

ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

2019 Roadmap of State Highway Safety Laws, 16th Annual Edition

16TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

**The future offers a promise of improving safety on our roads with autonomous vehicles, but thousands of lives can be saved with proven technology and strong safety laws now.
Let's get to work.**

Hardly a day goes by when there isn't a news story, article or editorial piece about driverless vehicles – cars, trucks and buses with complex computer systems and automated functionality that assume the role of human drivers. In an ideal world where these systems perform reliably and safely, they hold tremendous promise to make significant reductions in preventable crashes, deaths and injuries as well as expanding safe mobility choices.

However, that utopic vision is still a while away, potentially decades, from becoming reality. Advocates for Highway and Auto Safety (Advocates) is optimistic about this possibility, but important steps must be taken to ensure that driverless vehicles are “rolled out” in a safe manner. The federal government needs to establish minimum performance requirements, exercise strong oversight and establish transparency so that if, or when, something goes wrong, problems can be remedied expeditiously.



As we drive toward that future, numerous readily-available solutions can be employed now to bring down the needless death, injury and economic toll from motor vehicle crashes. Proven safety technologies that can help avoid and mitigate crashes should be fully deployed in all new vehicles. Additionally, the 16 state traffic safety laws outlined in this report should be adopted in all 50 states and the District of Columbia. This year's report cover sums up our message: “Until the day comes when driverless cars are proven to be safe, we can save countless lives by taking action now on verified technology and comprehensive laws.”

Crashes remain all too frequent and all too deadly. Each day on average over 100 people are killed and 8,500 more are injured on our Nation's roads. Yet, verified technologies like automatic emergency braking (AEB), lane departure warning (LDW) and blind spot detection (BSD) still are largely limited to luxury cars or high end models. Moreover, over 400 laws are still needed in states nationwide. These laws, as outlined in the Roadmap Report, are strong countermeasures targeted at deadly and persistent highway safety problems that contribute to the over 37,000 fatalities and millions of injuries from crashes annually.

Every single state still has gaps in their laws. If every state passed just one measure this year, substantial safety improvements for occupant protection, child passenger safety, teen drivers, impairment and distraction could be accomplished. While much focus is given to cars that can completely drive themselves, we continue to experience almost half of passenger vehicle occupants killed being unbuckled and nearly a third of crashes still being caused by an impaired driver. It is not acceptable to ignore these tragically enduring facts while we await a still uncertain future.

Advocates calls on state lawmakers to pass the recommended laws in the Roadmap Report and urges Congress and the U.S. Department of Transportation to require that advanced safety technologies, which are backed by research and data, be installed in all new cars. On the path to fully autonomous vehicles, too many lives are at stake in the meantime. We can and must act now.

A handwritten signature in black ink, appearing to read 'C. Chase', with a stylized flourish at the end.

Catherine Chase, President

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GLOSSARY OF ACRONYMS

Advocates - Advocates for Highway and Auto Safety

AAA - American Automobile Association

AEB - Automatic Emergency Braking

AV - Autonomous Vehicle

BAC - Blood Alcohol Concentration

BSD - Blind Spot Detection

CDC - Centers for Disease Control and Prevention

CPS - Child Passenger Safety

DC - District of Columbia

DUI - Driving Under the Influence

DWI - Driving While Intoxicated

FARS - Fatality Analysis Reporting System

FHWA - Federal Highway Administration

FAST Act - Fixing America's Surface Transportation Act (Pub. L. 114-94)

GAO - Government Accountability Office

GDL - Graduated Driver Licensing

IID - Ignition Interlock Device

IIHS - Insurance Institute for Highway Safety

LDW - Lane Departure Warning

LATCH - Lower Anchors and Tethers for Children

MADD - Mothers Against Drunk Driving

MAP-21 - Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141)

NHTSA - National Highway Traffic Safety Administration

NTSB - National Transportation Safety Board

U.S. DOT - United States Department of Transportation

URGENT ACTION NEEDED TO IMPROVE HIGHWAY SAFETY

The Problem

All across the nation people greatly depend on the safety of our transportation system. Whether walking, biking, driving or riding, many Americans are afforded a significant degree of mobility. Yet this comes with an enormous social cost. In 2017, more than 37,000 people were killed in motor vehicle crashes. Further, there were nearly 7.27 million police-reported crashes and more than 3.14 million people injured in 2016, the latest year for which full data is available. This is a major public health epidemic by any measure.

While federal action and safety requirements can address part of the problem, **state laws have a direct impact on promoting safer behavior by drivers and occupants.** Unfortunately, as demonstrated by this report, far too many highway safety laws are lacking across the nation.



In 2017:

- 37,133 people were killed in motor vehicle crashes – a 1.8% decrease from the previous year. This marginal decrease follows two years of increases.
- Automobile crashes remain a leading cause of death for Americans age five to 34.
- Almost half (47%) of passenger vehicle occupants killed were unrestrained.
- A total of 5,172 motorcyclists died, amounting to 14% of all crash fatalities.
- 1,147 children aged 14 and younger were killed in motor vehicle crashes, including 267 children age four through seven and 248 children age two and younger.
- Crashes involving young drivers (age 15 - 20) resulted in 4,750 fatalities, accounting for almost 13% of all crash deaths.
- There were 10,874 fatalities in crashes involving a drunk driver.
- In crashes involving a distracted driver, 3,166 people were killed.

An additional 406 laws need to be adopted in all states and DC to fully meet Advocates' recommended optimal safety laws in this report.

NEAR TERM AND LONG TERM TRAFFIC SAFETY SOLUTIONS

With more than 37,000 people killed on our roads in 2017, the magnitude of this public health epidemic is clear. While the *Roadmap of State Highway Safety Laws* focuses on state laws as countermeasures to curb this needless death and injury toll, Advocates takes a comprehensive approach to ensure the safety of all road users.

Advocates has always enthusiastically championed the use of safety technology, and for good reason. NHTSA estimates that since 1960 over 600,000 lives have been saved by vehicle safety technologies.

In the long term, autonomous vehicles (AVs) have the potential to be the catalyst for meaningful and lasting reductions in fatalities and injuries.



However, in the near term, effective and proven solutions could be implemented to save lives now.

Driver Assistance Technology

Advanced technologies that have been proven to help avoid or mitigate crashes should be required as standard equipment on all vehicles. These include automatic emergency braking (AEB), lane departure warning (LDW) and blind spot detection (BSD) for cars, trucks and buses. These systems can help prevent crashes from occurring, as well as mitigate crashes that do occur, potentially lessening the severity. The Insurance Institute for Highway Safety (IIHS) has found that AEB can reduce front-to-rear crashes with injuries by 56%, LDW can reduce single-vehicle, sideswipe and head-on injury crashes by over 20%, and BSD can reduce injury crashes from lane change by nearly 25%. Additionally, the IIHS has found that while nighttime visibility is essential for safety, few vehicles are equipped with headlights that perform well. Unfortunately, these safety systems are often sold separately as part of an expensive trim package or on high end models.

Automated Enforcement

Automated enforcement can be used as an effective tool against two common crash contributors – speeding and red light running. One of the most challenging issues contributing to traffic crashes is speeding, which is driving in excess of the posted legal limit. In 2017, over 25% of all fatal crashes involved speeding as a contributing factor according to NHTSA data. Moreover, the Federal Highway Administration (FHWA) reports that Americans are more likely to be injured in a red light running related event than any other crash. A study by IIHS found that red light cameras reduced the fatal red light running crash rate by 21% and the rate of all types of fatal crashes at signalized intersections by 14%. Similarly, speed cameras have been shown to reduce both vehicle speed and crashes.

Improving Large Truck Safety

Truck crashes continue to occur at an alarmingly high rate. In 2017, 4,761 people were killed in crashes involving large trucks. This is an increase of 9% from the previous year and a staggering 41% increase since 2009. Further, over 100,000 people are injured in large truck crashes each year. In fatal two-vehicle crashes between a large truck and a passenger vehicle, 97% of the fatalities are occupants of the passenger vehicle, according to IIHS. Several safety improvements would curb the needless carnage resulting from large truck crashes. Available safety technologies such as speed limiting devices and AEB could already be preventing crashes if they were required on the entire fleet. Further, trucks should be equipped with strong underride guards to mitigate horrific and violent crashes when a vehicle goes under the rear or side of a truck.

Rear Seat Safety

The majority of passengers in the rear seat are children, teens, and older adults. Congress directed a final rule requiring rear seat belt reminders in all new motor vehicles by October 2015 as part of MAP-21. NHTSA has failed to issue a Notice of Proposed Rulemaking, which is woefully overdue.

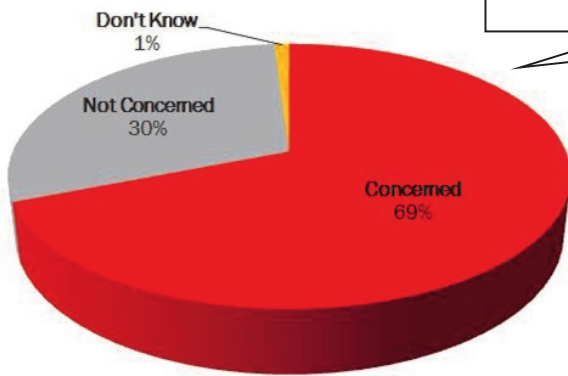
Adults unintentionally leaving infants and young children in child restraint systems in the rear seats of vehicles tragically leading to death has been, and continues to be, a well-known safety problem, but one with available technology solutions. Exposure of young children, particularly in extreme hot and cold weather, leads to hyperthermia and hypothermia that can result in death or severe injuries. Legislation was introduced in the last Congress and is expected to be reintroduced this year that would require the U.S. DOT to issue a final rule for a reminder system to alert the driver if a child is left unattended in a vehicle.

BUILDING TRUST THAT TECHNOLOGY CAN DELIVER SAFETY

The public has said time and again that they are skeptical about sharing the road with driverless cars. This mistrust is understandable. There is a lack of transparency and information about their capabilities and limitations, coupled with preventable crash fatalities that have already occurred. Proven technologies available now can serve a dual purpose of building public confidence in technology and saving lives.

Public acceptance will be crucial on the path to fully driverless vehicles.

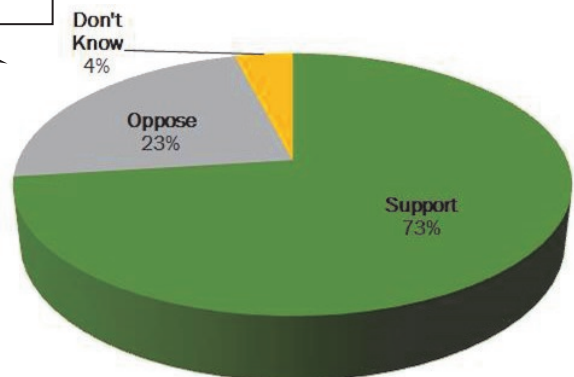
How concerned are you about being on the road with driverless cars?



The public is overwhelmingly (69%) concerned about sharing the road with driverless vehicles as motorists, bicyclists and pedestrians. This apprehension is widespread across demographics including gender, generations, region, education and political affiliation. (ORC International, July 2018)

Do you support safety standards for driverless cars?

The vast majority (73%) supports safety standards for new features related to the operation of driverless cars. Responses were similarly strong across gender, political affiliation and region of residence. (ORC International, January 2018)

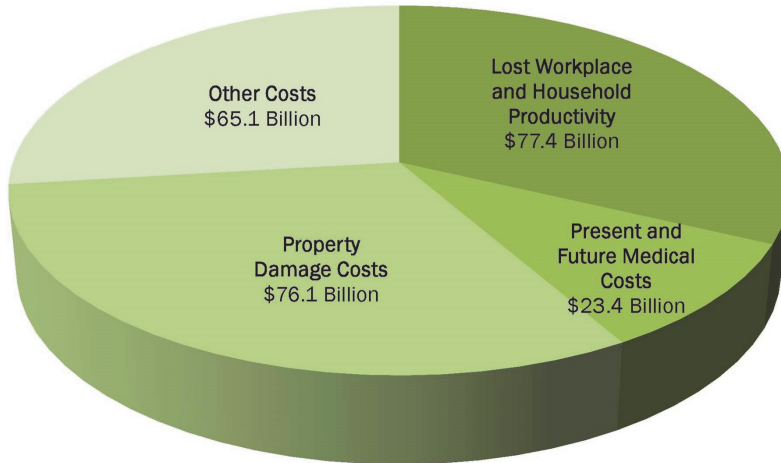


The public has indicated clearly that they want protections put in place for driverless cars that will be operating on public streets and highways. As driverless cars are developed and deployed, building and maintaining public confidence will be critical. This can be accomplished by subjecting these experimental vehicles to sufficient oversight and necessary federal standards.

