need to close the loophole in their seat belt law by covering rear seat passengers. Alaska, Kentucky, Minnesota, New Mexico, South Carolina, Texas, Utah and Wisconsin are only missing an all-rider motorcycle helmet law.

The most recent fatal crash data shows that states with these traffic safety laws are making better progress in reducing highway deaths and injuries than those states without these laws. For example, over the past 10 years, states with a green rating have experienced a 27% reduction in the number of fatalities on average – outperforming the national average of 25%. Conversely, states that are rated red experienced only a 17% reduction on average over this same time period. This comparison shows that when states pass these laws, they are saving lives.

In conclusion, we urge state leaders to stop being missing in action and get to work. Lives are in the balance.

Thank you.



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STATEMENT OF
Joan Claybrook, Consumer Co-Chair
Advocates for Highway and Auto Safety
and
Former Administrator, National Highway Traffic Safety Administration
On the Release of the
2016 Roadmap of State Highway Safety Laws
National Press Club, Washington, D.C.
January 28, 2016

Good afternoon, I am Joan Claybrook, Consumer Co-Chair of Advocates for Highway and Auto Safety (Advocates) and Former Administrator of the National Highway Traffic Safety Administration (NHTSA). I am pleased to be here with Bill Vainisi, the Insurance Co-Chair of Advocates and other leaders who all offer important perspectives on the dire need for state lawmakers to aggressively advance highway safety laws. Today, we join together to send a loud and urgent message - Missing state laws and missing political leadership mean state lawmakers are missing out on critical opportunities to save lives, save money and protect your constituents.

Annually, about 33,000 people are needlessly killed and 2.3 million more suffer preventable injuries. Motor vehicle crashes impose a substantial economic and emotional burden on families. Crashes cost each person in our country about \$800 every year. This is like levying an invisible tax on the public because of legislative lethargy. The Roadmap Report released today by Advocates for Highway and Auto Safety is a panacea to this public health crisis. State leaders need to read it and get ready to work.

For example, primary enforcement seatbelt and all rider motorcycle helmet laws encourage people to buckle up or wear a lifesaving helmet. Booster seat laws protect vulnerable children in a violent crash by requiring them to ride in an age-appropriate child restraint. Laws that restrict texting while driving, phase in driving privileges for novice teen drivers, and prevent a drunk driver from getting behind the wheel of a car will keep our streets and roads safe for everyone. We know the benefits of these laws from experience and indisputable studies.

Passing these laws are opportunities for Democratic and Republican lawmakers to work together on legislation that will save lives, will save money and is strongly supported by the public. The death and injury toll could be dramatically reduced but unfortunately, year after year, legislative indifference and inaction mean that lifesaving bills don't move or are buried in hostile committee cemeteries.

Let me share with you a few examples of efforts to pass safety laws that are running into roadblocks in state legislatures year after year even as crash fatalities are going up.

- In Massachusetts, a bill that would allow primary enforcement of their seatbelt law continues to languish in the state legislature. For over a decade this bill has been supported by a broad coalition of medical, safety and law enforcement professionals and insurers.
- Maryland's effort to strengthen its drunk driving law has suffered similar setbacks. Montgomery County Police Chief Manger has already shared with us the history of

attempts to reduce impaired driving by requiring that all offenders must use ignition interlock devices. Despite broad public support as well as bi-partisan support in the Maryland Legislature, the bill has died in the same committee over and over again.

