



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

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**Advocates for Highway and Auto Safety Releases
2017 Roadmap Report of State Highway Safety Laws**

***Second Year of Unacceptable Increases in Crash Deaths
Yet Legislative Amnesia Plagues State Legislatures
“Have We Forgotten What Saves Lives?”***

(WASHINGTON, D.C) – Today, Advocates for Highway and Auto Safety (Advocates) released the *2017 Roadmap of State Highway Safety Laws* (Roadmap Report). The 14th edition of this annual report rates all 50 states and the District of Columbia (DC) on their progress toward adopting 15 basic traffic safety laws. This “report card” exposes deadly gaps in these essential laws and should serve as both a wake-up call and call to action for state legislatures.

This report is released at a critical time in traffic safety nationwide. Recent U.S. Department of Transportation data reveal sharp increases in motor vehicle crash fatalities in 2015 with the upward trend continuing in 2016. More than 35,000 people were killed in 2015 and over 2.4 million were injured according to the National Highway Traffic Safety Administration (NHTSA). This represents a 7.2 percent increase in fatalities from the previous year and the largest percentage uptick in nearly 50 years. Further, preliminary data for the first nine months of 2016 show an 8 percent increase over the same time period in 2015.

This alarming two year jump in motor vehicle crash deaths also corresponds with a significant decrease in state legislative progress to pass lifesaving safety laws that have the potential to dramatically reduce the carnage on our roadways. In 2016, only four states and DC passed an optimal law as defined by this Roadmap Report. This sets a new record low for state legislative advances. All five laws enacted addressed impaired driving which is a major safety problem killing over 10,000 people in 2015. Colleen Sheehey-Church, National President of Mothers Against Drunk Driving (MADD) said, "Drunk driving remains the leading killer on our nation's roads. It will take all of us working together to help states pass laws to protect our children, our families and our communities from the 100 percent violent and preventable crime of drunk driving."

However, no state passed a single law to advance child safety, teen driving, distraction, or occupant protection.

Joan Claybrook, Consumer Co-Chair of Advocates and former NHTSA administrator said at the release, “The findings of this year’s Roadmap Report, “Have We Forgotten What Saves Lives?” are shocking as well as sobering. In 2015, there was a significant rise in highway deaths and yet legislative action was anemic, and the public is paying the price. It is time for every governor and

every state lawmaker to reexamine legislative priorities, renew their efforts and resolve to enact these lifesaving traffic safety laws. Since this Report was first released 14 years ago, we have never witnessed such meager legislative action.”

“The problem is clear – too many lives are lost, serious injuries sustained and needless costs incurred due to motor vehicle crashes. And so is the solution. Today, every state has dangerous gaps and loopholes in their traffic safety laws that needlessly make our roads dangerous and put families at risk. The Report’s title, “Have We Forgotten What Saves Lives?” raises a pressing question. And, unfortunately, the answer is “yes”. This public health crisis demands legislative action and not legislative amnesia about what works and what is needed,” said Jackie Gillan, President of Advocates.

The Roadmap Report recommends and rates 15 optimal laws that are based on decades of real world experience, as well as numerous scientific studies and data analysis. These laws have proven to be effective at preventing needless crashes and protecting occupants. Each state is given a rating in the five categories (Occupant Protection, Child Passenger Safety, Teen Driving, Impaired Driving and Distracted Driving) as well as an overall grade of: Green (Good); Yellow (Caution); and Red (Danger).

Advocates’ upgraded the rating system in this year’s Roadmap Report specifically in the categories of Child Passenger Safety and Teen Driving. More details about these changes can be found on page 10 of the report. These improvements to the criteria for achieving credit for an optimal law resulted in rating changes for many states that now need to upgrade their laws in various categories.

The Roadmap Report reveals that across the nation, 376 state laws are needed:

- **Primary Enforcement of Seat Belts:** 16 states need to pass an optimal primary enforcement seat belt law for front seat passengers and 32 states need an optimal primary enforcement seat belt law for rear seat passengers.
- **All-Rider Motorcycle Helmet Law:** 31 states need an optimal all-rider motorcycle helmet law.
- **Booster Seats:** 39 states and DC need an optimal booster seat law
- **Graduated Driver Licensing (GDL) for teen drivers:** 213 GDL laws need to be adopted to ensure the safety of novice drivers. No state has all seven optimal provisions of a GDL law.
- **Impaired Driving:** 35 critical impaired driving laws are needed in 33 states. In 2016, there were optimal ignition interlock device (IID) laws passed in Maryland, Rhode Island, Vermont and DC as well as a Child Endangerment Law passed in Connecticut.
- **All-Driver Text Messaging Restriction:** 9 states need an optimal all-driver texting ban.

Motor vehicle crashes are a public health epidemic by any measure. Dr. Georges Benjamin, Executive Director of the American Public Health Association, said, “These preventable tragedies fill our emergency rooms and hospitals. Emergency room doctors and nurses, surgeons, EMTs, fire fighters, and police officers are put in the reactive role to help these victims. But, it is elected officials who are charged with being in the proactive role to stop these crashes from happening in the first place. This year’s Roadmap Report provides sound and sensible policy strategies and solutions that state legislators can initiate today.”