SAFETY LAWS REDUCE CRASH COSTS

Motor vehicle crashes impose a significant financial burden on society.

Annual Economic Cost of Motor Vehicle Crashes: \$242 Billion



STATE	(Millions \$)	STATE	(Millions \$)
AL	\$4,473	MT	\$898
AK	\$592	NE	\$1,295
AZ	\$4,183	NV	\$1,978
AR	\$2,386	NH	\$1,374
CA	\$19,998	NJ	\$12,813
CO	\$4,173	NM	\$1,769
CT	\$4,880	NY	\$15,246
DE	\$684	NC	\$7,909
DC	\$859	ND	\$706
FL	\$10,750	OH	\$10,125
GA	\$10,787	OK	\$2,910
HI	\$577	OR	\$1,768
ID	\$886	PA	\$5,851
IL	\$10,885	RI	\$1,599
IN	\$6,375	SC	\$4,045
IA	\$2,188	SD	\$720
KS	\$2,445	TN	\$5,667
KY	\$4,363	TX	\$17,044
LA	\$5,691	UT	\$1,725
ME	\$1,303	VT	\$538
MD	\$4,476	VA	\$4,998
MA	\$5,835	WA	\$4,469
MI	\$9,599	WV	\$1,482
MN	\$3,057	WI	\$4,546
MS	\$2,718	WY	\$788
MO	\$5,560	Total	\$241,988

Source: The Economic and Societal Impact of Motor Vehicle Crashes, 2010, NHTSA (2015).



Each person living in the U.S. essentially pays a **\$784 annual "crash tax."**

When loss of life, pain and decreased quality of life are added to economic costs, the toll is \$836 billion each year.

According to the Network of Employers for Traffic Safety (NETS), motor vehicle crashes cost employers \$47.4 billion in direct crash-related expenses based on 2013 data.



LEGISLATIVE ACTIVITY IN 2018

In 2018, 5 laws were passed that meet the criteria for the basic safety laws included in this report.

While other legislative activity occurred throughout the states, for purposes of this report only those laws that meet the optimal law criteria, as defined on pages 11 and 12 are considered.

Note: Laws that do not meet the optimal law criteria, including laws subject only to secondary enforcement, are not included in the legislative activity summary.



Idaho: Enacted ignition interlock device requirement for all offenders



Illinois: Enacted rear facing through age 2 law



Iowa: Enacted ignition interlock device requirement for all offenders



Nebraska: Enacted rear facing through age 2 law



Virginia: Enacted rear facing through age 2 law

States are failing to close important safety gaps because they have not adopted the lifesaving safety laws listed below. While a number of highway safety laws have been enacted during the last few years, many laws considered to be fundamental to highway safety are still missing in many states.

Based on Advocates' safety recommendations, states need to adopt 406 laws:

- 16 states need an optimal primary enforcement seat belt law for front seat passengers;
- 31 states need an optimal primary enforcement seat belt law for rear seat passengers;
- 31 states need an optimal all-rider motorcycle helmet law;
- 38 states and DC need a rear facing through age 2 law;
- 35 states and DC need an optimal booster seat law;
- 192 GDL laws need to be adopted to ensure the safety of novice drivers, no state meets all the criteria recommended in this report;
- 33 critical impaired driving laws are needed in 30 states;
- 7 states need an optimal all-driver text messaging restriction; and,
- 20 states and DC need a GDL cell phone restriction.

KEY THINGS TO KNOW ABOUT THIS REPORT

The Report is Divided into Five Issue Sections:



Occupant Protection:

Primary Enforcement Seat Belt Law
Front Seat Occupants
Rear Seat Occupants
All-Rider Motorcycle Helmet Law



Child Passenger Safety:

Rear Facing through Age 2 Law
Booster Seat Law



Teen Driving (GDL):

Minimum Age 16 for Learner's Permit
6-Month Holding Period Provision
50 Hours of Supervised Driving Provision
Nighttime Driving Restriction Provision
Passenger Restriction Provision
Age 18 for Unrestricted License



Impaired Driving:

Ignition Interlock Devices (IIDs) for All Offenders
Child Endangerment Law
Open Container Law



Distracted Driving:

All-Driver Text Messaging Restriction
GDL Cell Phone Restriction

Even with the future potential of driverless cars, a mixed fleet will be on the roads for many years to come. It is therefore imperative that the 16 state laws listed in the five sections be advanced to save lives, prevent injuries, and reduce health care and other costs. These 16 laws do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Background information about each law is provided in the respective sections throughout the report. The statistical data on fatalities are based on 2017 Fatality Analysis Reporting System (FARS) data, except as otherwise indicated. *At the time of publication, injury data for 2017 was not available. Additionally, in 2016, NHTSA changed the crash and injury estimates to be based on the modernized data collection system. Due to that change, a direct comparison between injury and crash estimates from 2016 and newer data with older data cannot be made.*

States are rated only on whether they have adopted a specific law, not on other aspects or measures of an effective highway safety program. **A definition of each law as used by Advocates for purposes of this report can be found on pages 11-12.**

Each issue section has a state law chart, in alphabetical order, with each state's rating. The section ratings result in an overall rating, and overall state ratings on pages 39-50 fall into three groupings:

Green

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

Yellow

Caution—State needs improvement because of gaps in Advocates' recommended optimal laws.

Red

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

Note: No state can receive the highest rating (Green) without having primary enforcement seat belt laws for both the front and rear seats. Additionally, no state that has repealed its all-rider motorcycle helmet law within the previous ten years can receive a green rating in this report.

DEFINITIONS OF THE 16 LIFESAVING LAWS

Based on government and private research, crash data and state experience, Advocates has determined the traffic safety laws listed below are critical to reducing motor vehicle deaths and injuries. For the purposes of this report, states are only given credit if the state law meets the optimal safety provisions as defined below.

No credit is given for laws that fail to fully meet the criteria in this report. Also, no credit is given for laws that are subject to secondary enforcement or for GDL laws that permit an exemption based on driver education programs.

Occupant Protection

Primary Enforcement Front Seat Belt Law - Allows law enforcement officers to stop and ticket the driver for a violation of the seat belt law for front seat occupants. No other violation need occur first. (Ratings are based on front seat occupants only.) A state that does not have this law, in addition to a primary enforcement rear seat belt law, cannot receive a green overall rating.

Primary Enforcement Rear Seat Belt Law - Requires that all occupants in the rear seat of a vehicle wear seat belts and allows law enforcement officers to stop and ticket the driver for a violation of the seat belt law. No other violation need occur first. (Ratings are based on rear seat occupants only.) A state that does not have this law, in addition to a primary enforcement front seat belt law, cannot receive a green overall rating.

All-Rider Motorcycle Helmet Law - Requires all motorcycle riders, regardless of age, to use a helmet that meets U.S. DOT standards or face a violation. A state that has repealed an existing all-rider motorcycle helmet law in the previous 10 years cannot achieve a green overall rating.

Child Passenger Safety

Rear Facing Through Age 2 Law - Infants and toddlers should remain in a rear facing child restraint system in the rear seat from birth through age two at a minimum. After the child reaches the maximum weight and height limit for the rear facing safety seat, the child may be placed forward facing in a harness-equipped child restraint system. The child restraint system should be certified by the manufacturer to meet U.S. DOT safety standards.

Booster Seat Law - Requires that children who have outgrown the height and weight limit of a forward facing safety seat be placed in a booster seat that should be used until the child can properly use the vehicle's seat belt when the child reaches 57 inches in height and age eight. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards.

Teen Driving

GDL programs allow teen drivers to learn to drive under lower risk conditions, and consist of a learner's stage, then an intermediate stage, before being granted an unrestricted license. The learner's stage requires teen drivers to complete a minimum number of months of adult-supervised driving in order to move to the next phase and drive unsupervised. The intermediate stage restricts teens from driving in high-risk situations for a specified period of time before receiving an unrestricted license. Advocates recommends that the three-phase GDL program be no less than one year in duration, though this is not considered in the ratings. Advocates rates state GDL laws on six key safety components identified in research and data analysis:

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

Learner's Stage: 6-Month Holding Period Provision - A beginning teen driver must be supervised by an adult licensed driver at all times during the learner's stage. If the learner remains citation-free for 6 months, he or she may progress to the intermediate stage. States have not been given credit if the length of the holding period is less than 6 months, or if there is a reduction in the length of the holding period for drivers who take a driver education course.

Teen Driving (cont'd)

Learner's Stage: 50 Hours of Supervised Driving Provision - A beginning teen driver must receive at least 50 hours of behind-the-wheel training, 10 of which must be at night, with an adult licensed driver during the learner's stage. States have not been given credit if the number of required supervised driving hours is less than 50, does not require 10 hours of night driving, or if there is a reduction in the required number of hours of supervised driving (to less than 50 hours) for drivers who take a driver education course.

Intermediate Stage: Nighttime Driving Restriction Provision - Unsupervised driving should be prohibited from at least 10 p.m. to 5 a.m. States have not been given credit if the nighttime driving restriction does not span the entire 10 p.m. to 5 a.m. minimum time range for all days of the week.

Intermediate Stage: Passenger Restriction Provision - This provision limits the number of passengers who may legally ride with a teen driver without adult supervision. The optimal limit is no more than one non-familial passenger younger than age 21.

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

Impaired Driving

Ignition Interlock Devices (IIDs) for All-Offenders - This law mandates the installation of IIDs on the vehicles of all convicted drunk driving offenders. Without an optimal IID law, a state is deemed red for the impaired driving rating.

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

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

Distracted Driving

All-Driver Text Messaging Restriction - This law prohibits all drivers from sending, receiving, or reading a text message from any handheld or electronic data communication device, except in an emergency.

GDL Cell Phone Restriction - This restriction prohibits all use of cellular devices (hand-held, hands-free and text messaging) by beginning teen drivers, except in an emergency. States are only given credit if the provision lasts for the entire duration of the GDL program (both learner's and intermediate stages).

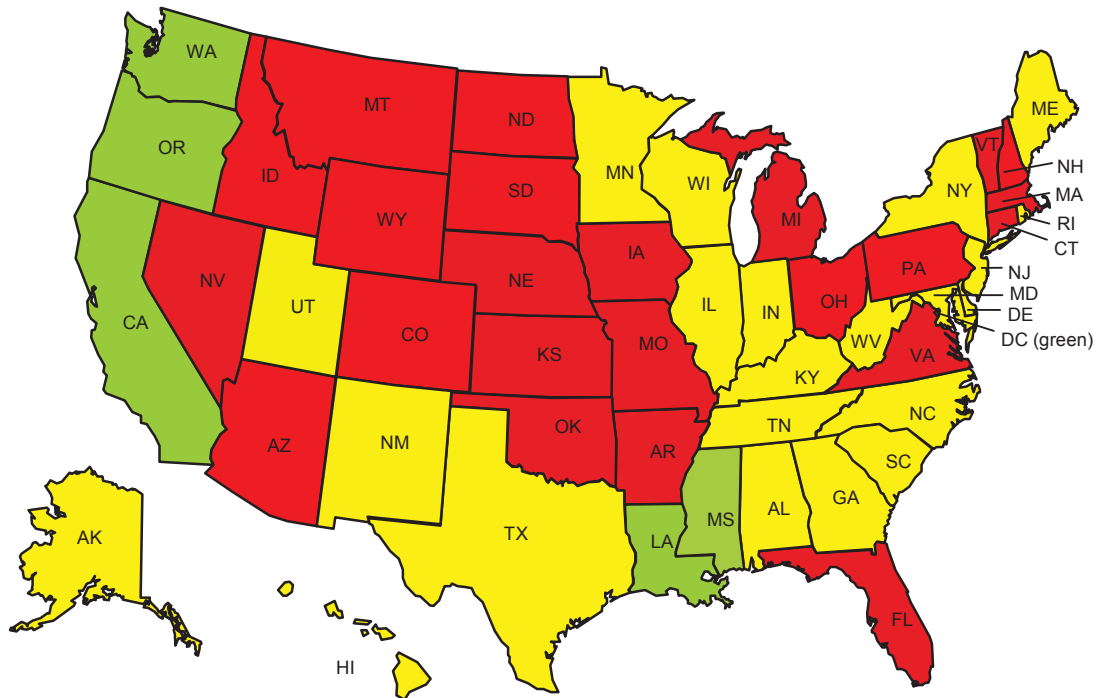





OCCUPANT PROTECTION

Primary Enforcement Front Seat Belt Law

Primary Enforcement Rear Seat Belt Law

All-Rider Motorcycle Helmet Law



-  State has all 3 laws, a primary enforcement front seat belt law, primary enforcement rear seat belt law and an all-rider motorcycle helmet law.
(5 states and DC)
-  State has 2 of the 3 laws.
(22 states)
-  State has 1 or none of the 3 laws.
(23 states)

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 11 for law definitions. See “States at a Glance”, beginning on page 39 to determine which laws states lack.

