

The 2007 Roadmap to State Highway Safety Laws



ADVOCATES
FOR HIGHWAY
AND AUTO SAFETY

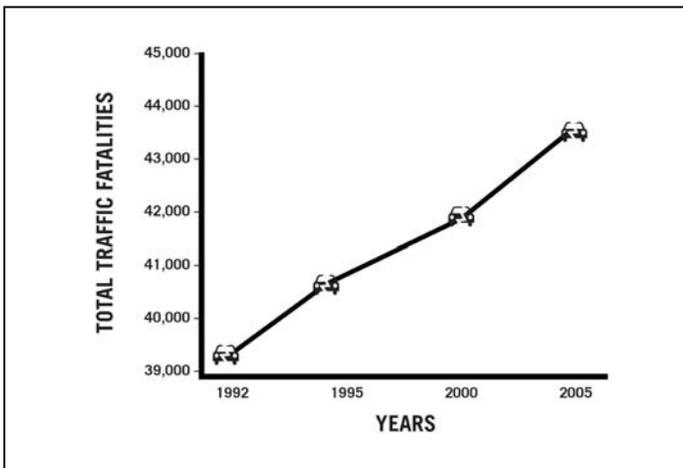
MOUNTING DEATHS, MINIMAL PROGRESS

In 2004, Advocates for Highway & Auto Safety (Advocates) launched this annual review of selected, basic traffic safety laws that states adopt, ignore, or fail to muster the political will to pass. These laws represent some of the most effective strategies for reducing the death and injury toll on our neighborhood streets and highways. Unfortunately, while some state legislatures took action in the 1980s, too many others have never seriously considered enactment. The latest available data in 2005 on highway deaths and injuries is a call to action -- 43,443 people killed in motor vehicle crashes, the highest fatality number since 1990.



The *2007 Roadmap to State Highway Safety Laws* continues to demonstrate that last year's pace of legislative adoption of highway safety laws is glacial. Only 22 laws were passed in all 50 states and the District of Columbia to upgrade seat belt laws to primary enforcement, add graduated driver licensing components to teen driving programs, require booster seat use for 4 to 8 year olds, and close gaps in numerous impaired driving laws. Not one state passed an all-rider motorcycle helmet law yet six states considered repeals, despite another major leap in motorcycle deaths for the eighth year in a row, increasing an astounding 115% since 1997.

In 2005 Congress passed landmark legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU), providing cash incentives to states that adopt several highway safety laws. States lacking a primary seat belt enforcement law can reap millions of dollars, and even more important, save lives and reduce costly injuries, by passing this lifesaving law. Only three states took advantage of this generous federal program in 2006. Federal money is also available for passage of booster seat laws. Today, 12 states still have no booster requirements and 35 need to strengthen their laws.



This year every state legislature will be in session. We commend those elected officials, governors and representatives, who championed these laws last year and lost, and we strongly urge citizen activists and political leaders to take up the cause again. Working together we can remove these legislative roadblocks that harm families, drain state treasuries and jeopardize highway safety for everyone.

Judith Lee Stone, President
January 2007

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KEY THINGS TO KNOW ABOUT THIS REPORT