Dr. Stephen Hargarten, Professor and Chair of the Department of Emergency Medicine at the Medical College of Wisconsin added, “One of the most difficult jobs I have as an emergency physician is to inform a parent or spouse that a loved one has died or will suffer a lifelong injury that could have

easily been prevented. I may not be able to save a patient that sustains a serious brain injury in a motorcycle crash because he or she was not wearing a motorcycle helmet but Wisconsin state lawmakers can. Wisconsin highway deaths were up 12% in 2015. It is time that my state takes action and pass an all rider motorcycle helmet law, a comprehensive teen driving law, an ignition interlock law for all drunk driving offenders and a strong booster seat law to protect our children.”

First responders, like law enforcement, know too well the benefits of laws that make our roads safe and protect the public in a crash. Captain Tom Didone of the Montgomery County (Maryland) Police Department has been an outspoken advocate for many lifesaving traffic safety laws in Maryland. This year, he is a leader in the effort to pass a primary enforcement rear seat belt law for all occupants. Captain Didone said, “There is absolutely no dispute that state traffic safety laws have a direct effect on promoting safer roadway behavior by drivers and occupants. This has been shown by experience, countless studies and scientific analysis of crash data. This is a personal issue for me since my son was killed in the back seat of a car driven by an inexperienced teen and he was not buckled up. We need Maryland and other states to pass laws that protect every passenger, in every seat, on every ride. Closing this loophole will achieve this goal.”

This year’s best and worst states list was announced by Cathy Chase, Vice President of Governmental Affairs for Advocates. “This year’s state rankings were shaken up by the new ratings changes. A handful of states that have enjoyed a place on the ‘best’ list have dropped off and we urge them to take the opportunity to rise to the challenge and make needed improvements.” States earning the top rating of green were: RI, DE, WA, LA OR and the District of Columbia. Chase continued, “This year’s ‘worst’ list grew substantially from last year’s – with many states now finding themselves at the bottom of the pack.” Those states that were assigned a red rating, which are seriously behind in adoption of the 15 recommended laws, are: SD, WY, AZ, MO, MT, FL, IA, NE, VA, ID, MS, NV, NH, ND, OH, PA and VT.

Advocates’ Insurance Co-Chair Bill Vainisi, Senior Vice President and Deputy General Counsel at Allstate Insurance, said, “At Allstate, our team works every day to protect against life’s uncertainties and prepare for the future. We want all of our customers to be protected by commonsense and lifesaving safety laws no matter where they live in this country. Additionally, we share Advocates’ goal of working with Republican and Democratic Governors and legislators to enact laws that will prevent crashes, save lives, reduce injuries and reduce costs. Significant increases in the highway death and injury toll bring a new urgency to passing these laws. This is the most successful solution and effective strategy we have to reverse the trend. Allstate joins with our consumer and public health and safety partners to get the job done.”

The *2017 Roadmap of State Highway Safety Laws*, speaker statements and the news conference webcast can be found at www.saferoads.org.

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LEGISLATIVE ACTIVITY IN 2016

Only 5 optimal highway safety laws enacted in 4 states and DC

Highway Safety Laws Enacted in 2016, in All State Legislatures

Primary Enforcement of Seat Belts: Front and Rear Seats - None

All-Rider Motorcycle Helmet Laws: None adopted, but attempts in 13 states to repeal all failed

Booster Seats: None

Graduated Driver Licensing (GDL): None

Impaired Driving: Ignition Interlock Devices for all offenders - District of Columbia, Maryland, Rhode Island and Vermont; Child Endangerment - Connecticut

All-Driver Text Messaging Restriction: None

Based on Advocates' safety recommendations, states need to adopt 376 laws:

- 16 states need an optimal primary enforcement seat belt law for front seat passengers;
- 32 states need an optimal primary enforcement seat belt law for rear seat passengers;
- 31 states need an optimal all-rider motorcycle helmet law;
- 39 states and DC need an optimal booster seat law;
- 213 GDL laws need to be adopted to ensure the safety of novice drivers, no state meets all the criteria recommended in this report;
- 35 critical impaired driving laws are needed in 33 states; and,
- 9 states need an optimal all-driver text messaging restriction.



State Performance in 2016

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.

RHODE ISLAND ● 12 laws. Missing an all-rider motorcycle helmet law, nighttime restriction and age 18 for unrestricted license for teen drivers.

DELAWARE ● 11 laws. Missing an all-rider motorcycle helmet law, booster seat law, age 18 for unrestricted license for teen drivers, and open container law.

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

DISTRICT OF COLUMBIA ● 10 laws. Missing booster seat law, as well as supervised driving requirement, nighttime and cell phone restrictions, and age 18 for unrestricted license for teen drivers.

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

OREGON ● 9 laws. Missing booster seat law, minimum age 16 for learner's permit, supervised driving requirement, nighttime and passenger restriction, and age 18 for unrestricted license for teen drivers.

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.

WYOMING ● Only 3 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, and an open container law.

ARIZONA ● Only 4 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, and an all-driver text messaging restriction.

MISSOURI ● Only 4 laws. Missing front and rear primary enforcement seat belt law, booster seat law, 6 of the 7 teen driving provisions, an open container law, and an all-driver text messaging restriction.

MONTANA ● Only 4 laws. Missing front and 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.

FLORIDA ● 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.

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.

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.

