



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY

**STATEMENT OF  
Cathy Chase, President, Advocates for Highway and Auto Safety  
On the Release of the 2022 Roadmap of State Highway Safety Laws  
January 18, 2022**

Good morning and thank you very much for joining us as we release the 2022 Roadmap of State Highway Safety Laws. I am Cathy Chase, President of Advocates for Highway and Auto Safety (Advocates).

Before I begin my remarks, this event is being recorded and is on the record. The recording and electronic media kit can be found on our website: [SafeRoads.org](https://SafeRoads.org). Viewers may submit questions throughout this event using the link on the news conference video streaming on our website.

For those of you unfamiliar with Advocates, we are a coalition of public health, safety, consumer and law enforcement organizations, and insurance companies and agents. Since our founding in 1989, this coalition has successfully improved roadway safety through a multi-faceted approach of state and federal legislative efforts combined with pursuing comprehensive federal safety standards. These actions have made drivers and all road users, vehicles and roadways safer. However, we are now at a critical point in our nation's surface transportation history. Motor vehicle crash fatalities are skyrocketing despite fewer miles being driven.

The ripple effects of the COVID-19 pandemic include increases in dangerous driving and passenger behaviors, such as speeding and impaired driving, as well as fewer people buckling up. More than 20,000 people died in crashes during the first six months of 2021, an 18 percent increase over the same period the previous year. This was the highest half-year percentage increase ever recorded in this country. Reports from individual states also indicate that crash deaths for 2021 are surpassing 2020, some reaching levels not recorded in more than a decade. In addition to fatalities, crashes injure millions of people each year and impose a tremendous cost burden on society nearing one trillion dollars. But what's really important is that we don't lose sight that these facts and figures represent people - they are family members, friends and loved ones who are being tragically impacted by preventable losses and serious, debilitating injuries.

And speaking of people, in preparing for the release of our report, we wanted to take the pulse of the public on these issues. So we commissioned a CARAVAN online survey which was conducted by ENGINE INSIGHTS. Interestingly, it found that nearly 75 percent of respondents were not aware of the drastic jump in traffic fatalities. Nonetheless, majorities of respondents were either "extremely" or "very" concerned about a variety of dangerous roadway behaviors, including speeding, impaired and distracted driving, as well as people not buckling up. Notably, 66 percent of respondents said not enough is being done to address dangerous roadway behaviors. This view received majority support from all political affiliations and regions across the country.

Advocates' *Roadmap Report* offers readily available and verified solutions to address many of these roadway dangers. The 16 laws detailed in this report come under five over-arching categories: occupant protection; child passenger safety; graduated driver licensing (or "GDL") laws for novice teen and young adult drivers; impaired driving; and distracted driving. Every state and Washington, DC receives a rating in each category, an overall rating and a "report card" identifying which laws they are missing. Ratings are then assessed as "green," "yellow," or "red."

We are sending the *Roadmap Report* to every governor and the mayor of DC as a call to action for the 2022 legislative session to prioritize meaningful safety improvements. Not only are these actions supported by data, research, and experience, the poll also demonstrates the public's concern and desire for change.

In addition to needed progress on traffic safety laws at the state level, swift action at the U.S. Department of Transportation (DOT) to implement the safety provisions in the Infrastructure Investment and Jobs Act ((IIJA), Pub. L. 117-58) is essential. Enacted last November, the infrastructure law took steps forward for vehicle safety that the DOT should view as a "floor," and not a "ceiling," for what must be achieved. For example, every family deserves to ride in a car with the safest brakes, known as automatic emergency braking, not just those who can afford higher end models or expensive add-on luxury packages. They also deserve the assurance that the brakes are meeting minimum performance standards, which is not happening currently. Now is the time for this Administration to deliver on its commitment to "safe roads for everyone."

The title of this year's Roadmap Report is "out of control" to reflect the mounting death and injury toll on our streets and roads. States, as well as the U.S. Department of Transportation, are overdue in acting on lifesaving proposals that will achieve significant outcomes. Allowing this carnage to occur year after year, when solutions are readily available, is simply unacceptable.