- Changes from Last Year's Report:
 - Definitions of optimal Graduated Driver Licensing Laws are refined.
 - Includes 15th law – Cell Phone Restrictions for Teen Drivers
 - Includes expanded fact sheets on Primary Enforcement Seat Belts, Motorcycle Helmet and Teen Driver laws
- The report is divided into four issue sections:
 - ✓ Adult Occupant Protection
 - Primary Enforcement Seat Belts
 - All-Rider Motorcycle Helmets
 - ✓ Child Passenger Safety
 - Booster Seats
 - ✓ Teen Driving
 - 6-Month Holding Period
 - 30-50 Hours Supervised Driving
 - Nighttime Restriction
 - Passenger Restriction
 - Cell Phone Restriction
 - ✓ Impaired Driving
 - Child Endangerment
 - High BAC
 - Mandatory BAC Testing for Survivors
 - Mandatory BAC Testing for Those Killed
 - Open Container
 - Repeat Offender
 - Sobriety Checkpoints
- In Advocates' judgment, the 15 laws that are listed in four sections are extremely important for states to have, although they do not comprise the entire list of effective public policy interventions states may take to reduce motor vehicle deaths and injuries. Explanations for each law are provided in the respective sections throughout the report.
- States are rated only on whether they have a certain law, not on how they enforce their laws or educate their citizens, or on the number of statewide fatalities. A definition of each law, as defined by Advocates for purposes of this report, can be found on the next page.
- Each section has a state law chart in alphabetical order, with each state's rating. State ratings fall into three groupings based on the number of laws in each section:
 - ✓ **Green:** Good—State is significantly advanced toward adopting all of Advocates' recommended optimal laws;
 - ✓ **Yellow:** Caution—State needs improvement because of numerous gaps in Advocates' recommended laws; and
 - ✓ **Red:** Danger—State falls dangerously behind in adoption of Advocates' recommended laws.

DEFINITIONS OF 15 LIFESAVING LAWS



Based on government and private research, crash data and states' experience, Advocates has determined the following traffic safety laws to be priorities in reducing motor vehicle deaths and injuries. States were given full credit for having a particular law only if their legislation meets the optimal provisions as described below. Half credit was given to states with booster seat and teen driving laws that have some version of the criteria, but fall short of optimal.

ADULT OCCUPANT PROTECTION

Primary Enforcement Seat Belt Law – Allows law enforcement officers to stop and ticket someone when they see a violation of the seat belt law. No other violation need occur first to take action.

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

CHILD PASSENGER SAFETY

Booster Seat Law –Requires children between the ages of four and eight to be placed in a child restraint system (booster seat) that is certified to meet U.S. DOT safety standard. States were given only half credit if their booster seat law does not cover up to age 8.

TEEN DRIVING

Graduated Driver Licensing (GDL) systems allow teenagers to learn to drive under lower risk conditions and consist of a learner's stage, an intermediate stage and an unrestricted driving stage. The learner's stage requires a teenage driver to complete a minimum amount of adult supervised driving before application for a full license. The intermediate stage restricts teens from driving in high-risk situations for a specified period of time after receiving a full license.

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

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

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

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

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

IMPAIRED DRIVING

Child Endangerment- This law creates a separate offense or enhances an existing penalty for an impaired driving offender who endangers a minor.

High-BAC– This law creates a separate, more severe offense or enhances the existing penalties for impaired drivers that are found to have a Blood Alcohol Concentration (BAC) well over the maximum legal BAC level. An optimal statute is one that adds additional penalties for drivers above a .15 percent BAC.

Mandatory BAC Testing for Drivers Killed in Fatal Crashes – These statutes require any driver killed in a car crash to have his or her BAC tested.

Mandatory BAC Testing for Drivers who Survive Fatal Crashes – These statutes require any driver who is involved in a crash that causes serious injury or death to have his or her BAC tested.

Open Container– This law prohibits open containers of alcohol in the passenger area of a motor vehicle. To comply with federal requirements in TEA-21 (Transportation Equity Act for the 21st Century), the law must: prohibit both possession and consumption of any open alcoholic beverage 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.

Repeat Offender– This law applies to impaired drivers with previous impaired driving convictions. The state law must comply with federal requirements in TEA-21 which requires: a minimum one-year license suspension; mandatory motor vehicle impoundment or installation of an ignition interlock system; mandatory alcohol assessment; and the establishment of an increasing mandatory minimum sentence for repeat offenders depending on subsequent offenses. State laws are counted in this report only if they are in compliance with the federal law.

Sobriety Checkpoints– This statute gives law enforcement officials authority to set up checkpoints for evaluation and signs of alcohol or drug impairment in drivers. Under this statute, law enforcement officials have the authority to set up checkpoints to evaluate drivers for signs of alcohol or drug impairment. Advocates defines a sobriety checkpoint program as one authorized by law and implemented by the state.