VIRGINIA ● Only 5 laws. Missing front and rear primary enforcement seat belt law, booster seat law, 6 of the 7 teen driving provisions, and an open container law.

IDAHO ● 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.

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.

NEVADA ● Only 6 laws. Missing front and rear primary enforcement seat belt law, booster seat law, 5 of the 7 teen driving provisions, and an ignition interlock law.

NEW HAMPSHIRE ● Only 6 laws. Missing front and rear primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 5 of the 7 teen driving provisions.

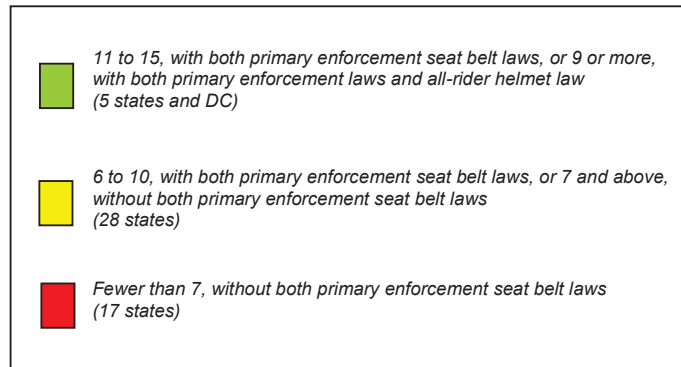
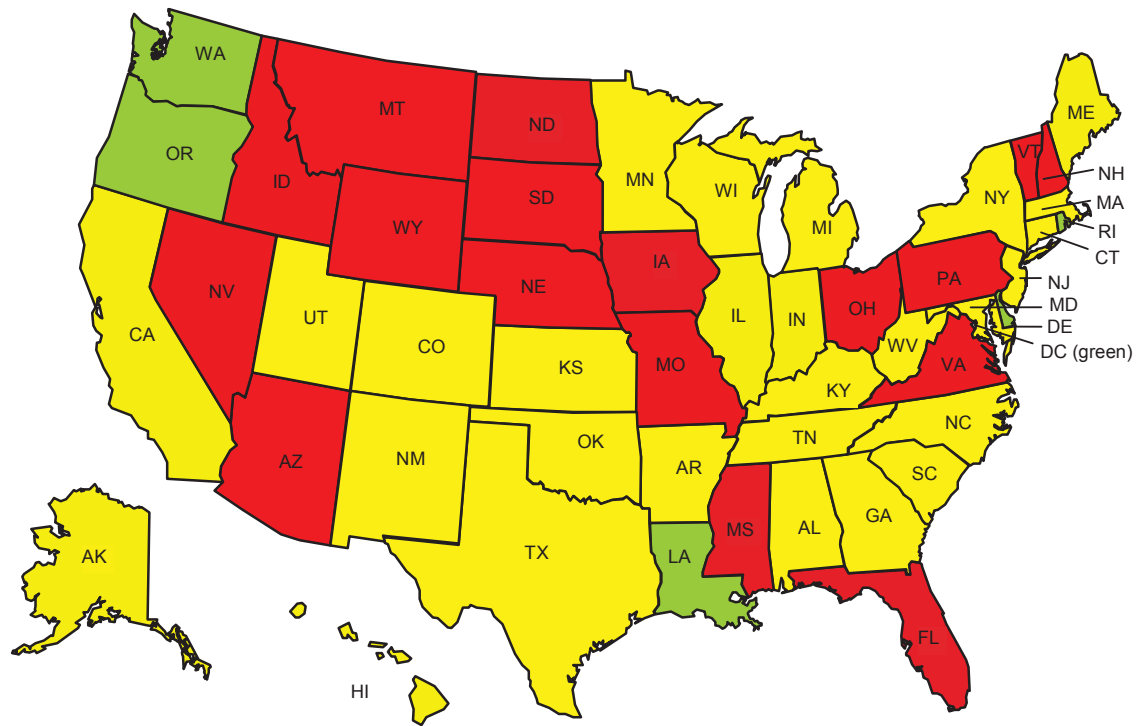
NORTH DAKOTA ● Only 6 laws. Missing front and rear primary enforcement seat belt law, all-rider motorcycle helmet law, booster seat law, 4 of the 7 teen driving provisions and an ignition interlock law.

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

PENNSYLVANIA ● 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.

VERMONT ● Only 6 laws. Missing front and rear primary enforcement seat belt law, booster seat law, 5 of the 7 teen driving provisions, and a child endangerment law.

2017 ROADMAP OF STATE HIGHWAY SAFETY LAWS: OVERALL RATING OF STATES BASED ON NUMBER OF SAFETY LAWS



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SPEAKER BIOS
Press Conference to Release
The 2017 Roadmap of State Highway Safety Laws
Tuesday, January 31, 2017
Reserve Officers Association, Washington, D.C.

Georges Benjamin, MD, FACP, FNAPA, FACEP (E), Hon FRSPH: Georges C. Benjamin, MD, is well-known as a health leader, practitioner and administrator. Dr. Benjamin has served as the executive director of the American Public Health Association, the nation's oldest and largest organization of public health professionals, since 2002. Prior, he was secretary of health for the state of Maryland. Dr. Benjamin is a graduate of the Illinois Institute of Technology and the University of Illinois College of Medicine. He is board-certified in internal medicine, a master of the American College of Physicians, a fellow of the National Academy of Public Administration and a fellow emeritus of the American College of Emergency Physicians. He serves on several non-profit boards, including Research!America, the University of Maryland Medical System and the Reagan-Udall Foundation. He is a member of the National Academy of Medicine.