PRIMARY ENFORCEMENT SEAT BELT LAWS

Seat belt use, most often achieved by effective laws, is a proven lifesaver.

23,551 occupants of passenger vehicles were killed in motor vehicle crashes in 2017. Of the passenger vehicle occupant fatalities for which restraint use was known, 47% were not wearing seat belts. States with primary enforcement laws have higher seat belt use rates. Moreover, a study conducted by IIHS found that when states strengthen their laws from secondary to primary enforcement, driver death rates decline by an estimated 7%.

Needless deaths and injuries that result from non-use of seat belts cost society approximately \$10 billion annually in medical care, lost productivity and other costs, according to NHTSA.

Nearly 15,000 lives were saved by seat belt use and over 2,500 more could have been saved with 100% belt use

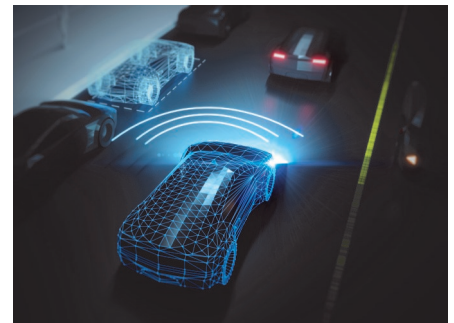
Lives Saved in 2017 & Lives that Could Have Been Saved by 100% Seat Belt Use, By State, Age 5 and older (NHTSA, 2018)											
States in red have laws that are subject only to secondary enforcement; NH has no law.											
	Lives Saved	Could have been saved		Lives Saved	Could have been saved		Lives Saved	Could have been saved		Lives Saved	Could have been saved
AL	337	50	IL	483	50	MT	71	33	RI	25	5
AK	35	6	IN	436	49	NE	72	23	SC	387	53
AZ	281	69	IA	142	21	NV	78	14	SD	39	22
AR	214	72	KS	203	67	NH	23	19	TN	463	91
CA	1,488	89	KY	329	80	NJ	241	23	TX	1,725	227
CO	226	70	LA	278	64	NM	154	22	UT	96	21
CT	112	17	ME	68	14	NY	396	41	VT	28	7
DE	41	6	MD	209	27	NC	633	90	VA	323	88
DC	8	1	MA	61	45	ND	44	18	WA	283	22
FL	1,099	181	MI	510	47	OH	456	138	WV	128	24
GA	648	34	MN	192	23	OK	234	60	WI	289	51
HI	33	2	MS	283	111	OR	255	12	WY	40	13
ID	94	36	MO	309	103	PA	355	99	Total	14,957	2,550

This death toll has significant emotional and economic impacts on American families, but there are solutions at hand to address this public health epidemic — effective primary enforcement safety belt laws covering passengers in all seating positions.

All states except New Hampshire have an adult seat belt law.

Only 34 states and DC allow primary enforcement of their front seat belt laws. Among the states that have primary enforcement seat belt laws, only 19 and DC cover occupants in all seating positions (front and rear).

As driverless cars are deployed, strong seat belt laws will be especially critical. As more passengers move to the rear seat, as well as in the future when seat positioning may be reconfigured, the proper use of seat belts will be vital. A mixed fleet of traditional and driverless vehicles will be on the roads for decades to come. We must ensure all occupants are properly restrained during this risky, and likely elongated, transition period.



PRIMARY ENFORCEMENT SEAT BELT LAWS



Lap-shoulder belts, when used, reduce the risk of fatal injury to front seat car occupants by 45% and the risk of moderate-to-critical injuries by 50%.

For light truck occupants, seat belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.

- From 1975 to 2010, over 360,000 lives could have been saved and 5.8 million injuries could have been prevented if all occupants had worn seat belts, according to a NHTSA report. Over this same time period, nearly \$1.1 trillion in economic costs have been needlessly incurred due to seat belt non-use.
- In fatal crashes in 2017, 83% of passenger vehicle occupants who were fully ejected from the vehicle were killed, according to NHTSA data. Further, only 1% of the occupants reported to have been using restraints were fully ejected, compared with nearly 30% of the unrestrained occupants.
- If every state with a secondary seat belt law upgraded to primary enforcement, about 1,000 lives and \$4 billion in crash costs could be saved every year, according to NHTSA.
- Seat belt use rates increase from 10 to 15 percentage points when primary laws are passed, as experienced in a number of states.
- NHTSA reports that the average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who do use them.
- Opponents often assert that highway safety laws violate personal choice and individual rights, overlooking the impact on society. In response, the U.S. District Court of Massachusetts stated in a decision, affirmed by the U.S. Supreme Court, that "from the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family's continued subsistence."
- According to a NHTSA study of the relationship between primary enforcement belt laws and minority ticketing, the share of citations for Hispanics and African Americans changed very little after states adopted primary enforcement belt laws. In fact, there were significant gains in seat belt use among all ethnic groups, none of which were proportionately greater in any minority group.

Rear Seat Safety

- Rear seat passengers are three times more likely to die in a crash if they are unbelted. Rear seat belt use was lower than front seat belt use in almost every state and was substantially lower in many states.
- According to IIHS, nearly 40% of people surveyed said they sometimes don't buckle up in the rear seat because there is no law requiring it. If there were such a law, 60% of respondents said it would convince them to do so.
- The majority of passengers in the rear seats of vehicles are teens and children, and studies have shown that seat belt use by teens is among the lowest of any segment of society.
- In 2017, the proportion of unrestrained passenger vehicle occupants killed who were seated in the front seat was 46%, compared to 56% of unrestrained passenger vehicle occupants killed who were seated in the rear seat, according to NHTSA.



ALL-RIDER MOTORCYCLE HELMET LAWS

All-rider helmet laws increase motorcycle helmet use, decrease deaths and injuries, and save taxpayer dollars.

According to NHTSA, motorcycles are the most hazardous form of motor vehicle transportation.

5,172 motorcyclists were killed in 2017.

The number of motorcycle crash fatalities has more than doubled since a low of 2,116 in 1997.



In 2017: Where helmet use was known, 39% of all motorcyclists killed were not wearing a helmet. NHTSA estimates that helmets saved the lives of 1,870 motorcyclists and that over 750 more lives in all states could have been saved if all motorcyclists had worn helmets. Motorcyclists with observed use of U.S. DOT compliant helmets was 87% in states with all-rider helmet laws, compared to only 44% in other states. There were 10 times as many unhelmeted fatalities (1,777) in states without a universal helmet law compared to the number of fatalities (170) in states with a universal helmet law. These states were nearly equivalent with respect to total resident populations.



When crashes occur, motorcyclists need adequate head protection to prevent one of the leading causes of crash death and disability in America - head injuries. Studies have determined that helmets reduce head injuries without increased occurrence of spinal injuries in motorcycle crashes. NHTSA data shows that helmets reduce the chance of fatal injury by 37% for motorcycle operators and 41% for passengers. 80% of Americans favor state laws requiring all motorcyclists to wear helmets.

According to a 2012 GAO report, "laws requiring all motorcyclists to wear helmets are the only strategy proved to be effective in reducing motorcyclist fatalities."

Today, only 19 states and DC require all motorcycle riders to use a helmet.

Twenty-eight states have laws that cover only some riders (i.e., up to age 18 or 21). These age-specific laws are nearly impossible for police officers to enforce and result in much lower rates of helmet use.

Three states (IL, IA and NH) have no motorcycle helmet use law.

In 2018, there were attempts in nine states to repeal existing all-rider helmet laws, all of which were unsuccessful.

ALL-RIDER MOTORCYCLE HELMET LAWS

Motorcycle helmets reduce the risk of head injury by 69% and reduce the risk of death by 42%.

- In 2010, the economic cost of motorcycle crashes was \$12.9 billion and the total amount of societal harm was \$66 billion, according to NHTSA. Additionally, helmets save \$2.7 billion in economic costs and prevent \$17 billion in societal harm annually.
- Per vehicle mile traveled, motorcyclist fatalities occurred almost 28 times more frequently than passenger car occupant fatalities in 2016.
- Motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the U.S. in 2016, the latest year for which data is available.
- Motorcyclist fatalities of older Americans (aged 65 and older) increased by 140% over the ten year period, 2007 to 2016.
- The economic benefits of motorcycle helmet use are substantial, more than three and one-half times greater in states with all-rider helmet laws. In states that have an all-rider helmet law, cost savings to society from helmet use was \$725 per registered motorcycle, compared to savings from helmet use of just \$198 per registered motorcycle in states without a mandatory helmet use law, according to the CDC. States without an all-rider motorcycle helmet law realize some savings from voluntary helmet use and from partial laws that cover certain but not all riders.
- According to the American Academy of Pediatrics, in states with only youth-specific helmet laws, helmet use has decreased and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. In fact, motorcycle fatalities continued to increase even after a motorcycle education and training grant program included in federal legislation took effect in 2006.

A study in the American Journal of Surgery reported that after Michigan repealed its all-rider helmet law in 2012, the percentage of non-helmeted crash scene fatalities quadrupled. Further, after the repeal, trauma patients who were hospitalized with a head injury rose 14%.



Lives That Could Have Been Saved by Helmet Use

States Without All-Rider Motorcycle Helmet Laws & Lives that Could Have Been Saved in 2017 by 100% Helmet Use (NHTSA, 2018)	AK	2	ID	6	MN	15	RI	2
	AZ	34	IL	42	MT	4	SC	38
	AR	13	IN	40	NH	3	SD	4
	CO	27	IA	13	NM	14	TX	94
	CT	13	KS	13	ND	3	UT	10
	DE	2	KY	22	OH	42	WI	17
	FL	110	ME	6	OK	24	WY	5
	HI	5	MI	27	PA	34	Total	686

OCCUPANT PROTECTION LAWS RATING CHART

Primary Enforcement Front Seat Belt Law

Primary Enforcement Rear Seat Belt Law

All-Rider Motorcycle Helmet Law

Number of new occupant protection laws since January 2018: None.

	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating
AL	●		●	●	MT				●
AK	●	●		●	NE			●	●
AZ				●	NV			●	●
AR	●			●	NH				●
CA	●	●	●	●	NJ	●		●	●
CO				●	NM	●	●		●
CT	●			●	NY	●		●	●
DE	●	●		●	NC	●		●	●
DC	●	●	●	●	ND				●
FL	●			●	OH				●
GA	●		●	●	OK	●			●
HI	●	●		●	OR	●	●	●	●
ID				●	PA				●
IL	●	●		●	RI	●	●		●
IN	●	●		●	SC	●	●		●
IA	●			●	SD				●
KS	●			●	TN	●		●	●
KY	●	●		●	TX	●	●		●
LA	●	●	●	●	UT	●	●		●
ME	●	●		●	VT			●	●
MD	●		●	●	VA			●	●
MA			●	●	WA	●	●	●	●
MI	●			●	WV	●		●	●
MN	●	●		●	WI	●	●		●
MS	●	●	●	●	WY				●
MO			●	●	Total	34+ DC	19+ DC	19+ DC	

STATUS OF STATE LAWS

16 states do not have primary enforcement seat belt laws for passengers, regardless of seating position.