To conclude, I would like to thank our distinguished and dynamic panel of speakers, who will each offer expertise and unique perspectives. I would also like to thank Advocates' Board of Directors and acknowledge the Advocates' team for producing this invaluable report, and for their efforts leading up to today's event: Allison Kennedy, who leads the Roadmap project, Tara Gill, Pete Daniels, Cathy Barzey, Lisa Drew, Shaun Kildare and Peter Kurdock, as well as Bill Bronrott, Kim Levinson, Jamie Douglas of Daylight Communications for creating the Report cover, and WindRose Media for producing today's webcast.

Thank you.

**STATEMENT OF  
Assemblywoman Shannon Bilbray-Axelrod  
Nevada State Legislature  
On the Release of the 2022 Roadmap of State Highway Safety Laws  
January 18, 2022**

Good morning. I am Shannon Bilbray-Axelrod. I have been a proud member of the Nevada State Legislature representing the 34<sup>th</sup> district since 2016. You might say that public service is part of the “family business.” My father was former U.S. Representative James Bilbray, who had the honor of representing Nevada’s 1<sup>st</sup> Congressional district for nearly a decade.

I am very glad to report Nevada upgraded its child passenger safety law last year upon enacting a bill that I sponsored, Assembly Bill (AB) 118, and which was cosponsored by 11 colleagues. The new law, which went into effect on January 1, recognizes best practices for child passenger safety and requires that children remain in a rear facing safety seat until age two or longer and that children use a booster seat until 57 inches in height. Passage of this new law also resulted in Nevada rising to a “yellow” rating in the Advocates’ Roadmap Report.

Since learning that motor vehicle crashes are a leading cause of death for children in the United States, and that on average 40 percent of children killed in crashes are unrestrained, I decided to take action. Over the five-year period from 2015 to 2019, on average, more than 1,100 children under age 14 were killed each year in traffic crashes. In 2019, more than 180,000 children were injured as well. These devastating deaths and injuries must stop.

Improperly restrained child passengers are a serious public health problem, yet it can be addressed with a proven solution. Proper car seat use reduces fatal injury by 71 percent for infants and 54 percent for toddlers. Ensuring children are in the appropriate restraint for their age and size greatly improves their chance of surviving a crash and avoiding serious injury.

Advocates’ Roadmap report includes two vital child passenger safety laws. First, requiring babies be restrained in rear facing seats through age 2 or longer. Second, after reaching the maximum weight and height limit of a forward-facing safety seat, requiring children to be placed in a booster seat until the child can properly use the vehicle’s seat belt, around 57 inches in height and age eight or older.

Looking at the map, tremendous opportunity to enhance safety for child passengers exists with 34 states still in need of a rear-facing through age two law, and 36 states and DC in need of an optimal booster seat law.

Last November, a local news outlet reported that Nevada had reached a “grim milestone” with 2021 on track to be the deadliest year in a decade for traffic fatalities. Nevada must prioritize safer roads, and we are not alone. My fellow state lawmakers and I play a crucial role in getting these basic safety laws passed. I urge every state elected official to pick up this report and use it as a playbook for action in 2022. Let’s not let another year go by when we can be saving lives now. Thank you.



**STATEMENT OF**  
**Alex Otte, National President, Mothers Against Drunk Driving (MADD)**  
**On the Release of the 2022 Roadmap Report of State Highway Safety Laws**  
**January 18, 2022**

Thank you, Cathy. And thank you Congresswoman Schakowsky and Assemblywoman Bilbray-Axelrod for bringing the power of your positions to the vitally important challenge of keeping roads safe in our communities.

I appreciate the opportunity to join Advocates and all of the speakers here today. As National President of Mothers Against Drunk Driving, I represent the nearly 1 million victims and survivors MADD has served since our founding 41 years ago. As a survivor of someone else's choice to drive impaired, I can tell you we are a part of a club no one wants to join. The trauma truly never goes away.

For four decades, we have worked with partners like Advocates to pass stronger laws that will make roads safer. We were proud to work alongside Advocates this year on the drunk and impaired driving technology provision included in the Infrastructure Investment and Jobs Act.