Catherine Chase: Cathy Chase is Vice President for Governmental Affairs of Advocates for Highway and Auto Safety. Her 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. Most recently, Ms. Chase was a member of the 2016 class of the Women's Executive Leadership Program and is a board member of Hope for Grieving Families.

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.

Captain Tom Didone: Captain Tom Didone is a Montgomery County (Maryland) Police Department traffic division director, the co-chairman of the occupant protection emphasis area of the Maryland Strategic Highway Safety Plan, and long-time driver safety leader. His son Ryan, age 15, was killed on October 21, 2008 in a crash. He was a backseat passenger in a car driven by a newly-licensed 17-year-old high school classmate. Captain Didone is a devoted advocate for teen driver safety education, strong enforcement and improving highway safety laws.

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.

Stephen Hargarten, MD, MPH: Professor Stephen Hargarten, MD, MPH currently serves as Chair of the Department of Emergency Medicine at the Medical College of Wisconsin. He is also the Director of the Injury Research Center and the Associate Dean for the Global Health Program. Dr. Hargarten has been active in public health from national to local levels. He currently serves on the board of Advocates for Highway and Auto Safety and was the Founding President of the Society for the Advancement of Violence and Injury Research. Dr. Hargarten was inducted into the Johns Hopkins Society of Scholars in 2011 and was elected to the Institute of Medicine, National Academy of Sciences. In 2014, he began serving as President of the Center for International Health, which is dedicated to addressing local and global health issues.

Colleen Sheehey-Church: Colleen Sheehey-Church is the National President of Mothers Against Drunk Driving (MADD). She joined MADD in 2005, a year after her 18-year-old son Dustin drowned after the car he was riding in, driven by a teen with alcohol and drugs in her system, crashed into a river. Before becoming National President in 2015, Ms. Sheehey-Church served on MADD's National Board of Directors beginning in 2010. In addition to speaking to lawmakers across the country about the importance of enacting all-offender ignition interlock laws, Ms. Sheehey-Church continues to raise awareness for MADD's victim services by serving as a volunteer on MADD's 24/7 helpline.

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
2017 Roadmap of State Highway Safety Laws
Reserve Officers Association, Washington, D.C.
January 31, 2017

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. Our membership is comprised of over 50,000 professionals from all fields of public health. We are dedicated to making the United States the healthiest nation in one generation.

Throughout my 30 year career, every position I have ever held has given me an opportunity to personally witness the human and financial toll of motor vehicle crashes. As an administrator of emergency medicine, a state health secretary, and presently as the leader of the nation's premier public health association, I have devoted significant time, thought and effort to help develop and implement sound solutions to this public health epidemic. Advocates' *Roadmap of State Highway Safety Laws* identifies public policy deficiencies and proposes solutions to reduce the highway death and injury toll.

In 2015, there were 35,092 motor vehicle deaths and 2.44 million injuries. This represents a significant jump that is likely to be repeated in 2016. We cannot let this upward trend continue in 2017 when we know what to do. As in every other public health challenge we face, the only effective solution is "prevention."

Before the day is over, 100 people will be killed and another 6,500 people injured in highway crashes. And, before the day is over, emergency room doctors and nurses, surgeons, EMTs, fire fighters, and police officers will be on the front line responding and trying to help victims and save their lives. State legislators are also on the front line. They have the ability to pass safety laws that can stop these crashes, deaths and injuries from occurring in the first place. This year's Roadmap Report provides sound and sensible policy strategies and solutions that state legislators can initiate today.

The Report calls for the passage of laws that require the use of seatbelts, child safety seats and motorcycle helmets – all of which are a first line of defense when a crash occurs. It also includes laws that prohibit the dangerous and deadly behaviors of texting while driving, drinking and driving, and for teens – talking on a cell phone while driving among other risky behaviors. We know that all of these laws, if enacted, will save lives. We need elected officials to step up and take action – especially now that fatalities are on the rise and going up. Every state is missing an important law. Every state legislature is in session this year. Every lawmaker has a responsibility to help enact these laws. And, every family will be grateful for your action. We need to reverse the mortality and morbidity trend, and we can.

A doctor would never withhold medicine or a treatment that could save a life or mitigate an injury. So, too, should legislators not ignore these proven cures to the public health crisis occurring everyday on our roadways.

The American Public Health Association has been a long-standing supporter of improving the safety of the motoring public. And, I am here today to urge every state to look closely at this report, identify gaps in your state laws and commit to enacting legislation that will close them.

Thank you.



ADVOCATES
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STATEMENT OF
Catherine Chase, Vice President of Governmental Affairs
Advocates for Highway and Auto Safety
On the Release of the
2017 Roadmap of State Highway Safety Laws
Reserve Officers Association, Washington, D.C.
January 31, 2017

Good afternoon, I am Cathy Chase, vice president of governmental affairs for Advocates for Highway and Auto Safety. I want to welcome all of you joining us both in person and via webcast.