- Every year there are numerous attacks on all-rider motorcycle helmet laws and last year was no exception with 10 states considering repeal bills. In fact, more bills were introduced in state legislatures to repeal all-rider helmet laws than to require helmet use. Legislation in Delaware and Michigan to enact all-rider helmet laws are languishing in committees even as motorcycle deaths and injuries continue unabated. The Delaware bill has been stuck in the House Public Safety and Homeland Security Committee since April 1st of last year. And, the Michigan bill hasn't moved out of the Senate Committee on Transportation since introduced last September even though a study in the American Journal of Surgery found that after Michigan repealed its all-rider helmet law, nonhelmeted crash scene fatalities have quadrupled.
- In Missouri, at least 7 bills to weaken motorcycle safety, including numerous helmet law repeals, have already been introduced. A repeal law would have surely been passed by now except for the strong opposition of current Missouri Governor Jay Nixon.
- Once again, this session Nebraska will need to mobilize a major effort to protect its helmet law. The Nebraska legislature has also re-introduced the Roadway Safety Act to improve teen and distracted driving as well as another bill to upgrade their seat belt law to primary enforcement. Unfortunately, the Nebraska Legislature has considered similar efforts in the past without success.
- In California, an Assemblyman whose daughter was tragically killed in a teen driving crash introduced a bill to improve teen driving by extending the nighttime and passenger restrictions to age 18, but it is being blocked in committee. The Assemblyman's previous effort to upgrade California's teen GDL law included: lengthening the nighttime restriction to begin one hour earlier at 10:00 pm; expanding the passenger restriction by increasing the age of applicable passengers to age 21; and, extending both provisions to cover teen drivers until they reach age 18. This effort was vetoed by Governor Brown in 2013. While California has an admirable green rating in the Report, teen driving fatalities are on the rise in the state and their GDL law needs to be improved.
- In Arizona, a senator has sponsored a texting while driving ban in 9 consecutive legislative sessions without success.
- Lastly, South Dakota remains the only state in the nation that has failed to pass a child booster seat law, and no one has even introduced a bill since 2011. South Dakota is also one of the worst states in the nation for highway safety laws.

It is time for legislatures that have been missing in action to use this *Roadmap Report* and start seriously pushing enactment of these safety laws. It certainly makes very clear the consequences of these missed opportunities -- More deaths, more injuries and higher costs for state budgets.

Thank you.

**STATEMENT OF
Tammy Kalp
Wife of Paul Kalp, Unhelmeted Motorcycle Crash Survivor
Dover, Delaware**

**On the Release of the
2016 Roadmap of State Highway Safety Laws
National Press Club, Washington, D.C.
January 28, 2016**

Good Afternoon. My name is Tammy Kalp, and this is my husband Paul. We have come here today from Dover, Delaware for the release of Advocates' Roadmap Report. This report brings public attention to the need for states to enact critically important highway safety laws. These laws have an impact on families. One law that is very personal for us is a law requiring helmet use for all motorcycle riders.

My husband Paul used to be an avid and enthusiastic motorcycle rider. Riding was a fun and relaxing escape for him. And, Paul always obeyed the rules of the road. Delaware, our home state, has a law that requires motorcyclists to only carry a helmet on their bikes, but not to wear it while riding.

September 15, 2012 began as many other days had for us. Paul got on his motorcycle and secured his helmet to his bike. He pulled out of our driveway, and within five short minutes he was hit by a car. Even though the collision occurred at a relatively low speed, he broke everything on the left side of his body, punctured his right lung, lost use of the right side of his body and suffered a traumatic brain injury.

This crash has resulted in significant emotional and economic losses for Paul, our family and our friends. Over the last three years, Paul has had to relearn nearly everything - speaking, eating, reading, writing, walking and caring for himself. I am incredibly proud of Paul and his courageous and challenging fight to recover. And yet, I also continue to suffer a tremendous loss. I lost the man that I originally fell in love with; I lost our life together and what could have been; our friends lost the man they knew; and, society lost not one, but two talented and productive members because I am now Paul's full time caregiver. Additionally, the young woman who hit Paul was extremely traumatized. She has also suffered because Paul was not wearing his helmet as permitted under Delaware's law.

Opponents to all-rider helmet laws argue that it should be a rider's choice because only the rider will pay the price for his or her decision. That is simply not true. Everyone pays the price when state laws are missing. Families, friends, communities, first responders, and taxpayers are forced to bear the emotional, physical and financial consequences which are significant and enduring.