The new requirement for technology to prevent impaired driving in all new vehicles has the potential to save more than 9,400 lives and countless injuries every year when fully implemented, nearly eliminating drunk driving. Since the day my life was forever changed at 13 years old, I wanted to fight to be the last little girl that this would ever happen to. 11 years later, I know that I wasn't, but because of this provision in the Infrastructure Bill, I now know that day will come in my lifetime.

With the technological advancements in new cars today, we are confident that NHTSA and the auto industry will achieve this in the given timeline of three years to identify the technology and then two to three years to install it on all new cars. I cannot fully articulate how important this progress is to victims and survivors of drunk and drug impaired driving.

Every step we can take toward eliminating impaired driving deaths and injuries is significant. And that's why this Roadmap is so important.

The reports over the past two years are not good. Alcohol and drug impairment, speeding, and not wearing seatbelts are cited as the leading contributors to more crashes, more injuries and more deaths at a time when fewer cars are on the road. This is a public safety crisis.

We need states to take action now.

MADD and Advocates have a long history of working together with federal and state legislators on laws that will stop tragedies on our roadways. We are unified in our advocacy for the three laws that Advocates evaluates in each state as part of the Roadmap:

- Requiring ignition interlocks for every drunk driving offender;
- Laws that create a separate offense or increase penalties for people who drive while impaired with a child passenger; and
- Making it illegal to have an open container in cars.

First, ignition interlocks for all offenders. Thirty-four states and Washington, D.C., require ignition interlocks for first-time offenders and for every subsequent drunk driving offense. Every state has an ignition interlock program of some type, but we want every state to require these devices every single time. Just last week, MADD released our annual ignition interlock report tracking the number of times an interlock had stopped someone with a .08 BAC from driving. Through data collected from interlock companies, we learned that more than 390,000 attempts to drive drunk were prevented in 2020 – an average of 1,069 stops a day. I am both grateful these devices worked and frightened to think how many lives could have been shattered without them.

Next, driving drunk with a child passenger. No question, this is a crime and a form of child abuse. It is also one of the leading causes of death among our nation's children. Forty-eight states have laws imposing additional sanctions for those who drive drunk with a child passenger in a vehicle. MADD encourages states to pass child endangerment laws similar to Leandra's Law in New York, which imposes an additional period on an ignition interlock and makes the offense a felony. Children don't have a voice or a choice when riding with an adult, and they should never be in danger from drunk driving. Every child deserves a designated sober driver.

Finally, open container laws. MADD and our partners fought hard to make it illegal to have an open container in a vehicle, but as the Roadmap shows, there's more work to do. Eleven states need to strengthen their laws to meet federal requirements. Open container laws and their enforcement are especially important now, when states have temporarily or permanently passed laws that allow restaurants to sell alcohol to go. While MADD is not opposed to curbside sales of alcohol, we do want to make sure those containers are sealed and placed in the trunk and far out of the driver's reach.

We at MADD believe we are on a path toward no more victims of drunk and drug-impaired driving. State legislatures can do their part by passing laws that keep their communities safe and spare families the trauma of being impacted by someone else's choice to drive impaired.

It will take all of us, but I truly believe if we work together to advocate for smart laws we will spare families and communities the unimaginable devastation caused by drunk and drug-impaired driving. Thank you.



**STATEMENT OF**  
**Alan Maness, Vice President of Federal Affairs and Counsel**  
**State Farm Insurance Companies**  
**Insurance Co-Chair, Advocates for Highway and Auto Safety**  
**On the Release of the 2022 Roadmap of State Highway Safety Laws**  
**January 18, 2022**

Good morning. I am Alan Maness, Vice President of Federal Affairs and Counsel for State Farm Insurance. We are the nation's leading property casualty insurance company and a founding Board Member of Advocates for Highway and Auto Safety (Advocates). During the thirty-three years this unique coalition has existed, it has been working consistently and conscientiously to advance commonsense policies that produce safe vehicles, safe roads, and safe road users. While many lifesaving advances have been achieved preventing untold numbers of crashes, fatalities and injuries, we are currently facing an alarming upward trend in traffic fatalities over the past two years.