The 2017 *Roadmap of State Highway Safety Laws* released today rates all 50 states and the District of Columbia on their progress in adopting 15 basic, lifesaving traffic safety laws. This “report card” is a tool for all state legislatures. It identifies opportunities for legislative action to close dangerous loopholes in laws covering seat belts, motorcycle helmets, child booster seats, teen graduated driver licensing (GDL) programs, impaired driving and texting while driving.

In the report, each state and DC is given a rating of “green”, “yellow” or “red”. A green rating indicates that a state is significantly advanced in adopting the optimal safety laws as defined by the Report. A yellow rating is assigned to states that need improvement because of gaps in their laws. And, a red rating is given to those states that fall dangerously behind in adoption of the optimal laws. Further, to recognize the importance of seat belt laws, they are given a special weight. Without a comprehensive primary enforcement seat belt law for all occupants, no state can achieve the highest rating of green. Both New Jersey and New York, states which have consistently been rated in the top green category since Advocates’ first publication of the Roadmap Report, were downgraded to yellow because they lack this basic safety protection.

This year, Advocates has introduced changes in the categories of child passenger safety and teen driving laws. These updates were based on new studies and new best practices in preventing deaths and injuries. The adopted changes have resulted in a number of states shifting ratings within those specific categories as well as in their overall rating. These changes are outlined on page 10 of the Report, but here’s a brief summary:

- For child passenger safety, we have added a height requirement to the optimal booster seat law. For a state to now receive full credit in this category, their law must require that a booster seat be used until a child reaches 57 inches in height and is eight years of age. This change is supported by research and other leaders in the safety community and is consistent with Advocates’ recommendation in the past. Using this new optimal law definition, 11 states now receive credit for a booster seat law – down from 33 and DC in last year’s Report.
- Second, with the teen driving laws, the supervised driving requirement and the passenger restriction have been updated to reflect incentive grant criteria included in the surface transportation bill enacted in the last Congress, called the “FAST Act”. Previously a state received credit if they required between 30 and 50 hours of supervised driving. Now, a state must require at least 50 hours in order to get credit. Furthermore, 10 of these hours

must be a night. As a result, 14 states and DC lost credit for this law based on the change.

- The teen driving passenger restriction has changed to limit passengers to one non-familial passenger younger than age 21, rather than one non-familial “teenage” passenger. As such, 11 states lost credit for the passenger restriction. Additionally, teen driving laws are now required to, at a minimum, have a nighttime or passenger restriction that lasts through age 18. As a result of these modifications, 12 states and DC no longer meet this optimal definition.

This year’s state rankings were shaken up by the new ratings changes. A handful of states that garnered a place on the ‘best’ list have dropped off. We urge them to take this opportunity to rise to the challenge and make needed improvements. The states that have earned the highest overall green rating are: Rhode Island, Delaware, Washington, Louisiana, Oregon and the District of Columbia. We congratulate these states for their progress but caution that there is still not a single state that has all 15 laws. In fact, Rhode Island tops the chart with only 12 optimal laws. This underscores the fact that every single state still needs to make advances.

This year’s ‘worst’ list grew substantially from last year’s – with many states now finding themselves at the bottom of the pack. South Dakota has the distinction of being the “worst of the worst” with only two optimal laws. Closely behind is Wyoming with three laws and Arizona, Missouri and Montana with just four laws each. The list is rounded out by Florida, Iowa, Nebraska, Virginia, Idaho, Mississippi, Nevada, New Hampshire, North Dakota, Ohio, Pennsylvania and Vermont.

This can change though. There are Republican and Democratic legislators in all of these states who are introducing highway safety measures to improve their laws. We urge Governors and legislative leaders in all of these states to get behind these efforts to address the trend of increased fatalities on our roads.

In conclusion, we urge you to not forget what saves lives – we have the answers right here.

Thank you.



ADVOCATES
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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
2017 Roadmap of State Highway Safety Laws
Reserve Officers Association, Washington, D.C.
January 31, 2017

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).

The findings of this year's Roadmap Report, "Have We Forgotten What Saves Lives?" are shocking as well as sobering. In 2015, there was a significant rise in highway deaths and yet legislative action was anemic, and the public is paying the price. It is time for every governor and every state lawmaker to reexamine legislative priorities, renew their efforts and resolve to enact these lifesaving traffic safety laws.

Since this Report was first released 14 years ago, we have never witnessed such meager legislative progress. In 2016, only five laws meeting Advocates' optimal criteria were even passed.

Let's look at a few examples of the state legislative track record.

Motor vehicle deaths of children and teens are up. However, no state yet has a comprehensive novice teen driving law, and 39 states and DC need to upgrade their child booster seat laws.

Motorcycle deaths once again jumped 8% to nearly 5,000 fatalities. This number has doubled since a low of 2,119 deaths in 1997. Yet, today fewer states have all rider motorcycle helmet laws than in 1997. Last year, 13 states attempted to repeal existing laws and only a few states even considered requiring the use of helmets.

The good news is that all attempts to repeal the helmet laws failed and that all-rider helmet bills have already been proposed this year in Connecticut, Delaware, Florida and Montana. We applaud the forward-thinking and fiscally responsible lawmakers behind these bills and urge governors and legislative leaders in those states to support enactment.