No state adopted an all-rider motorcycle helmet law in 2018.
There were unsuccessful attempts to repeal all-rider motorcycle helmet laws in nine states.

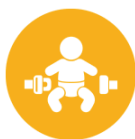
10 states have none of the three optimal laws. (AZ, CO, ID, MT, NH, ND, OH, PA, SD and WY).

13 states have only one of the three laws. (AR, CT, FL, IA, KS, MA, MI, MO, NE, NV, OK, VT and VA).

5 states and DC have all three laws (CA, LA, MS, OR and WA).

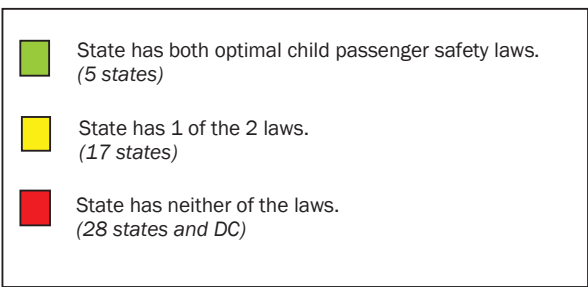
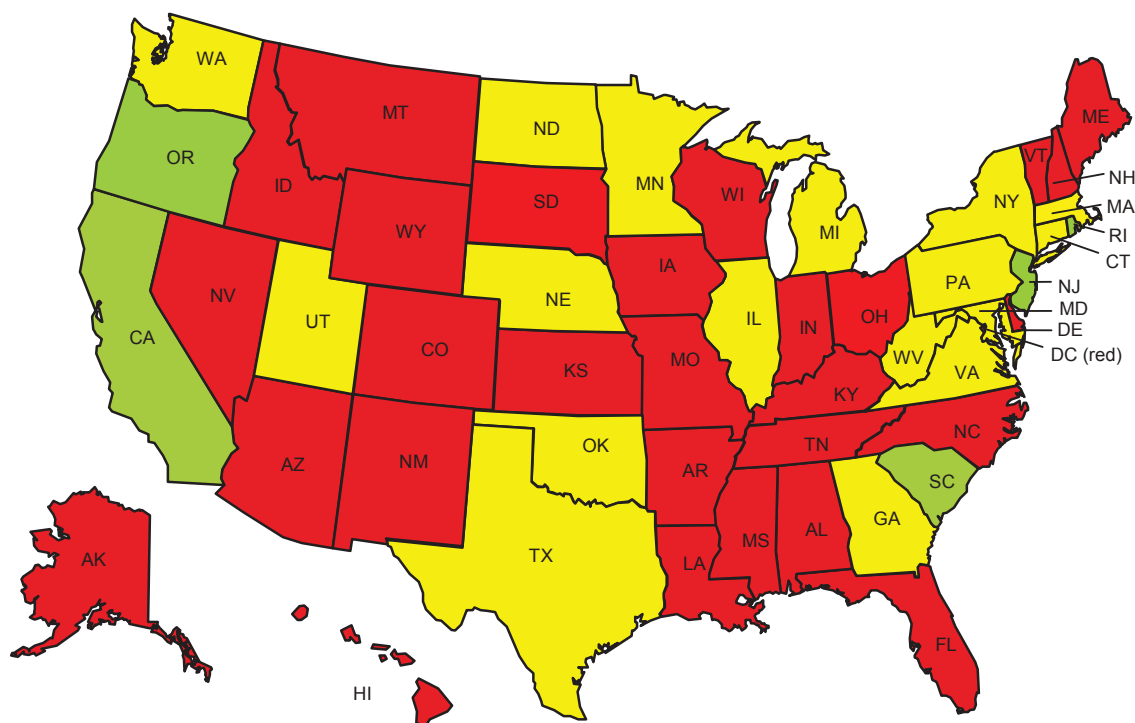
- = Optimal law
- = Good (3 optimal laws)
- = Caution (2 optimal laws)
- = Danger (1 or 0 optimal laws)

(No credit is given for laws that are subject to secondary enforcement)



CHILD PASSENGER SAFETY

Rear Facing Through Age 2 Law
Booster Seat Law



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 11 for law definition. See “States at a Glance”, beginning on page 39 to determine which laws the states lack.

CHILD PASSENGER SAFETY LAWS

Motor vehicle crashes are a leading cause of death for American children age five to 14.

The best way to protect children from risks posed by the force of airbags is to place them in the back seat, restrained by a child safety seat, booster seat or safety belt, as appropriate.

An average of three children under age 14 were killed every day in motor vehicle crashes in the U.S. in 2017 – amounting to a total of 1,147 fatalities. Further, there were 178,000 children under age 14 injured in crashes in 2015, the latest year for which data is available.

When children are properly restrained in a child safety seat, booster seat or safety belt, as appropriate for their age and size, their chance of being killed or seriously injured in a car crash is greatly reduced. According to NHTSA, when used properly, child safety seats reduce fatal injury by 71% for infants and 54% for toddlers in passenger cars. Nearly 325 lives were saved in 2017 by restraining children four and younger in passenger vehicles.

Advocates recommends a three component child passenger safety law that includes the following laws to adequately protect younger children:

Rear Facing Through Age 2

Infants and toddlers should remain in a rear facing child restraint system in the rear seat from birth through age two at a minimum. After the child reaches the maximum weight and height limit for the rear facing safety seat, the child may be placed forward facing in a harness-equipped child restraint system. The child restraint system should be certified by the manufacturer to meet U.S. DOT safety standards.

To date, only 12 states have enacted a rear facing through age 2 law.



Forward Facing Harness and Tether Seat

After the child reaches the maximum weight and height limit for their rear facing safety seat and is age two or older, the child may be turned forward facing in a harness-equipped child restraint. Children should remain in a harness-equipped restraint, certified by the manufacturer to meet U.S. DOT safety standards, until they meet the height and weight limit of the child restraint.

This law is not rated in this report.

Booster Seat

Requires that children who have outgrown the height and weight limit of a forward-facing safety seat be placed in a booster seat that should be used until the child can properly use the vehicle's seat belt when the child reaches 57 inches in height and age eight. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards.

To date, only 15 states have enacted an optimal booster seat law.



CHILD PASSENGER SAFETY LAWS

Across all age groups, injury risk is lowest (less than 2%) when children are placed in an age-appropriate restraint in the rear seat.



According to the American Academy of Pediatrics (AAP), children younger than two years old are at an elevated risk of head and spine injuries in motor vehicle crashes because their heads are relatively large and their necks smaller with weak musculature. By supporting the entire torso, neck, head and pelvis, a rear facing car seat distributes crash forces over the entire body rather than focusing them only at belt contact points.

When a child is placed in a rear facing car seat through age two or older, they are provided with optimal support for their head and neck in the event of a crash.



After a child reaches age two, and the maximum height and weight limit for their rear facing safety seat, the child may be turned forward facing in a harness-equipped child restraint. Use of the top tether and LATCH system, when available, is preferred.

Children should remain in a forward facing harness and tether seat until they meet the height and weight limit of the restraint.

Note: This law is not rated in this report.



Booster seats are intended to provide a platform that lifts the child up off the vehicle seat in order to improve the fit of the child in a three-point adult safety belt. The seat should also position the lap belt portion of the adult safety belt across the child's hips or pelvic area. An improper fit of an adult safety belt can cause the lap belt to ride up over the stomach and the shoulder belt to cut across the neck, potentially exposing the child to serious abdominal and neck injury.

Using a booster seat with a seat belt instead of a seat belt alone reduces a child's risk of injury in a crash by 59%, according to Partners for Child Passenger Safety, a project of Children's Hospital of Philadelphia and State Farm Insurance.

According to IIHS, expanded child restraint laws covering children through age seven were associated with:

- 5% reduction in the rate of children with injuries of any severity;
- 17% reduction in the rate of children with fatal and incapacitating injuries;
- Children being three times as likely to be in appropriate restraints; and
- 6% increase in the number of booster-seat aged children seated in the rear of the vehicle where children are better protected.

**Of Americans
support all states
having booster seat
laws protecting
children age four
through seven**

CHILD PASSENGER SAFETY LAWS RATING CHART

Number of new child passenger safety laws since January 2018: Three rear facing through age 2 laws (IL, NE, VA); No optimal booster seat law.

	Rear Facing Through Age 2 Law	Booster Seat Law	Rating		Rear Facing Through Age 2 Law	Booster Seat Law	Rating
AL			●	MT			●
AK			●	NE	●		●
AZ			●	NV			●
AR			●	NH			●
CA	●	●	●	NJ	●	●	●
CO			●	NM			●
CT	●		●	NY	●		●
DE			●	NC			●
DC			●	ND		●	●
FL			●	OH			●
GA		●	●	OK	●		●
HI			●	OR	●	●	●
ID			●	PA	●		●
IL	●		●	RI	●	●	●
IN			●	SC	●	●	●
IA			●	SD			●
KS			●	TN			●
KY			●	TX		●	●
LA			●	UT		●	●
ME			●	VT			●
MD		●	●	VA	●		●
MA		●	●	WA		●	●
MI		●	●	WV		●	●
MN		●	●	WI			●
MS			●	WY			●
MO			●	Total	12	15	

STATUS OF STATE LAWS

12 states have an optimal law requiring rear facing through age 2.

15 states have an optimal booster seat law.

- = Optimal law
- = Good (both laws)
- = Caution (one of the two laws)
- = Danger (neither law)

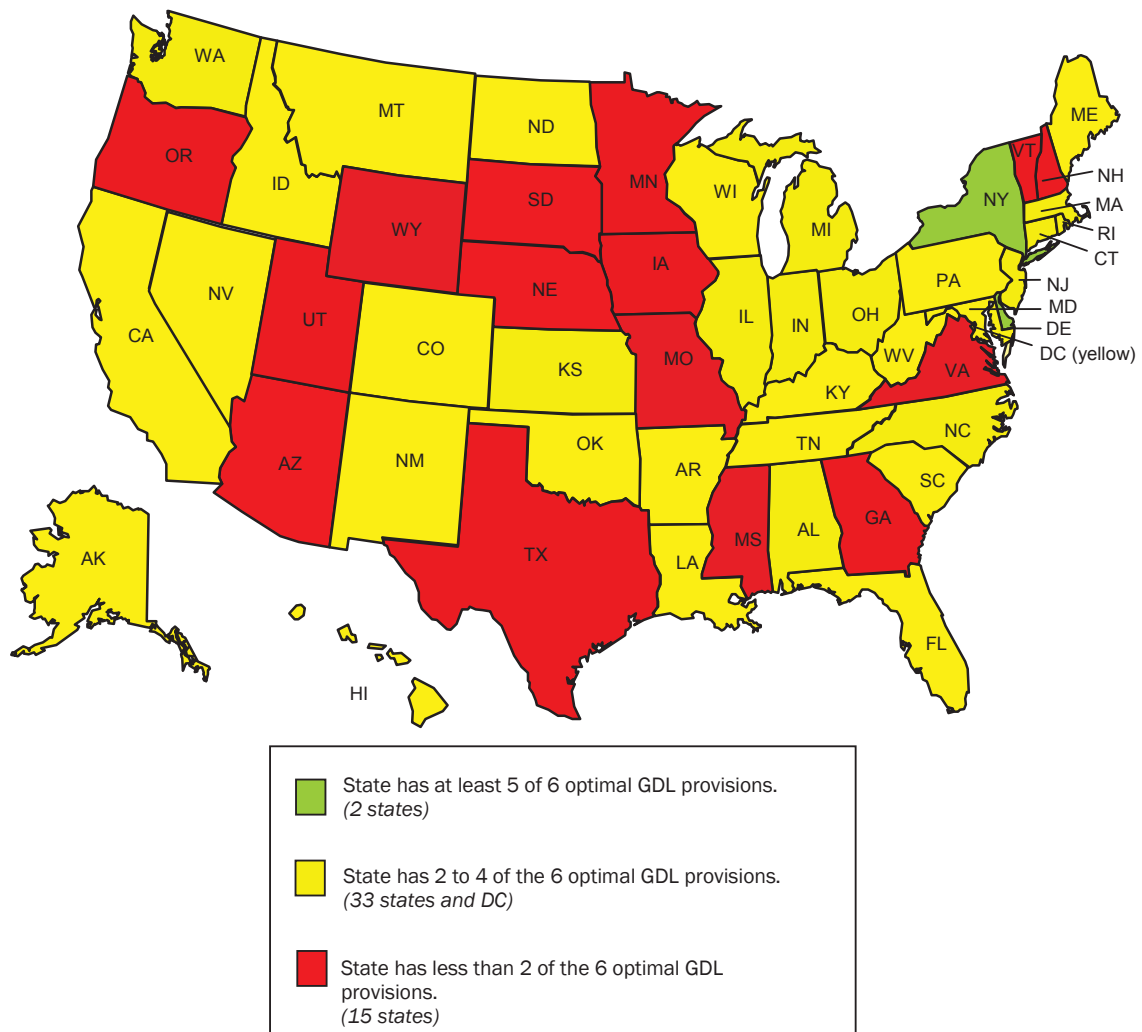
(No credit is given for laws that are subject to secondary enforcement)



TEEN DRIVING:

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

Minimum Age 16 for Learner's Permit
6-Month Holding Period Provision
50 Hours of Supervised Driving Provision
Nighttime Driving Restriction Provision
Passenger Restriction Provision
Age 18 for Unrestricted License



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to pages 11-12 for law definitions. See "States at a Glance", beginning on page 39 to determine which laws states lack.