With crash fatalities reaching levels not experienced in nearly 15 years, today's release of Advocates' *Roadmap of State Highway Safety Laws* could not be timelier. The 16 optimal laws detailed in the Roadmap Report are proven lifesavers. One of the major areas of focus is occupant protection. Buckling up can be a life-or-death decision. The use of seat belts in cars saves nearly 14,000 lives every year. Yet, if belt use of passengers older than five involved in fatal crashes was 100 percent, an additional 2,000 people could be saved. Still, 30 states are lacking a primary enforcement seat belt law requiring everybody to buckle up in all seating positions. It is a fact that states with primary enforcement laws have higher belt use rates than states with secondary enforcement laws or no seat belt use laws. It is particularly important to increase belt use in all seating positions because many of those at risk are children who are especially vulnerable. The public understands the severity of this issue as demonstrated by the new poll commissioned by Advocates which shows 92 percent are concerned with the lack of seat belt use or safety seats for child passengers, and 65 percent saying they are extremely or very concerned. Additionally, a poll by the Insurance Institute for Highway Safety found that nearly 40 percent of respondents sometimes don't buckle up in the back seat because there's no law requiring it. And, 60 percent said they would do so if there was a law. With lack of belt use on the rise and contributing to the recent fatality uptick, now is the time for states to enact this commonsense measure.

Another occupant protection issue in the report is all-rider motorcycle helmet laws. Motorcycles are the most hazardous form of motor vehicle transportation. To counterbalance some of the risk, helmet use is essential. Research and real-world experience show that helmet use is far greater in states with an all-rider requirement, 84 percent compared to only 54 percent in states that do not have this requirement. With more than 5,400 motorcyclists killed in 2020, which is a 9 percent increase from 2019, we urge states to adopt all-rider helmet laws.

Lastly, I want to mention a major and growing threat on our roadways - distracted driving. An expanding array of digital distractions over recent years has compounded this problem. At a minimum, states should have all-driver text messaging restrictions and cell phone use restrictions for inexperienced novice and teen drivers, as is rated in the Report. It also highlights the need for states to upgrade existing distracted driving laws to include video conferencing, playing games, streaming content and other non-navigational or non-emergency functions. Here again Advocates' new poll shows people recognize this dangerous behavior with 98 percent expressing concern and 84 percent saying they are extremely or very concerned with distracted driving caused by talking on cell phones, texting, or using other mobile devices. We can and must do more to address this constant and widespread danger which is also contributing to the growing fatality figures.

I would like to thank the team at Advocates for issuing this important report and for their ongoing efforts to advance the policies in it. Each law enacted prevents future tragedies. Thank you.



**STATEMENT OF**  
**Lieutenant Carmen Trevizo, Oro Valley (AZ) Police Department**  
**On the Release of the 2022 Roadmap of State Highway Safety Laws**  
**January 18, 2022**

Good Morning. I am Lieutenant Carmen Trevizo, and I am glad to join you all today as Advocates for Highway and Auto Safety (Advocates) releases the *2022 Roadmap of State Highway Safety Laws*.

I have been honored to serve with the Oro Valley, Arizona Police Department for nearly 24 years. In my current role as Patrol Lieutenant, I oversee approximately 50 officers charged with protecting our community, including traffic safety enforcement. My professional mission is also motivated by a personal tragedy. My cousin Christina was killed by a drunk driver when she was only 18 years old. I will never forget that day and this devastated our family. Seeing other families experience the loss of a loved one in preventable crashes that occur on our roadways is a heart-wrenching aspect of the job of law enforcement officers. We also are not immune to these dangers. Fourteen officers were struck and killed by vehicles while on duty in 2021, and that same year 17 officers were victims of vehicular assault. Preventing deaths and injuries caused by crashes is a driving factor behind our important work.

Unfortunately, we know from experience and data that our roads have become more deadly in recent years, with more speeding and impaired driving. Statistics from the U.S. Department of Transportation (DOT) show that in 2020 fatalities in speeding related crashes were up 11 percent. Speeding not only can contribute to the frequency of crashes, but the severity as well. Further, deaths in police-reported alcohol involvement crashes were up nine percent. These are shocking figures. The public is understandably alarmed by these and other deadly driving behaviors. The Advocates' poll released today shows concern among strong majorities across a range of demographics, and reveals 68 percent were "extremely" or "very" concerned about speeding and 80 percent were similarly "extremely" or "very" concerned about impaired driving.