URGENT ACTION NEEDED TO IMPROVE ROAD SAFETY



THE PROBLEM

America is an auto-centric culture. Every day, 90% of Americans hop into their vehicles and drive to work, to school, to medical appointments, to shopping malls. With nearly 4 million miles of roadway, Americans are afforded a significant degree of mobility. Yet this increased mobility offered by our nation's highway system comes with an enormous price – 6.2 million crashes annually resulting in more than 43,000 fatalities, 2.7 million injuries, and a cost to society of more than \$230 billion. Every day 119 people are killed on America's highways, while roughly 7,400 are injured. If these alarming statistics occurred in any other mode (i.e., air travel, transit), there would be undoubtedly a public outcry and rapid response by elected and government leaders. Instead, proven legislative solutions, in the form of highway safety laws, languish in state legislatures.

KEY FACTS ABOUT THIS LEADING PUBLIC HEALTH EPIDEMIC:

- 43,443 people were killed in motor vehicle crashes in 2005, the highest number killed since 1990. Automobile crashes remain the leading cause of death for Americans between the ages of 4 and 34.
- 2.7 million people were injured in motor vehicle crashes in 2005.
- In 2005, more than half (55%) of passenger vehicle occupants killed were unrestrained.
- 6,964 fatal crashes involving young drivers occurred in 2005, resulting in 8,004 deaths.
- Motorcycle deaths increased for the eighth year in a row. A total of 4,553 motorcyclists died in 2005, a 115% increase from 1997, and a 13% increase from just the year before (2004). Only 20 states have all-rider helmet laws and among them there were six repeal attempts in 2006.
- 1,418 children and youth, ages eight to 15, were killed in motor vehicle crashes in 2005.
- 472 children under the age of four died in motor vehicle crashes in 2005.
- In 2006, 16 states passed just one of Advocates' key laws to improve highway safety, and three states passed just two of those laws. While the volume of highway safety laws introduced in state legislatures increased in 2006, fewer were actually enacted than in 2005.
- The 6.2 million motor vehicle crashes in 2005 cost an estimated \$230 billion annually in property and productivity losses, medical and emergency bills and other related costs. This adds up to a "crash tax" of **\$792** on every American, every year.

(Sources: National Highway Traffic Safety Administration (NHTSA), Fatal Analysis Reporting System, 2005; Advocates for Highway and Auto Safety)

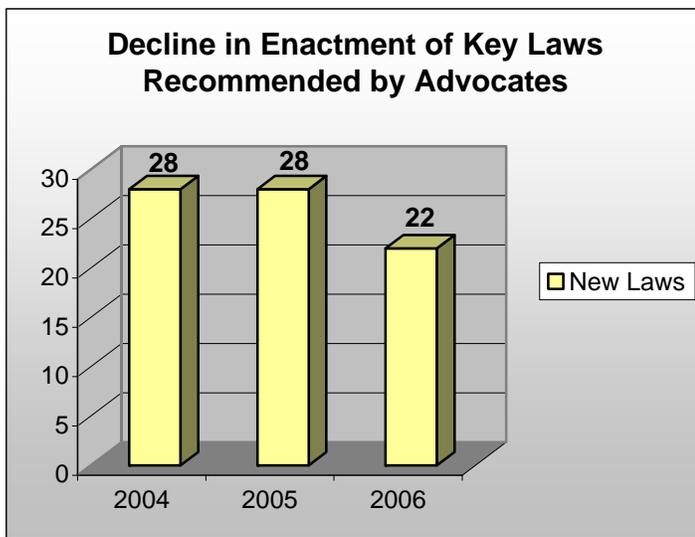


PROGRESS IS SLOW AND SLOWING

According to NHTSA, alcohol-related motor vehicle crashes kill someone every 31 minutes and injure someone every two minutes. Despite this disturbing statistic, few laws are being enacted to combat this one aspect of highway safety, drunk driving. In fact, **in 2006, only two new impaired driving laws recommended by Advocates were enacted throughout the entire nation.**

Although 2005 saw the highest number of auto-related fatalities in more than a decade, fatalities have hovered at or above 40,000 per year for more than 15 years. While many new and innovative highway safety laws have been enacted during that time, several considered to be fundamental to highway safety have not. One example is primary enforcement of seat belt laws.