TEEN DRIVING LAWS

Motor vehicle crashes are the number one killer of American teenagers.

Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks.

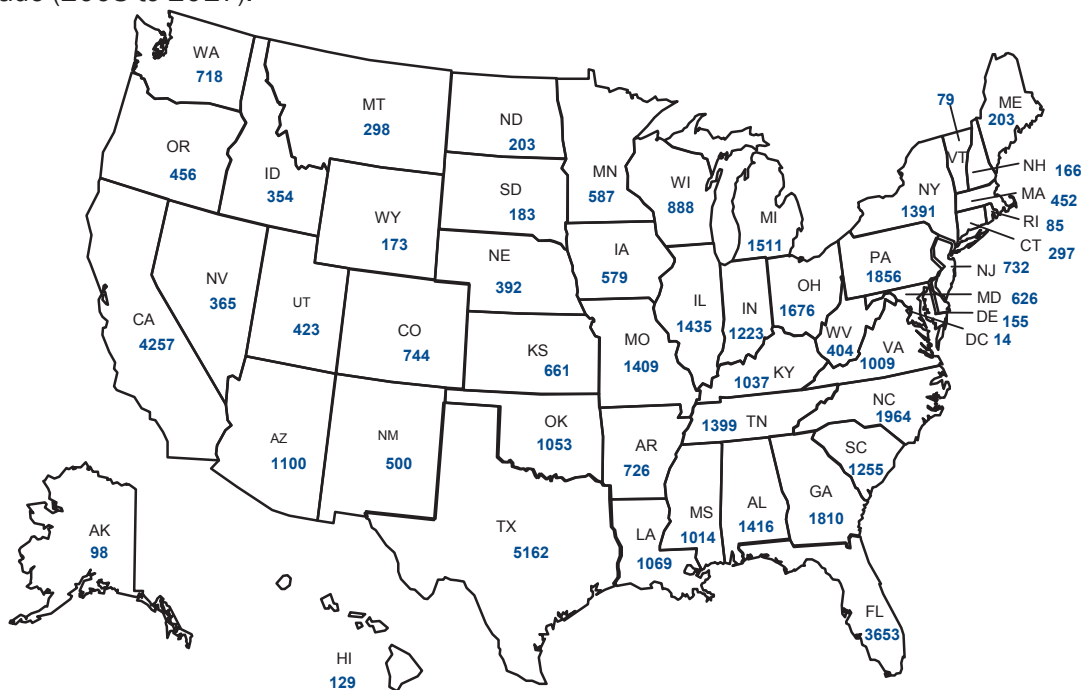
According to NHTSA, 4,750 people were killed in crashes involving young drivers (age 15 - 20) in 2017.

- 1,830 were young drivers;
- 979 were passengers of young drivers; and,
- 1,941 victims were pedestrians, pedalcyclists, and the occupants of the other vehicles involved in crashes with young drivers.

Estimated annual
economic cost of
police-reported
crashes involving
young drivers
\$40.8 billion

GDL programs, which introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings, have been effective in reducing teen crash deaths. In this report, each of the six optimal GDL provisions is counted separately in rating the state.

The map below shows the number of fatalities caused by motor vehicle crashes involving drivers age 15 to 20 over the past decade (2008 to 2017).



No state has all of the optimal GDL provisions recommended in this report.

TEEN DRIVING LAWS

In states that have adopted GDL programs, studies have found overall crash reductions among teen drivers of about 10 to 30%.



- The crash rate for teen drivers (16- to 19-years) is three times that of drivers 20 and older, according to IIHS.
- Teenage motor vehicle crash deaths in 2016 occurred most frequently during the periods of 9 p.m. to 12 a.m. (18%), 6 p.m. to 9 p.m. (16%), and 3 p.m. to 6 p.m. and 12 a.m. to 3 a.m. (15% each). States with nighttime driving restrictions show crash reductions of up to 60% during restricted hours.
- Fatal crash rates are 21% lower for 15- to 17-year-old drivers when prohibited from having any teenage passengers in their vehicles, compared to when two or more passengers were permitted.
- For 16- and 17-year-old drivers, research has identified a 15% reduction in fatal crash rates was associated with a limit of no more than one teen passenger for 6-months or longer, when compared to no limit on the number of passengers.
- Delaying the minimum age for obtaining a learner's permit was associated with lower fatal crash rates for 15- to 17-year-olds combined; a 1-year delay (e.g., from age 15 to 16) reduced the fatal crash rate by 13%.
- Research has found that a minimum holding period of at least five months reduces fatal crash rates. Extending the holding period to 9 months to a year results in a 21% reduction in fatal crash rates.
- A 2010 survey conducted by IIHS shows that parents favor GDL laws that are as strict or even stricter than currently exist in any state. More than half think the minimum licensing age should be 17 or older.
- Almost three-quarters (74%) of teens approve of a single, comprehensive law that incorporates the key elements of GDL programs, according to a 2010 survey by the Allstate Foundation.

Older Novice Drivers: Studies have shown that GDL programs have contributed to a decline in teen driver crashes. However, older teen novice drivers are missing out on, yet still very much need, the safety benefits of GDL programs. These older teen drivers actually experience more crashes and near misses, though they are overconfident and perceive themselves as safer, according to a 2017 study by Liberty Mutual Insurance and SADD.

A study reported that the improvements are not as strong for 18- to 20-year-olds who have aged out of GDL. Research from Children's Hospital of Philadelphia Center for Injury Research and Prevention (CIRP) and AAA shows that, "about one-third of all drivers are not licensed by age 18, and by age 21, about 20% of all young adults still are not licensed."

GDL programs that extend beyond the mid-teen years cover a broader population and may experience additional safety benefits.



TEEN DRIVING LAWS RATING CHART

Number of new teen driving laws since January 2018: None.

Rating	Age 18 Unrestricted License	Passenger Restriction Provision	Nighttime Driving Restriction Provision	50 Hours of Supervised Driving Provision	6-Month Holding Period Provision	Minimum Age 16 for Learner's Permit	Rating	Age 18 Unrestricted License	Passenger Restriction Provision	Nighttime Driving Restriction Provision	50 Hours of Supervised Driving Provision	6-Month Holding Period Provision	Minimum Age 16 for Learner's Permit
AL		●					MT		●	●			
AK		●					NE		●				
AZ		●					NV		●	●			
AR		●				●	NH		●	●			
CA		●	●				NJ	●	●				
CO		●	●				NM		●	●			
CT	●					●	NY	●	●	●	●		
DE	●	●	●	●			NC		●	●	●		
DC	●	●					ND		●		●		
FL		●	●				OH		●	●			
GA		●					OK		●	●			
HI		●	●				OR		●				
ID		●	●	●			PA	●	●	●			
IL		●	●				RI	●	●	●			
IN		●	●			●	SC		●		●		
IA		●					SD			●			
KS		●	●	●			TN		●	●			
KY	●	●	●				TX		●				
LA		●	●				UT		●				
ME		●	●			●	VT		●				
MD		●	●				VA		●				
MA	●	●					WA		●	●			
MI		●	●	●		●	WV		●		●		
MN		●					WI		●		●		
MS		●					WY				●		
MO		●					Total	8+ DC	46+ DC	26	11	18+ DC	2

● = Optimal law

● = Good (At least 5 optimal provisions)

● = Caution (Between 2 and 4 optimal provisions)

● = Danger (Less than 2 optimal provisions)

(No credit is given for laws that are subject to secondary enforcement for any GDL provision that is exempted based on driver education)



A map of the United States with states colored in red, green, or yellow. The map includes state abbreviations and labels for DC (green) and HI.

State	Color
WA	Green
OR	Green
ID	Green
MT	Red
ND	Red
SD	Red
WY	Red
NE	Green
KS	Green
OK	Green
TX	Green
CA	Red
NV	Green
UT	Green
CO	Green
AZ	Green
NM	Yellow
IA	Green
MO	Yellow
AR	Green
LA	Yellow
MS	Green
AL	Green
GA	Red
FL	Red
SC	Red
NC	Red
VA	Yellow
WV	Green
OH	Red
IN	Red
IL	Green
MI	Red
WI	Red
MN	Red
NY	Green
VT	Yellow
ME	Yellow
NH	Green
MA	Red
RI	Red
CT	Red
NJ	Red
MD	Red
DE	Red
DC	Green
AK	Yellow
HI	Yellow

- Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 12 for law definitions. See “States at a Glance”, beginning on page 39, to determine which laws states lack.

IMPAIRED DRIVING LAWS



Impaired driving remains a substantial and serious safety threat, accounting for nearly a third of all traffic deaths in the U.S.

More than 10,000 people died in crashes involving drunk drivers in 2017.

An average of one alcohol-impaired driving fatality occurred every 48 minutes in 2017. This means that each day in America, 30 people are killed in drunk driving crashes on average. According to NHTSA data from 2010, alcohol-involved crashes (where the highest BAC was over .08%) resulted in \$44 billion in economic costs and \$201 billion in comprehensive costs to society. **Clearly, more still needs to be done to reduce the number of impaired drivers on our roads.** A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, data has shown that the average first offender will have driven drunk 87 times before getting arrested for the first time.

According to the CDC, adult drivers drank too much and got behind the wheel approximately 111 million times in 2016, which equates to more than **300,000 incidents of drinking and driving each day**. NHTSA reports that drivers with a BAC of .08% or higher involved in fatal crashes were nearly five times more likely to have a prior conviction for driving while intoxicated (DWI) than were drivers with no alcohol.

Impaired driving laws target a range of behavioral issues associated with alcohol consumption and operation of a motor vehicle on public roads. Federal leadership in critical areas such as impaired driving has resulted in the rapid adoption of lifesaving laws in states across the country. As a result of federal laws enacted with strong sanctions, all 50 states and DC have adopted .08% BAC laws, a national minimum drinking age of 21, and zero tolerance BAC laws for youth.

Drug-Impaired Driving:

As states continue to legalize marijuana, marijuana impaired driving and the impact on traffic safety raises serious concerns. While there is evidence that marijuana use impairs psychomotor and cognitive functions, its role in contributing to the occurrence of crashes remains unclear.

A study by IIHS which reviewed data from Colorado, Nevada, Oregon and Washington found the frequency of collision claims rose a combined 6% compared with neighboring states that have not legalized marijuana for recreational use. Still, definitive research linking impairment to specific blood levels of tetrahydrocannabinol (THC), the pharmacologically active ingredient in marijuana, remains inconclusive as does the link between the presence of a drug, driver impairment and crashes.