Motor vehicle deaths caused by distracted driving were up 9% in 2015. Yet, 9 states have no laws or weak ones restricting texting while driving. Texas is considering a measure this year to ban texting, and all mobile electronic communications, while driving. Past efforts have failed. Statistics show that at least one person dies every day on Texas roads because of distraction. We

are pleased Lieutenant Governor Patrick has signaled his support for a texting ban, and urge the Texas Legislative take action and the Governor to sign this bill into law.

And finally, last year, nearly half of those killed in crashes were unbelted. Today, only 34 states and DC have primary enforcement seat belt laws for front seat passengers, and only 18 of these states and DC cover rear seat passengers.

We have two examples in our own back yard. Virginia doesn't have a primary enforcement seat belt law for either front or rear seat passengers. And, Maryland lacks a primary law for all rear seat passengers. Let's hope these two states will act this year and finally pass strong seat belt laws.

These are just a few examples of actions needed in the states this year. The Roadmap Report raises an important question – "Have We Forgotten What Saves Lives?" Next year, when we look back on the challenge we face of mounting traffic deaths and the opportunity to enact solutions in 2017, I hope the answer is "No". We did not forget how to save lives. We did not forget the immense and needless emotional and economic toll of motor vehicle crashes on families. And, governors and state lawmakers did not forget their duty to act in the best interests of their constituents.

Thank you.

**STATEMENT OF
Captain Tom Didone
Montgomery County Maryland Police Department
On the Release of the
2017 Roadmap of State Highway Safety Laws
Reserve Officers Association, Washington, D.C.
January 31, 2017**

Good Afternoon. I am Tom Didone and I have been with the Montgomery County, Maryland, Police Department for three decades. I also serve as co-chairman of the occupant protection emphasis area of the Maryland Strategic Highway Safety Plan. Throughout my career, I have witnessed the scenes of countless motor vehicle crashes that resulted in needless deaths and serious injuries.

Last year, I was here with Chief Manger, for the release of Advocates' 2016 Roadmap Report. At the time, Chief Manger called upon the General Assembly of Maryland to pass "Noah's Law"— an all-offender ignition interlock bill. This bill was named in memory of Montgomery County police officer, Noah Leotta. Our colleague, Noah, was killed in the line of duty by a repeat drunk driver. For years this legislation languished in the Maryland Legislature. Police Officer Leotta's death and drawing attention to it at the press conference on the Roadmap Report galvanized support for passage of this bill. Just four months later, this critical measure was signed into law, closing a dangerous and deadly loophole in our state. It was a great victory for safety.

I am today here to bring attention to another deadly loophole in Maryland's seat belt law. Currently, our seat belt law does not allow for primary enforcement for all occupants in all seating positions. If I see a car full of teenagers and the back seat passengers are not buckled up, I cannot enforce the seat belt law unless another traffic violation is committed, like running a red light or speeding. It's time to change that. We need Maryland and other states to pass laws that protect every passenger in every seat for every ride. In 2015, traffic fatalities in Maryland spiked 14 percent, and it's looking worse for 2016. This is the largest number of motorists killed, 513 fatalities, since 2009. Nearly, a third of fatalities in which restraint use was known were unbuckled.

We got Noah's Law enacted last year, and I urge elected officials to pass a rear seat belt bill in Maryland this year. According to Advocates' report there are 32 states without a primary enforcement rear seat belt law. Most of the rear seat occupants are children and teens and we must protect them. I would also like to take this opportunity to urge the Wyoming legislature, which is considering a bill to upgrade its seat belt law today, to move it forward. There is absolutely no dispute that state traffic safety laws have a direct effect on promoting safer roadway behavior by drivers and occupants. This has been shown by experience, countless studies and scientific analysis of crash data.

Lastly, I would like to share with you that this issue also is very personal for me. My teenage son Ryan was killed in a crash in October of 2008. He was in the back seat of a car driven by an inexperienced teen and he was not buckled up. We don't have to wait for tragedies like my own, and the loss of a son by the Leotta family, to galvanize legislative action. There are hundreds of stories like ours every year on Maryland's roadways. Let us use this Roadmap Report to remember what laws we need, and what works to save lives. Thank you.



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

**STATEMENT OF
Jacqueline Gillan, President
Advocates for Highway and Auto Safety
On the Release of the
2017 Roadmap Report of State Highway Safety Laws
Reserve Officers Association, Washington, D.C.
January 31, 2017**

Good afternoon, I am Jackie Gillan, president of Advocates for Highway and Auto Safety (Advocates). Thank you for joining us today.

Founded in 1989, Advocates is a unique partnership of consumer, health and safety groups and property and casualty insurance companies and agents. Our mission is to advance state and federal laws and programs to prevent motor vehicle crashes, save lives, reduce injuries and contain costs.

Today, we are pleased to release the 14th edition of our annual *Roadmap of State Highway Safety Laws*. This Report has served as a catalyst for change in advancing safety laws around the country. The purpose of this annual report is to evaluate state progress in adopting basic traffic safety laws and to identify states with weak and strong laws. Since Advocates first published the Roadmap Report in 2004, there have been over 230 traffic safety laws passed in states and highway deaths were on a downward trend. Unfortunately, the good news stops there. In the last two years we have experienced a sharp increase in traffic fatalities and a disturbing decrease in enactment of lifesaving laws.