New York enacted the nation's first primary enforcement seat belt law in 1984. In the more than 20 years since that time, only 24 other states and DC have followed suit. **Even with new federal incentive grants available in 2006, only three states took advantage by adopting primary enforcement laws.**



New York was also the first state to enact a motorcycle helmet law that covers all riders, in 1967. In the nearly 40 years since, only 19 other states and the District of Columbia have such laws in place. **In fact, in 2006 there were attempts in six of those states to repeal their existing all-rider motorcycle helmet laws. No state passed a new helmet law in 2006.**

Advocates has chosen to highlight states' progress in enacting 15 basic highway safety laws. The basis for choosing these 15 particular laws was derived from government and private research, crash data and states' experience. Only 22 new laws recommended by Advocates were passed in 2006 among all 50 states and the District of Columbia, down from previous years. **An additional 299 new laws need to be adopted for all 50 states to comply with Advocates' recommendations.**

Advocates has chosen to highlight states' progress in enacting 15 basic highway safety

ROAD WORK AHEAD

- 25 states still need a primary enforcement seat belt law;
- 30 states still need an all-rider motorcycle helmet law;
- 12 states still need a booster seat law; 35 need an optimal booster seat law;
- 49 states do not protect new teen drivers with Advocates' optimal GDL program; and
- Many states are missing critical impaired driving laws.

PUBLIC POLICY SAVES LIVES



THE SOLUTION

Just as we inoculate against polio and other diseases, public policy vaccines in the form of effective laws are immediately available, providing proven solutions and strategies, backed by research, ready to be implemented. In fact, many states and communities already employ these ideas and programs, realizing important reductions in deaths and injuries on their roadways. Unfortunately, as this report will demonstrate, when viewed as a whole, state traffic safety laws have gaping holes in need of repair.

Even at a glance, the maps and charts included in this report show that most American families live in states that could do much more to ensure their safety in neighborhoods and on roadways.

In contrast, every person flying on every airplane, in every state, is subject to nationally uniform safety laws and regulations set by the federal government.

This uniformity in air travel has been the foundation for achieving an exemplary aviation safety record in the United States. Were this the case for motor vehicle travel, and nearly every state had the same essential and effective traffic safety laws, thousands of deaths and many more injuries could be prevented. There is a far greater chance of dying in an automobile crash on the way to the airport than in the airplane we are rushing to catch.

The adoption of highway safety laws is among the most effective public health interventions we can make to save lives and protect society

Georges Benjamin, M.D., FACP, Executive
Director of American Public Health Association
and Board Member of
Advocates for Highway and Auto Safety

ADVOCATES KEY HIGHWAY SAFETY LAWS PASSED IN 2006

Primary Enforcement of Seat Belts: Alaska, Kentucky, Mississippi

Booster Seat Law (children under 8): Alabama, Hawaii, Kansas, Missouri, Wisconsin

Graduated Driver Licensing: Delaware (supervised, passenger restrictions), Georgia (supervised driving requirements), Illinois (supervised driving requirements), Kentucky (supervised, nighttime, and passenger restrictions), Missouri (supervised, passenger restrictions), Utah (holding period provisions)

Impaired Driving: Hawaii (High BAC law), Nebraska (High BAC law)