Research and data is needed to better understand the problem, and target solutions. Advocates encourages states to advance zero tolerance marijuana laws for youth and explicitly prohibit marijuana use while driving. Additionally, we urge increased funding for enforcement efforts, training and toxicology programs, and improved data collection and analysis.



IGNITION INTERLOCK DEVICES FOR ALL OFFENDERS

A breath alcohol ignition interlock device (IID) is a mechanism similar to a breathalyzer which is linked to a vehicle's ignition system. Its purpose is to deter an individual who has a drunk driving conviction from driving the vehicle with a BAC that exceeds a specified level set by the state IID law.

Before the vehicle can be started, the driver must breathe into the device, and if the result is over the specified legal BAC limit, commonly .02% or .04%, the vehicle will not start. In addition, at random times after the engine has been started, the IID will require another breath sample. This prevents cheating where another person breathes into the device to bypass the system in order to enable an intoxicated person to get behind the wheel and drive. If a breath sample is not provided, or the sample exceeds the IID's preset BAC, the device will log the event, warn the driver and then set off an alarm (e.g., lights flashing, horn honking, etc.) until the ignition is turned off.

- Nearly eight in ten Americans support requiring ignition interlocks for all convicted driving under the influence (DUI) offenders, even if it is their first conviction, according to AAA.
- According to Mothers Against Drunk Driving (MADD), nationally, current IID laws have stopped more than 1.77 million attempts to drive drunk.
- A study from the University of Pennsylvania found that IIDs have reduced alcohol-involved crash deaths by 15%, and notes that the findings likely underestimate the effect of all-offender IID laws. The study also found that states with mandatory IID laws saw a decrease in deaths comparable to the estimated number of lives saved by frontal airbags.
- According to the CDC, when IIDs are installed, they are associated with a reduction in arrest rates for impaired driving of approximately 70%.
- NHTSA research shows that IIDs reduce recidivism among both first-time and repeat DWI offenders, with reductions in subsequent DWI arrests ranging from 50% to 90% while the interlock is installed on the vehicle.

Of offenders themselves who believe the IID was effective in preventing them from driving after drinking.

82%



Currently, IIDs are mandatory for all offenders, including first time offenders, in 32 states and DC.

Idaho and Iowa passed all-offender IID laws in 2018.

Credit is given only if a state's IID law applies to all offenders. These state laws offer the most effective means for denying drunk drivers the opportunity to get behind the wheel after having been convicted of a drunk driving offense. *As such, if a state does not have an optimal IID law, it receives a red rating for impaired driving.*

CHILD ENDANGERMENT LAWS

In 2017, 220 children age 14 and younger were killed in crashes involving an alcohol-impaired driver. It is estimated that 46 million to 102 million drunk driving trips are made each year with children under the age of 15 in the vehicle, according to a national telephone survey sponsored by NHTSA in 1999.

Child endangerment laws either create a separate offense or enhance existing DWI and DUI penalties for people who drive under the influence of alcohol or drugs with a minor child in the vehicle. Drivers who engage in this conduct create a hazardous situation for themselves and for others on the road. They also put a child, who rarely has a choice as to who is driving, at risk of serious danger. Further, impaired drivers are less likely to ensure a child is properly restrained. Data has shown that in fatal crashes, impaired drivers restrained children only 18% of the time.

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

Currently, 47 states and DC have enacted child endangerment laws that create a separate offense or increase penalties for people who drive while impaired with children in their vehicle.

OPEN CONTAINER LAWS

Studies have shown that open container laws are effective at deterring excessive drinking by drivers getting behind the wheel. States have also shown a significant decrease in hit-and-run crashes after adopting open container laws.

Federal legislation enacted in 1998 established a program to encourage states to adopt laws that ban the presence of open containers of any kind of alcoholic beverage in the entire passenger area of motor vehicles. To comply with the provisions in the law, a state open container law must:

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

In an effort to encourage states to comply with the federal law, states that are non-compliant have 2.5% of certain federal highway construction funds diverted to highway safety programs that fund alcohol-impaired driving counter-measures and law enforcement activities. This federal requirement is known as “redirection,” and provides that states do not lose any funding, but some federal funds are diverted to other designated safety programs. Redirection has been largely ineffective as an incentive for encouraging lagging states to enact strong open container laws.

Currently, 38 states and DC have open container laws that meet federal requirements.

IMPAIRED DRIVING LAWS RATING CHART

Number of new impaired driving laws since January 2018: Two all-offender ignition interlock laws (ID, IA); No child endangerment law; and, No open container law.

	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating		All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating
AL	●	●	●	●	MT		●	●	●
AK	●	●		●	NE	●	●	●	●
AZ	●	●	●	●	NV	●	●	●	●
AR	●	●	●	●	NH	●	●	●	●
CA		●	●	●	NJ		●	●	●
CO	●	●	●	●	NM	●		●	●
CT	●	●		●	NY	●	●	●	●
DE	●	●		●	NC		●	●	●
DC	●	●	●	●	ND		●	●	●
FL		●	●	●	OH		●		●
GA		●	●	●	OK	●	●	●	●
HI	●	●		●	OR	●	●	●	●
ID	●	●	●	●	PA		●	●	●
IL	●	●	●	●	RI	●	●	●	●
IN		●	●	●	SC		●	●	●
IA	●	●	●	●	SD			●	●
KS	●	●	●	●	TN	●	●		●
KY		●	●	●	TX	●	●	●	●
LA	●	●		●	UT	●	●	●	●
ME	●	●		●	VT	●		●	●
MD	●	●	●	●	VA	●	●		●
MA		●	●	●	WA	●	●	●	●
MI		●	●	●	WV	●	●	●	●
MN		●	●	●	WI		●	●	●
MS	●	●		●	WY		●		●
MO	●	●		●	Total	32+ DC	47+ DC	38+ DC	

STATUS OF STATE LAWS

30 states are missing one or more critical impaired driving law.

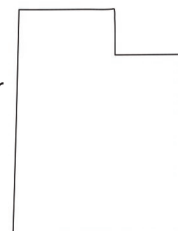
32 states and DC have optimal IID laws; 18 states do not.

- = Optimal law
- = Good (3 optimal laws)
- = Caution (2 optimal laws)
- = Danger (1 or 0 optimal laws; no IID)

(No credit is given for laws that are subject to secondary enforcement)

Safety Success in Utah

In 2018, a new law in Utah took effect making it the first state in the nation to lower the legal limit of alcohol-impaired driving to .05% BAC. While this is not a law rated in the Roadmap Report, Advocates commends Utah for this significant safety victory and encourages other states to enact similar legislation. Lowering the legal BAC limit is backed by scientific research, data and outcomes from over 100 countries that have already adopted this law and reduced impaired driving.



Note: The U.S. DOT has determined that the open container laws for HI, ME and OH are not in compliance with federal requirements. As such, they no longer receive credit for that law in the 2019 Roadmap Report.



Figure 1. The United States

Map showing the United States with states colored in red, green, or yellow. The states are labeled with their abbreviations. The legend indicates that red states are the most common, green states are the second most common, and yellow states are the third most common.

State	Color
MT	Red
SD	Red
NE	Red
MO	Red
AZ	Red
FL	Red
WA	Green
OR	Green
ID	Green
WY	Green
UT	Green
CO	Green
NM	Green
TX	Green
ND	Green
MN	Green
IA	Green
IL	Green
IN	Green
OH	Green
WV	Green
VA	Green
NC	Green
TN	Green
KY	Green
AL	Green
GA	Green
SC	Green
LA	Green
CA	Yellow
NV	Yellow
AK	Yellow
HI	Yellow
NY	Yellow
PA	Yellow
NJ	Yellow
MD	Yellow
DE	Yellow
CT	Yellow
RI	Yellow
MA	Yellow
NH	Yellow
VT	Yellow
ME	Yellow
DC	Yellow

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DISTRACTED DRIVING LAWS



Research has shown that because of cognitive distraction, the behavior of drivers using mobile phones (whether hand-held or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol.

According to NHTSA, in 2017 3,166 people were killed in crashes involving a distracted driver. There were 391,000 people injured in crashes involving a distracted driver in 2015, the latest year for which injury data is available. Additionally, crashes in which at least one driver was identified as being distracted imposed an economic cost of \$40 billion in 2010. However, issues with underreporting crashes involving cell phones remain because of gaps in police crash report coding, database limitations, and other challenges. It is clear from an increasing body of research, studies and data that the use of electronic devices for telecommunications (such as mobile phones and text messaging), telematics and entertainment can easily distract drivers from the driving task.

Crash risk increases dramatically – as much as four times higher – when a driver is using a mobile phone, with no significant safety difference between hand-held and hands-free phones observed in many studies.

- According to NHTSA data, more than 8% of fatal crashes in 2017 were reported as distraction-affected crashes; however, as noted above, there are problems with underreporting.
- A 2016 survey conducted by State Farm found that accessing the internet, reading and updating social media networks on a cell phone while driving more than doubled from 2009 to 2016. Additionally about 10% of those surveyed in 2016 were also playing games on a cell phone while driving.
- Approximately 2 trillion text and multimedia messages are sent or received in the U.S. annually, on average.
- Four out of ten respondents claimed to have been hit or nearly hit as a result of a distracted driver, according to a survey by Nationwide Insurance.
- According to the NHTSA, the percentage of drivers visibly manipulating hand-held devices while driving increased by 250 percent between 2009 and 2016.
- Nine percent of drivers 15 to 19 years old involved in a fatal crash were reported distracted at the time of the crash in 2016, according to NHTSA. This age group has the largest proportion of drivers who were distracted.
- More than 80% of teens said they use their smartphones while driving, according to a report by State Farm.
- Nearly half (42%) of high school students who drove in the past 30 days reported sending a text or email while driving, according to a 2015 survey.
- Per a NHTSA survey, 92% of respondents supported state laws banning texting or emailing while driving.

Sending or receiving a text message causes the driver's eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour, this is the equivalent of driving blind the entire length of a football field.



Currently, 43 states and DC ban text messaging for all drivers.

Given the growth of smart phone capability and usage and the broadening range of distracting electronic communication platforms (apps, social media, gaming, video chatting, etc.), Advocates will be redefining the optimal all-driver text messaging restriction in coming Roadmap Reports. This change will reflect the ongoing development of wireless communication technology, the growth of platforms and communication options, and concern about their use while driving.

30 states have a GDL cell phone restriction.

DISTRACTED DRIVING LAWS RATING CHART

Number of new distracted driving laws since January 2018: None.

	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction	Rating		All-Driver Text Messaging Restriction	GDL Cell Phone Restriction	Rating
AL	●		●	MT			●
AK	●		●	NE			●
AZ			●	NV	●		●
AR	●		●	NH	●	●	●
CA	●		●	NJ	●	●	●
CO	●	●	●	NM	●	●	●
CT	●	●	●	NY	●		●
DE	●	●	●	NC	●	●	●
DC	●		●	ND	●	●	●
FL			●	OH		●	●
GA	●		●	OK	●		●
HI	●	●	●	OR	●	●	●
ID	●		●	PA	●		●
IL	●	●	●	RI	●	●	●
IN	●	●	●	SC	●		●
IA	●	●	●	SD			●
KS	●	●	●	TN	●	●	●
KY	●	●	●	TX	●	●	●
LA	●	●	●	UT	●	●	●
ME	●	●	●	VT	●	●	●
MD	●	●	●	VA	●		●
MA	●	●	●	WA	●	●	●
MI	●	●	●	WV	●	●	●
MN	●	●	●	WI	●	●	●
MS	●		●	WY	●		●
MO			●	Total	43+ DC	30	

STATUS OF STATE LAWS

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

3 states have yet to adopt an all-driver text messaging restriction (AZ, MO and MT) and 4 states have laws that are only subject to secondary enforcement (FL, NE, OH and SD).

30 states have an optimal GDL cell phone restriction.

- = Optimal law
- = Good (both laws)
- = Caution (one of the two laws)
- = Danger (neither law)

(No credit is given for laws that are subject to secondary enforcement)

Note: In 2018, Georgia revised their distracted driving law. As such, they no longer qualify for an optimal GDL cell phone restriction in the 2019 Roadmap Report.