In 2015, 35,092 people died and more than 2 million were injured in motor vehicle crashes. The 2015 death toll represents a 7.2% increase in motor vehicle deaths from 2014 – the largest percentage increase in 50 years. Before today is over there will be 100 people killed on our roads and 6,500 injured. Early data indicate 2016 will be even bleaker with an expected 8% jump in fatalities.

The title of this year's Roadmap Report raises an important question for Governors and lawmakers in every state capital – "Have We Forgotten What Saves Lives?" I hope the answer to our question is a resounding "No". Nonetheless, people are needlessly dying on our roads while lifesaving laws are needlessly dying in state legislatures.

Have we forgotten:

- that last year seat belts saved nearly 14,000 lives nationwide?
- that motorcycle helmets could have saved almost 750 lives if every motorcyclist was helmeted?
- that child safety seats provide the best protection for our most vulnerable passengers?
- that motor vehicle crashes are still the number one killer of American teens?
- that alcohol-impairment continues to be responsible for nearly one third of all fatalities?
- and, that restricting all drivers from texting is necessary to reduce distraction?

There is no excuse for state lawmakers to ignore, delay or defeat these successful and available solutions that are presented in Advocates' report. We have years, even decades, of research,

studies, data and experience that support the same conclusion. To reduce crashes, deaths and injuries, the tried and true method of passing and enforcing strong state safety laws must be employed.

Now, I would like to introduce our speakers:

- Cathy Chase, Advocates' Vice President of Governmental Affairs summarizing the Roadmap Report findings.
- Dr. Georges Benjamin, Executive Director of the American Public Health Association.
- Debbie Sausville, a volunteer with Mothers Against Drunk Driving (MADD).
- Bill Vainisi, Senior Vice President and Deputy General Counsel of Allstate Insurance Company and current Co-Chair of Advocates for Highway and Auto Safety.
- Dr. Stephen Hargarten, Professor and Chair of the Department of Emergency Medicine and the Director of the Injury Research Center at the Medical College of Wisconsin.
- And, Joan Claybrook, a founding Board Member, current Consumer Co-Chair of Advocates, and former Administrator of the National Highway Traffic Safety Administration in the Carter Administration.

Also, I would like to welcome those who are watching the event via webcast. If you have questions for any of our speakers, there is a text box below the video player that will allow you to submit a question. Time permitting we will answer questions at the end of the press conference. Additionally, all of the materials including speaker statements and handouts are available on our website www.saferoads.org.

Finally, I would like to thank Advocates' staff who spent hundreds of hours putting this report together. In particular, Allison Kennedy, who led the Roadmap project, Cathy Chase, Peter Kurdock, Tara Gill, Henry Jasny and Shaun Kildare who checked facts, read countless state laws and worked to produce such a detailed and thorough report.

Thank you.

Remarks of Dr. Stephen Hargarten
Professor and Chair, Department of Emergency Medicine and
Director, Injury Research Center, Medical College of Wisconsin
On the Release of the
2017 Roadmap of State Highway Safety Laws
Reserve Officer's Association, Washington, D.C.
January 31, 2017

Good afternoon. I am here today to share with you what it is like to be an emergency physician who has treated a child who wasn't properly buckled up, or a new teen driver who gave into peer pressure and was driving too fast, or a family returning home for vacation and is hit by a repeat drunk driver offender, or a motorcyclist who didn't wear a helmet because it wasn't required by law. Treating these patients is heart-breaking especially when we have the means to prevent these needless crashes, deaths and injuries. To see the promise of a full life disappear is something I don't think I will ever get over or accept.

Each one of these preventable tragedies has motivated me to be an advocate for improving highway safety laws. I may not be able to save a life after a crash occurs but I can save many lives as an advocate for safety laws that will prevent these tragic outcomes. That is the reason I am here today to lend my voice and the support of the emergency medical community to endorse the findings and recommendations in *Advocates' 2017 Roadmap of Highway Safety Laws*.

This report identifies 376 opportunities to save lives in the U.S. I have served as the Chair of the Wisconsin Seat Belt Coalition which championed the primary enforcement seat belt law which took effect in June of 2009. In 2015 alone, seat belts saved the lives of 231 people in Wisconsin and nearly 14,000 lives nationwide. Yet, despite this clear and compelling evidence, there are still 32 states that have dangerous gaps in their seat belt laws. It doesn't make sense for the public's health and safety. When I flew from Milwaukee to DC to be here, I had to wear a seat belt for landing and take-off. However, if I drove here I would travel through states that have weak seat belt laws and in some states, no law to cover rear seat occupants.

Additionally, a highway safety issue in which states are heading in the wrong direction is the passage of all-rider motorcycle helmet laws. In 2015, nearly 4,700 motorcycle crash fatalities occurred nationwide. This is an 8 percent increase from the preceding year. Yet, since 1976, when the U.S. Department of Transportation stopped assessing penalties on states without helmet laws, 31 states have repealed their all-rider helmet laws, and each year this assault on unprotected brains continues. Wisconsin repealed our all-rider helmet requirement in 1978 and we are suffering the consequences in deaths and the cost of long-term medical care for brain injured survivors. In 2015, we experienced an 11 percent increase in motorcyclist fatalities. I urge all states that have repealed their all-rider helmet laws to revisit and reinstate them. If you don't have the law, it is essential and lifesaving. We cannot afford to wait on this – people are dying and being needlessly injured, and that cost often falls on state budgets and the shoulders of taxpayers.