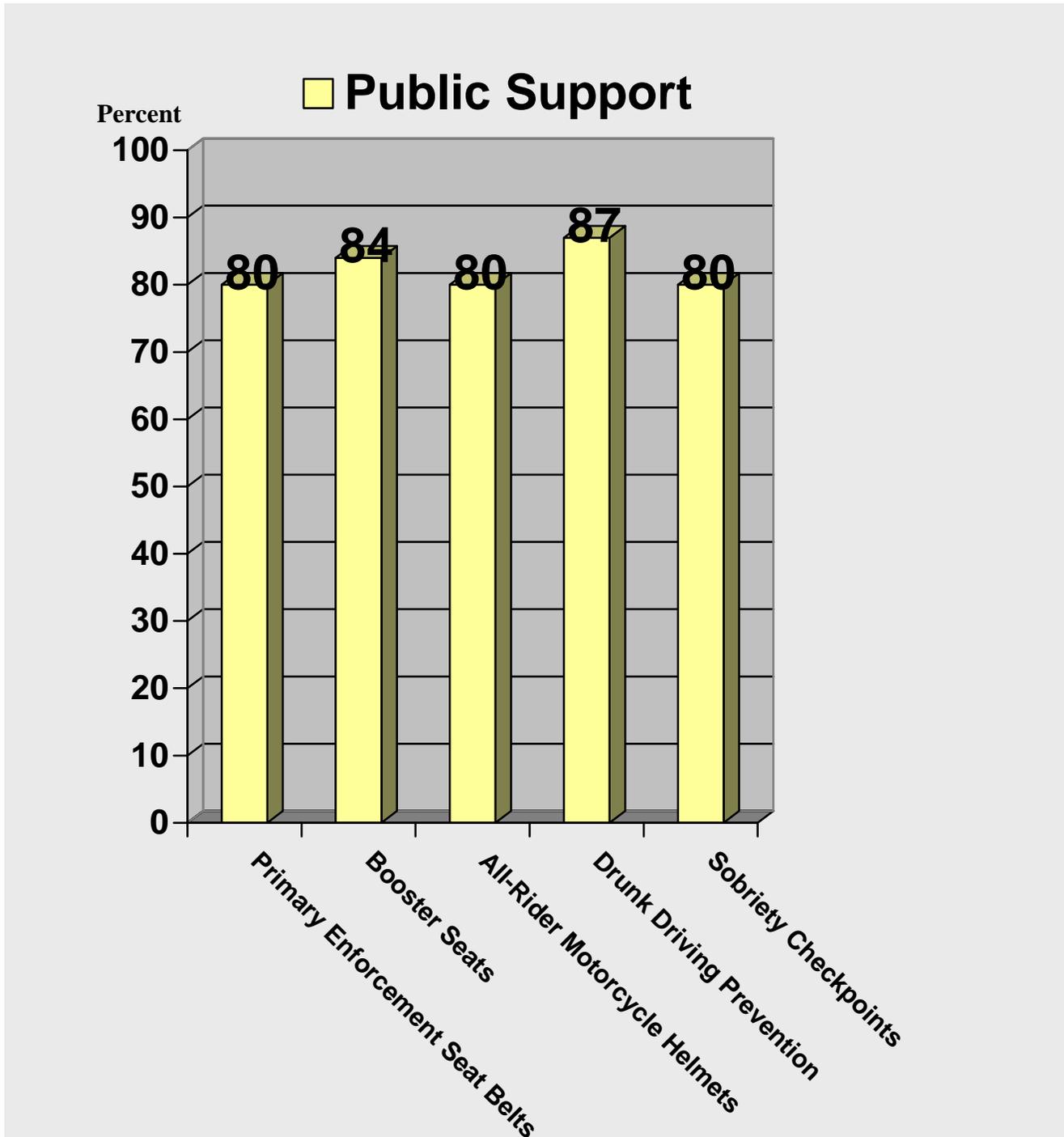
Cell Phone Restrictions for Teen Drivers: North Carolina, West Virginia

All-Rider Motorcycle Helmet Laws: No state implemented an all-rider law in 2006, however there were six unsuccessful attempts to repeal existing laws.



AMERICANS STRONGLY SUPPORT STATE LAWS TO IMPROVE HIGHWAY SAFETY

A Lou Harris Poll conducted for Advocates in May, 2004 showed strong support by the American public for improving highway safety through public policy interventions.