Many times we focus on the deaths of those killed because they were not wearing a motorcycle helmet. While these deaths are a terrible loss, traumatic brain injuries caused by not wearing a helmet are lifelong and expensive. Severe brain injuries typically require extended hospitalizations, intensive therapies, numerous surgeries, medications and extensive

rehabilitation and oftentimes, around the clock care for the survivor. For Paul it is expected to take 10 years for him to recover as best as he can. This is all because he was not wearing a helmet because of the weak and ineffective Delaware law.

Motorcycle riding is the most dangerous mode of highway travel, but it can be much safer by wearing a helmet. The most effective way to get riders to wear helmets is with an all-rider helmet law. In 2014, 58 percent of motorcyclists killed were not wearing a helmet in those states without an all rider law. This compared to 8 percent in states with all-rider laws. Additionally, the annual cost of societal harm because of all motorcycle crashes is a staggering \$66 billion. There is no question that motorcycle helmet laws save lives and save dollars. Helmet use has saved approximately \$17 billion annually.

Right now 31 states are missing an all-rider helmet law. And, laws currently on the books are under attack. Numerous states are considering repeals of all-rider helmet laws including Nebraska, Missouri, and Tennessee. Paul and I are currently working with Delaware Representative Sean Lynn to change our state's law. It is time for state elected leaders who have been missing in action as shown by this Roadmap Report to step up, speak out and enact this lifesaving law. Please don't miss another year of leaving families like mine unprotected and unsafe.

Thank you.



Remarks of Bill Vainisi
Insurance Co-Chair, Advocates for Highway and Auto Safety
and
Senior Vice President and Deputy General Counsel, Allstate Insurance
On the Release of the
2016 Roadmap of State Highway Safety Laws
National Press Club, Washington, D.C.
January 28, 2016

Good afternoon. I am Bill Vainisi, Senior Vice President and Deputy General Counsel of Allstate Insurance. Allstate is a proud member of Advocates for Highway and Auto Safety (Advocates) and I currently serve as the Insurance Co-Chair of the Board of Directors. Insurance companies and consumer, public health and safety groups have been working together for over 25 years with the unified goal of reducing motor vehicle crashes, preventing needless deaths and injuries and containing the staggering economic costs.

Allstate Insurance strongly supports the mission of Advocates to pass commonsense and cost-effective laws in Congress and state legislatures to make our roads and highways safe. I share the concern of others on Advocates' board as well as our speakers today about missing state laws and missing legislative action. Highway deaths are going up while passage of state safety laws is going down. In 2015 fewer states passed optimal laws than in any year since Advocates began publishing the *Roadmap Report* in 2004.

Motor vehicle crashes are the leading cause of death for 15 to 20 year olds. In 2014, more than 4,200 people were killed in crashes involving a young driver. I am especially alarmed that not a single state enacted an optimal teen graduated driver licensing, or GDL, provision last year. Every day novice teen drivers, their passengers and other road users are needlessly dying because states do not have comprehensive GDL laws. Teen driving laws that reduce the distraction of cell phone use, limit the number of teen passengers, and restrict late night driving are essential protections every state should have. At this time, no state has all 7 elements of an optimal GDL law, and that needs to change.

Our young people are dying on our roads. It is because they lack the experience and the skills necessary for safe driving. The solutions are right here in the Advocates' *Roadmap Report*. This report identifies basic protections needed to guide our teens to gradually build up their driving skills under safe conditions. Research is clear. When these elements of a comprehensive GDL law are enacted, crashes are reduced, lives are saved and families are spared the heart break of a son or daughter killed or seriously injured in a preventable crash.

In 2016, state legislators have a prime opportunity to get these teen driving bills passed so Governors can sign them into law. Furthermore, last December Congress passed a multi-year

highway funding bill, the FAST Act, which includes provisions to improve federal financial incentives for states that pass these laws.

I urge state leaders to use this Roadmap Report as a guide for upgrading teen driving laws. Not only will states realize the safety benefits of strong GDL programs and the economic cost-savings of reducing teen driving crashes on state budgets, but they will also be rewarded with additional federal funds. Everyone is a winner. Few laws can make this claim.

Thank you.