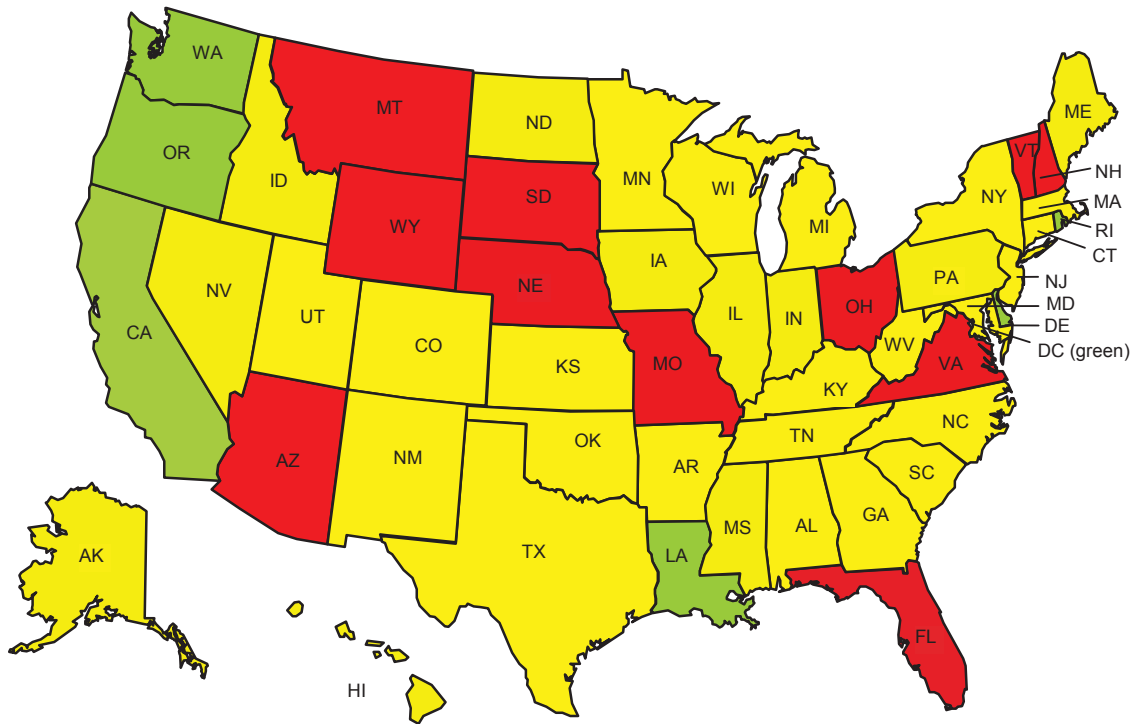
OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

On the following pages, Advocates has given an overall rating to the states based on the number of laws in each state that are recommended in this report.

Credit is given *only* when the law meets Advocates' optimal law recommendations (see pages 11-12 for law definitions). No credit is given for laws that are subject to secondary enforcement or have a driver education exemption.

The overall rating takes into consideration whether a state has the recommended occupant protection laws. No 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 10 years, is eligible for a green overall rating, no matter how many other laws it may have. This weighting is to emphasize the significance of comprehensive primary enforcement seat belt laws and all-rider motorcycle helmet laws in saving lives and reducing injuries.

OVERALL STATE RATINGS BASED ON NUMBER OF LAWS



RATINGS CHART		
Color	Number of Laws	Definition
Green (6 states and DC)	11 to 16, with both (front and rear) primary enforcement seat belt laws, or 9 or more, with both (front and rear) primary enforcement laws and all-rider helmet law	State is significantly advanced toward adopting all of Advocates' recommended optimal laws
Yellow (33 states)	6 to 10, with both (front and rear) primary enforcement seat belt laws, or 7 and above, without both (front and rear) primary enforcement seat belt laws	State needs improvement because of gaps in Advocates' recommended optimal laws
Red (11 states)	Fewer than 7, without both (front and rear) primary enforcement seat belt laws	State falls dangerously behind in adoption of Advocates' recommended optimal laws

OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection		CPS		Teen Driving Laws					Impaired Driving			Distraction		Total Number of Laws 2019	Overall Safety Rating 2019		
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law			All-Driver Text Messaging Restriction	GDL Cell Phone Restriction
Alabama	●		●				●			●		●	●	●	●		8	●
Alaska	●	●					●			●		●	●		●		7	●
Arizona							●					●	●	●			4	●
Arkansas	●						●			●	●	●	●	●	●		8	●
California	●	●	●	●	●		●	●					●	●	●	●	10	●
Colorado							●	●				●	●	●	●	●	7	●
Connecticut	●			●		●				●		●	●		●	●	8	●
Delaware	●	●				●	●	●	●	●		●	●		●	●	11	●
District of Columbia	●	●	●			●	●			●		●	●	●	●		10	●
Florida	●						●	●					●	●			5	●
Georgia	●		●		●		●						●	●	●	●	7	●
Hawaii	●	●					●	●				●	●		●	●	8	●
Idaho							●	●	●			●	●	●	●		7	●
Illinois	●	●		●			●	●				●	●	●	●	●	10	●
Indiana	●	●					●	●		●			●	●	●	●	9	●
Iowa	●						●					●	●	●	●	●	7	●
Kansas	●						●	●	●			●	●	●	●	●	9	●
Kentucky	●	●				●	●	●					●	●	●	●	9	●
Louisiana	●	●	●				●	●				●	●		●	●	9	●
Maine	●	●					●	●		●		●	●		●	●	9	●
Maryland	●		●		●		●	●				●	●	●	●	●	10	●
Massachusetts			●		●	●	●						●	●	●	●	8	●
Michigan	●				●		●	●	●	●			●	●	●	●	10	●
Minnesota	●	●			●		●						●	●	●	●	8	●
Mississippi	●	●	●				●					●	●		●		7	●
Missouri			●				●					●	●				4	●
Montana							●	●					●	●			4	●

● = Optimal law

OVERALL STATE RATINGS BASED ON NUMBER OF LAWS

	Occ. Protection		CPS		Teen Driving Laws							Impaired Driving			Distraction		Total Number of Laws 2019	Overall Safety Rating 2019
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction		
Nebraska			●	●			●					●	●	●			6	●
Nevada			●				●	●				●	●	●	●		7	●
New Hampshire										●		●	●	●	●	●	6	●
New Jersey	●		●	●	●	●	●			●	●		●	●	●	●	12	●
New Mexico	●	●					●	●		●		●		●	●	●	9	●
New York	●		●	●		●	●	●	●	●		●	●	●	●		12	●
North Carolina	●		●				●	●	●	●			●	●	●	●	10	●
North Dakota					●		●		●				●	●	●	●	7	●
Ohio							●	●		●			●			●	5	●
Oklahoma	●			●			●	●	●	●		●	●	●	●		10	●
Oregon	●	●	●	●	●		●					●	●	●	●	●	11	●
Pennsylvania				●		●	●	●					●	●	●		7	●
Rhode Island	●	●		●	●	●	●	●		●		●	●	●	●	●	13	●
South Carolina	●	●		●	●		●		●				●	●	●		9	●
South Dakota									●					●			2	●
Tennessee	●		●				●	●		●		●	●		●	●	9	●
Texas	●	●			●		●					●	●	●	●	●	9	●
Utah	●	●			●		●					●	●	●	●	●	9	●
Vermont			●				●					●		●	●	●	6	●
Virginia			●	●			●					●	●		●		6	●
Washington	●	●	●		●		●	●				●	●	●	●	●	11	●
West Virginia	●		●		●		●		●			●	●	●	●	●	10	●
Wisconsin	●	●					●			●			●	●	●	●	8	●
Wyoming								●					●		●		3	●
Total Number with Optimal Law	34+ DC	19+ DC	19+ DC	12	15	8+ DC	46+ DC	26	11	18+ DC	2	32+ DC	47+ DC	38+ DC	43+ DC	30		
Total Number Missing Optimal Law	16	31	31	38+ DC	35+ DC	42	4	24+ DC	39+ DC	32	48+ DC	18	3	12	7	20+ DC		

● = Optimal law

STATES AT A GLANCE

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

- The number of people killed in motor vehicle crashes in each state for the year 2017, as reported by NHTSA;
- The total number of fatalities over the past 10 years, as reported by NHTSA;
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic and Societal Impact of Motor Vehicle Crashes, 2010* (NHTSA), (See chart on page 8);
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 37 and 38 of this report; and,
- A list of the optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 11 and 12 as discussed in this report.

States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 11 and 12).

- Only 6 states and DC (CA, DE, LA, OR, RI and WA) received a Green rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.
- 33 states (AL, AK, AR, CO, CT, GA, HI, ID, IL, IN, IA, KS, KY, ME, MD, MA, MI, MN, MS, NV, NJ, NM, NY, NC, ND, OK, PA, SC, TN, TX, UT, WV and WI) received a Yellow rating, indicating that improvement is needed because of gaps in Advocates' recommended optimal laws.
- 11 states (AZ, FL, MO, MT, NE, NH, OH, SD, VT, VA and WY) received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal laws.

Abbreviation Key (Explanation for Laws Needed):

S = Highway Safety Law is **Secondary** Enforcement

(Advocates gives no credit for any law that is subject to secondary enforcement.)

DE = **Driver Education** exemption included in the GDL provision

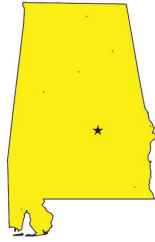
(Advocates gives no credit for any GDL provision that is exempted based on driver education.)

Stronger = Indicates state has a law but it does not meet optimal criteria

Note: States without a primary enforcement seat belt law covering passengers in all seating positions (front and rear) or that have repealed an existing all-rider motorcycle helmet law within the previous 10 years are not eligible for a green rating, no matter how many other optimal laws they may have.

ALABAMA

2017 Fatalities: **948**
10-Year Fatality Total: **8,943**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.473 Billion



Highway Safety Laws Needed in Alabama:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

ALASKA

2017 Fatalities: **79**
10-Year Fatality Total: **665**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$592 Million



Highway Safety Laws Needed in Alaska:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
GDL Cell Phone Restriction

ARIZONA

2017 Fatalities: **1,000**
10-Year Fatality Total: **8,631**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.183 Billion



Highway Safety Laws Needed in Arizona:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 Unrestricted License
All-Driver Text Messaging Restriction
GDL Cell Phone Restriction

ARKANSAS

2017 Fatalities: **493**
10-Year Fatality Total: **5,369**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.386 Billion



Highway Safety Laws Needed in Arkansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL Cell Phone Restriction (Without S)

S = Secondary Enforcement

CALIFORNIA

2017 Fatalities: **3,602**
 10-Year Fatality Total: **31,378**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$19.998 Billion

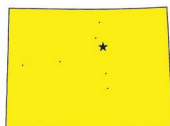


Highway Safety Laws Needed in California:

GDL - Minimum Age 16 for Learner's Permit
 GDL - Stronger Nighttime Restriction
 GDL - Stronger Passenger Restriction
 GDL - Age 18 for Unrestricted License
 Ignition Interlocks for All Offenders
 GDL Cell Phone Restriction (Without S)

COLORADO

2017 Fatalities: **648**
 10-Year Fatality Total: **5,151**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$4.173 Billion



Highway Safety Laws Needed in Colorado:

Primary Enforcement Seat Belt Law (Front & Rear)
 All-Rider Motorcycle Helmet Law
 Rear Facing Through Age 2 Law
 Booster Seat Law
 GDL - Minimum Age 16 for Learner's Permit
 GDL - Stronger Nighttime Restriction
 GDL - Stronger Passenger Restriction
 GDL - Age 18 for Unrestricted License

CONNECTICUT

2017 Fatalities: **278**
 10-Year Fatality Total: **2,624**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$4.880 Billion



Highway Safety Laws Needed in Connecticut:

Primary Enforcement Seat Belt Law (Rear)
 All-Rider Motorcycle Helmet Law
 Booster Seat Law
 GDL - 6-Month Holding Period
 (Without DE Exemption)
 GDL - Stronger Supervised Driving Requirement
 GDL - Stronger Nighttime Restriction
 GDL - Age 18 for Unrestricted License
 Open Container Law