Wisconsin highway deaths were up 12% in 2015. It is time that my home state took action and passed an all rider motorcycle helmet law, a comprehensive teen driving law, an ignition interlock law for all drunk driving offenders and a strong booster seat law to protect our children.

To conclude my remarks, I would like to answer the question posed on the cover of the Roadmap Report, "Have we forgotten what saves lives?" I have not. I urge every elected official to pick even just one missing law in their state and commit to getting it enacted. As Mahatma Gandhi said, "The future depends on what you do today." You can do more than I can taking care of crash victims one at a time...

Thank you.



Debbie Sausville
Advocates for Highway and Auto Safety Press Conference
2017 Roadmap of State Highway Safety Laws
January 31, 2017

Good afternoon, my name is Debbie Sausville, and I am a volunteer with Mothers Against Drunk Driving.

I want to thank Advocates for Highway and Auto Safety for allowing me to be here today to represent MADD and nearly 1 million people MADD has served who have victimized by the **100 percent preventable, violent** crime of drunk driving.

My life changed in 2004, when my 16-year-old stepdaughter Lauren died in a car crash after drinking at a party and then driving. Each time Lauren left our house with her dad's car, he would say to her "Lauren, don't drink and drive." How many parents do that each time their child leaves the house in their family car? But that night, an adult bought her two cases of beer. She crashed into the back of the car of a friend she was following to another party. It took an hour to cut her out of the car. But it was too late, Lauren was gone.

Clearly, despite all of our efforts to send a message that drunk driving is dangerous and indiscriminately kills people of all ages, we still have a great deal of work to do to stop the tragedies on our roadways.

Like our partners at Advocates, MADD believes that it is critical for states to pass all offender ignition interlock laws. That's why we too have made the passage of all-offender ignition interlock laws our highest legislative priority. Last year was a great year in terms of passing new laws with the addition of Maryland, Rhode Island, Vermont and Washington DC, bringing the national total to 28 states and the District of Columbia that require interlocks for all convicted drunk drivers.

Ignition interlocks have proven remarkably effective at reducing DUI deaths and fatalities in states that require them for all offenders. Arizona and Oregon have reduced drunk driving deaths by over 40 percent. These devices are so important because we now know that 50-75 percent of all convicted drunk drivers will continue to drive even with a suspended license. Therefore, license suspension alone is no longer the best approach to stopping drunk driving.

But we need to do more and that's why I'm pleased to join the Advocates today and call on the 22 states who have not passed strong ignition interlock laws to do so in 2017.

MADD also wants to recognize Connecticut for passing a strong law that adds penalties for drunk drivers who have a child passenger.

Children don't have a voice or a choice when riding with an adult, and they should never be in danger from drunk driving. Especially by those entrusted to keep them safe. Driving drunk with a child passenger is not only unconscionable, it's a crime and a form of child abuse, and MADD and Advocates will continue to work with states to pass strong laws to protect our children.

Again, thank you for allowing me to speak today about something that is so important to me.



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
2017 Roadmap of State Highway Safety Laws
Reserve Officers Association, Washington, D.C.
January 31, 2017

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. Advocates is a unique and successful alliance of insurance companies and consumer, public health and safety groups. We have been working together for over 25 years to successfully reduce motor vehicle crashes, prevent needless deaths and injuries, and mitigate the associated cost of crashes.

At Allstate, our team works every day to protect against life's uncertainties and prepare for the future. We want all of our customers to be protected by commonsense and lifesaving safety laws no matter where they live in this country. Additionally, we share Advocates' goal of working with Republican and Democratic Governors and legislators to enact laws that will make our roads safer. Significant increases in the highway death and injury toll bring a new urgency to passing these laws. Traffic safety laws that increase seat belt use, protect children and teens, address distraction and get tough on drunk drivers are the most effective solutions we have to reverse the upward trend of highway crashes, deaths and injuries. Allstate joins with our consumer and public health and safety partners to get the job done in state capitals across the country.

Together with Advocates, Allstate has been especially focused on improving safety for teen and novice drivers. We have been promoting the enactment of comprehensive teen graduated driving laws, known as GDL laws. Teens lack the experience and skills for safe driving which increases their risk of being involved in a serious and fatal crash. In fact, motor vehicle crashes are the leading cause of death for American teens. And, unfortunately the problem is getting worse. In 2015, there were 4,700 deaths caused by young drivers. Of this number, 2,800 were teen drivers and passengers who needlessly died. These are children, grandchildren, siblings, friends, classmates and teammates taken from us too soon because of preventable motor vehicle crashes.

The good news is that we have research-based solutions to help teens develop their driving skills under safe conditions. Advocates' Roadmap provides a clear and concise game plan for state legislatures to act on laws that will protect teens and motorists sharing the road with new teen drivers. According to the Roadmap Report, there is no state that has a comprehensive, optimal teen driving law in place today. Every state legislature is meeting this year, and there are plenty of opportunities to change that and make a difference in the lives of every family. It is time for state lawmakers to make protecting our teen drivers a priority and enact these commonsense laws. Let's work today to protect tomorrow's future leaders.

Thank you.