Advocates' *Roadmap Report* identifies sensible ways to address these serious hazards on our roadways. It gives legislatures a clear guide for action to enact the 16 fundamental traffic safety laws including three targeting impaired driving. When supported by officers like mine enforcing them, we can make meaningful progress towards bringing down the number of those killed and injured. Combined with the advanced vehicle safety technologies you've heard about today like automatic emergency braking and impaired driving prevention technology, the potential to save lives is remarkable. Advancing strong traffic safety laws and employing successful vehicle

safety systems are necessary to turn the tide on rising crash deaths and counter persisting traffic safety dangers that inflict pain and suffering on families.

**Remarks delivered in Spanish:**

El reporte de mapa de leyes de seguridad de carreteras estatales, declaraciones del orador, resultados de encuesta, y otros materiales del dos mil veintidós junto con la grabacion de hoy estarán disponible en la pagina de “Advocates” [www.saferoads.org](http://www.saferoads.org). El reporte del mapa revela que los cincuenta estados incluyendo el distrito de Colombia tiene oportunidades para mejorar sus leyes de seguridad y pueden ser útil para los legisladores en planificar prioridades. Además, los resultados de la encuesta enseña los problemas de alta preocupación para el público sobre la conducta en las carreteras. Aunque la situación en nuestras carreteras son severas, el reporte del mapa ofrece soluciones convincentes y claramente que pueden dirigirnos en la direccion correcta, gracias.

Thank you for this opportunity.



**STATEMENT OF**  
**Mary Jagim MS, RN, CEN, FAEN**  
**Consumer Co-Chair, Advocates for Highway and Auto Safety**  
**Past President, Emergency Nurses Association**  
**On the Release of the 2022 Roadmap Report of State Highway Safety Laws**  
**January 18, 2022**

Good morning. I am Mary Jagim, Consumer Co-Chair of Advocates for Highway and Auto Safety (Advocates). I am also a former President of the Emergency Nurses Association, an organization dedicated to advancing excellence in emergency nursing with tens of thousands of members worldwide.

Emergency nurses are on the front lines of public health care and safety. We have a deep, first-hand understanding that maintaining public health is key to a flourishing society. Prevention is our primary focus followed by use of verified solutions. This same concept applies to improving and ensuring roadway safety.

The Advocates' 2022 *Roadmap of State Highway Safety Laws* provides solutions for preventing roadway crashes, fatalities and injuries. Each year, Advocates produces this nationwide "report card" to help governors and state lawmakers identify safety gaps and the optimal policies needed to close them. I am pleased to announce that two states took action consistent with Advocates' recommendations in 2021.

As you heard earlier, Nevada upgraded its child passenger safety laws, which improved its overall state rating from "red" to "yellow." This brings the total number of states with a "yellow" rating to 31. The state of Wisconsin, which is my new home, upgraded its supervised driving requirement for novice drivers to at least 50 hours during the learner's stage, ten of which must be at night. The supervised driving time requirement is one of six laws Advocates recommends as part of a comprehensive graduated driver licensing program, known as GDL. These programs introduce teens to driving gradually, under safer conditions, and for good reason. Motor vehicle crashes are a leading killer of teens in the U.S. Now with nine of the 16 laws recommended by Advocates on the books, Wisconsin continues to receive an overall "yellow" rating, unchanged from last year. We commend these states and are encouraged by their progress.

Obviously, there is still much more work to do. As you can see on this slide, 11 states receive the lowest rating, "red" in this year's Roadmap Report, demonstrating substantial opportunities for improvement. We are pleased that eight states and DC receive the highest rating of "green" representing significant progress in establishing optimal traffic safety laws. Still, no state has enacted all 16 laws recommended in this report, and the total number of laws missing nationwide stands today at 390.

The consequences of continued inaction are all too clear to emergency nurses. We spend our days receiving and treating patients who are injured in crashes, many of whom tragically do not survive or others who leave our hospitals with a debilitating, lifelong injury. Prevention-driven solutions, like those outlined in Advocates' Roadmap Report, keep people from needing to come into our ERs. This outcome is one we can all agree is a win.  
Thank you.