DELAWARE

2017 Fatalities: **119**
 10-Year Fatality Total: **1,135**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$684 Million



Highway Safety Laws Needed in Delaware:

All-Rider Motorcycle Helmet Law
 Rear Facing Through Age 2 Law
 Booster Seat Law
 GDL - Age 18 for Unrestricted License
 Open Container Law

DISTRICT OF COLUMBIA

2017 Fatalities: **31**
 10-Year Fatality Total: **253**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$859 Million



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

Rear Facing Through Age 2 Law
 Booster Seat Law
 GDL - Supervised Driving Requirement
 GDL - Stronger Nighttime Restriction
 GDL - Age 18 for Unrestricted License
 GDL Cell Phone Restriction

S = Secondary Enforcement DE = Driver Education

FLORIDA

2017 Fatalities: **3,112**
10-Year Fatality Total: **26,931**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.750 Billion



Highway Safety Laws Needed in Florida:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
All-Driver Text Messaging Restriction (Without S)
GDL Cell Phone Restriction

GEORGIA

2017 Fatalities: **1,540**
10-Year Fatality Total: **13,306**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.787 Billion



Highway Safety Laws Needed in Georgia:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

HAWAII

2017 Fatalities: **107**
10-Year Fatality Total: **1,073**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$577 Million



Highway Safety Laws Needed in Hawaii:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

IDAHO

2017 Fatalities: **244**
10-Year Fatality Total: **2,131**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$886 Million



Highway Safety Laws Needed in Idaho:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

ILLINOIS

2017 Fatalities: **1,097**
10-Year Fatality Total: **9,847**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.885 Billion



Highway Safety Laws Needed in Illinois:

All-Rider Motorcycle Helmet Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement

INDIANA

2017 Fatalities: **914**
10-Year Fatality Total: **7,876**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$6.375 Billion

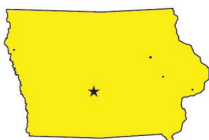


Highway Safety Laws Needed in Indiana:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

IOWA

2017 Fatalities: **330**
10-Year Fatality Total: **3,591**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.188 Billion



Highway Safety Laws Needed in Iowa:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License

KANSAS

2017 Fatalities: **461**
10-Year Fatality Total: **3,973**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.445 Billion



Highway Safety Laws Needed in Kansas:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

KENTUCKY

2017 Fatalities: **782**
10-Year Fatality Total: **7,530**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.363 Billion



Highway Safety Laws Needed in Kentucky:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

LOUISIANA

2017 Fatalities: **760**
10-Year Fatality Total: **7,528**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.691 Billion



Highway Safety Laws Needed in Louisiana:

Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

MAINE

2017 Fatalities: **172**
10-Year Fatality Total: **1,540**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.303 Billion



Highway Safety Laws Needed in Maine:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

MARYLAND

2017 Fatalities: **550**
10-Year Fatality Total: **5,096**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.476 Billion

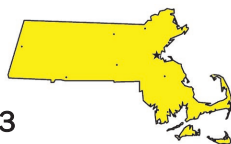


Highway Safety Laws Needed in Maryland:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

MASSACHUSETTS

2017 Fatalities: **350**
10-Year Fatality Total: **3,433**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.835 Billion



Highway Safety Laws Needed in Massachusetts:

Primary Enforcement Seat Belt Law (Front & Rear)
Rear Facing Through Age 2 Law
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

MICHIGAN

2017 Fatalities: **1,030**
10-Year Fatality Total: **9,525**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$9.599 Billion



Highway Safety Laws Needed in Michigan:

Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

MINNESOTA

2017 Fatalities: **357**
10-Year Fatality Total: **3,959**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$3.057 Billion



Highway Safety Laws Needed in Minnesota:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

MISSISSIPPI

2017 Fatalities: **690**
10-Year Fatality Total: **6,613**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.718 Billion



Highway Safety Laws Needed in Mississippi:

Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
GDL Cell Phone Restriction

MISSOURI

2017 Fatalities: **930**
10-Year Fatality Total: **8,536**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.560 Billion



Highway Safety Laws Needed in Missouri:

Primary Enforcement Seat Belt Law (Front & Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
All-Driver Text Messaging Restriction
GDL Cell Phone Restriction

MONTANA

2017 Fatalities: **186**
10-Year Fatality Total: **2,074**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$898 Million



Highway Safety Laws Needed in Montana:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
All-Driver Text Messaging Restriction
GDL Cell Phone Restriction

NEBRASKA

2017 Fatalities: **228**
10-Year Fatality Total: **2,142**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.295 Billion



Highway Safety Laws Needed in Nebraska:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
(Without DE Exemption)
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
All-Driver Text Messaging Restriction (Without S)
GDL Cell Phone Restriction (Without S)

S = Secondary Enforcement DE = Driver Education

NEVADA

2017 Fatalities: **309**
10-Year Fatality Total: **2,842**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.978 Billion



Highway Safety Laws Needed in Nevada:

Primary Enforcement Seat Belt Law (Front & Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction (Without S)
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

NEW HAMPSHIRE

2017 Fatalities: **102**
10-Year Fatality Total: **1,157**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.374 Billion



Highway Safety Laws Needed in New Hampshire:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

NEW JERSEY

2017 Fatalities: **624**
10-Year Fatality Total: **5,830**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$12.813 Billion

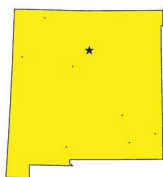


Highway Safety Laws Needed in New Jersey:

Primary Enforcement Seat Belt Law (Rear)
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
Ignition Interlocks for All Offenders

NEW MEXICO

2017 Fatalities: **379**
10-Year Fatality Total: **3,560**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.769 Billion



Highway Safety Laws Needed in New Mexico:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Child Endangerment Law

NEW YORK

2017 Fatalities: **999**
10-Year Fatality Total: **11,309**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$15.246 Billion



Highway Safety Laws Needed in New York:

Primary Enforcement Seat Belt Law (Rear)
Booster Seat Law
GDL - Age 18 for Unrestricted License
(Without DE Exemption)
GDL Cell Phone Restriction

S = Secondary Enforcement DE = Driver Education

NORTH CAROLINA

2017 Fatalities: **1,412**
10-Year Fatality Total: **13,402**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$7.909 Billion

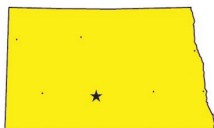


Highway Safety Laws Needed in North Carolina:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

NORTH DAKOTA

2017 Fatalities: **115**
10-Year Fatality Total: **1,309**
Annual Economic Cost
Due to Motor Vehicle
Crashes:
\$706 Million



Highway Safety Laws Needed in North Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

OHIO

2017 Fatalities: **1,179**
10-Year Fatality Total: **10,847**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$10.125 Billion



Highway Safety Laws Needed in Ohio:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
Open Container Law
All-Driver Text Messaging Restriction (Without S)

OKLAHOMA

2017 Fatalities: **655**
10-Year Fatality Total: **6,887**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$2.910 Billion

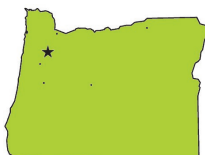


Highway Safety Laws Needed in Oklahoma:

Primary Enforcement Seat Belt (Rear)
All-Rider Motorcycle Helmet Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

OREGON

2017 Fatalities: **437**
10-Year Fatality Total: **3,826**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.768 Billion



Highway Safety Laws Needed in Oregon:

GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement

PENNSYLVANIA

2017 Fatalities: **1,137**
 10-Year Fatality Total: **12,572**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$5.851 Billion



Highway Safety Laws Needed in Pennsylvania:

Primary Enforcement Seat Belt Law (Front & Rear)
 All-Rider Motorcycle Helmet Law
 Booster Seat Law
 GDL - Stronger Nighttime Restriction
 GDL - Stronger Passenger Restriction
 GDL - Age 18 for Unrestricted License
 Ignition Interlocks for All Offenders
 GDL Cell Phone Restriction

RHODE ISLAND

2017 Fatalities: **83**
 10-Year Fatality Total: **640**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$1.599 Billion



Highway Safety Laws Needed in Rhode Island:

All-Rider Motorcycle Helmet Law
 GDL - Stronger Nighttime Restriction
 GDL - Age 18 for Unrestricted License

SOUTH CAROLINA

2017 Fatalities: **988**
 10-Year Fatality Total: **8,886**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$4.045 Billion



Highway Safety Laws Needed in South Carolina:

All-Rider Motorcycle Helmet Law
 GDL - Minimum Age 16 for Learner's Permit
 GDL - Stronger Supervised Driving Requirement
 GDL - Stronger Passenger Restriction
 GDL - Age 18 for Unrestricted License
 Ignition Interlocks for All Offenders
 GDL Cell Phone Restriction

SOUTH DAKOTA

2017 Fatalities: **129**
 10-Year Fatality Total: **1,283**
 Annual Economic Cost Due
 to Motor Vehicle Crashes:
\$720 Million



Highway Safety Laws Needed in South Dakota:

Primary Enforcement Seat Belt Law (Front & Rear)
 All-Rider Motorcycle Helmet Law
 Rear Facing Through Age 2 Law
 Booster Seat Law
 GDL - Minimum Age 16 for Learner's Permit
 GDL - 6-Month Holding Period
 (Without DE Exemption)
 GDL - Supervised Driving Requirement
 GDL - Passenger Restriction
 GDL - Age 18 for Unrestricted License
 Ignition Interlocks for All Offenders
 Child Endangerment Law
 All-Driver Text Messaging Restriction (Without S)
 GDL Cell Phone Restriction (Without S)

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

TENNESSEE

2017 Fatalities: **1,040**
10-Year Fatality Total: **10,002**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$5.667 Billion



Highway Safety Laws Needed in Tennessee:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

TEXAS

2017 Fatalities: **3,722**
10-Year Fatality Total: **33,837**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$17.044 Billion



Highway Safety Laws Needed in Texas:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction (Without S)
GDL - Age 18 for Unrestricted License

UTAH

2017 Fatalities: **273**
10-Year Fatality Total: **2,521**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.725 Billion



Highway Safety Laws Needed in Utah:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction (Without S)
GDL - Age 18 for Unrestricted License

VERMONT

2017 Fatalities: **69**
10-Year Fatality Total: **651**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$538 Million



Highway Safety Laws Needed in Vermont:

Primary Enforcement Seat Belt Law (Front & Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Child Endangerment Law

VIRGINIA

2017 Fatalities: **839**
10-Year Fatality Total: **7,657**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.998 Billion



Highway Safety Laws Needed in Virginia:

Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law
GDL Cell Phone Restriction (Without S)

S = Secondary Enforcement

WASHINGTON

2017 Fatalities: **565**
10-Year Fatality Total: **4,937**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.469 Billion



Highway Safety Laws Needed in Washington:

Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License

WEST VIRGINIA

2017 Fatalities: **303**
10-Year Fatality Total: **3,172**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$1.482 Billion



Highway Safety Laws Needed in West Virginia:

Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
(Without DE Exemption)
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

WISCONSIN

2017 Fatalities: **613**
10-Year Fatality Total: **5,771**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$4.546 Billion



Highway Safety Laws Needed in Wisconsin:

All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

WYOMING

2017 Fatalities: **123**
10-Year Fatality Total: **1,323**
Annual Economic Cost Due
to Motor Vehicle Crashes:
\$788 Million



Highway Safety Laws Needed in Wyoming:

Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - 6-Month Holding Period
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
Open Container Law
GDL Cell Phone Restriction

DE = Driver Education

SOURCE INFORMATION

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

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

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

Brain Injury Association of America (BIA)
www.biausa.org

Federal Highway Administration (FHWA)
www.fhwa.dot.gov

Federal Motor Carrier Safety Administration (FMCSA)
www.fmcsa.dot.gov

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

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

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

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

National Highway Traffic Safety Administration (NHTSA) and the National Center for Statistics and Analysis
www.nhtsa.dot.gov

National Safety Council (NSC)
www.nsc.org

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Students Against Destructive Decisions (SADD)
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www.trafficinjuryresearch.com

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www.cdc.gov

Virginia Tech Transportation Institute
www.vtti.vt.edu

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www.hsc.wvu.edu/icrc

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