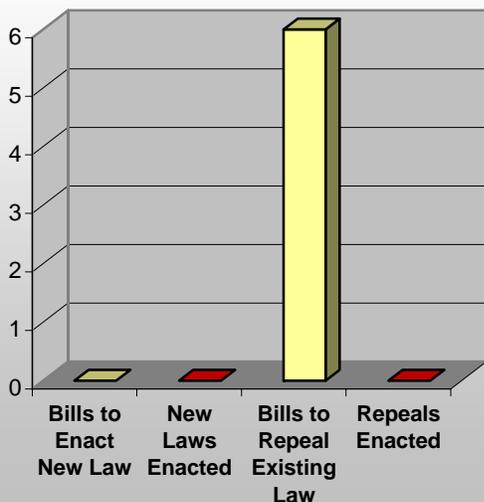


PUBLIC SUPPORT VERSUS POLITICAL INACTION



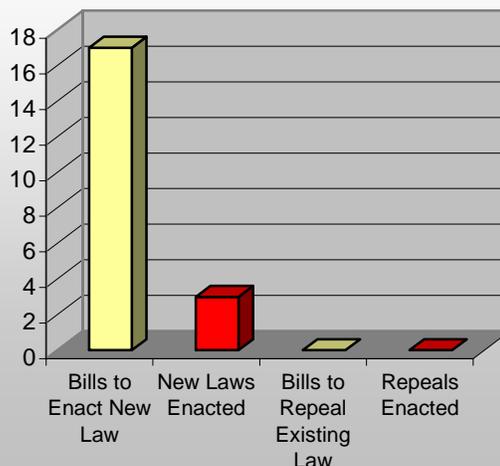
In 2004, an Advocates Lou Harris Poll showed that **80 percent** of Americans support All-Rider Motorcycle Helmet laws.

All-Rider Motorcycle Helmet Legislative Activity - 2006



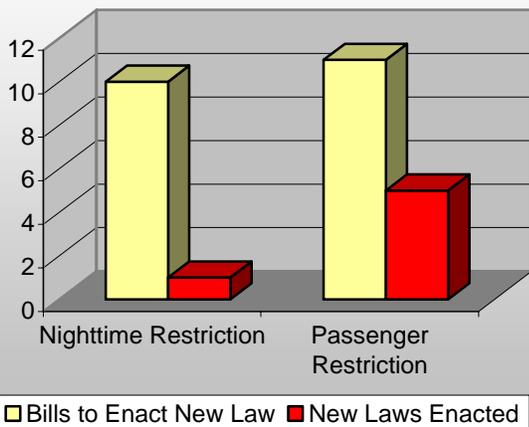
In 2004, an Advocates Lou Harris Poll showed that **80 percent** of Americans support Primary Enforcement Seat Belt laws.

Seat Belts - Primary Enforcement Legislative Activity - 2006



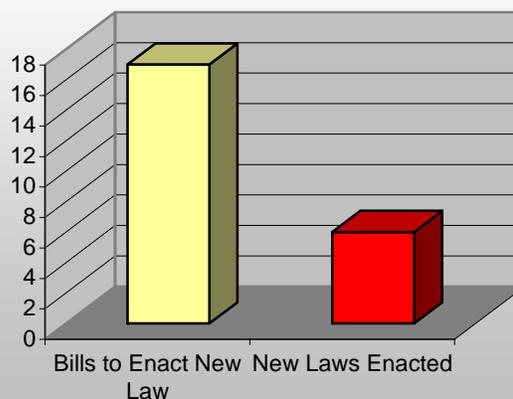
According to a 2004 survey conducted by AAA, **73 percent** of Americans think that public officials should do more to improve the safety of drivers between the ages of 15 to 19.

Graduated Driver Licensing Legislative Activity - 2006



In 2004, an Advocates Lou Harris Poll showed that **84 percent** of Americans support Booster Seat laws.

Booster Seat Legislative Activity - 2006





SAFETY LAWS REDUCE COSTS

“State budgets are always squeezed, and highway safety laws prevent drains on our treasuries.”

John Cullerton
Illinois State Senator, 6th District

ANNUAL ECONOMIC COST OF MOTOR VEHICLE CRASHES TO STATES

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

In addition to the emotional toll, motor vehicle crashes impose a significant financial burden on society. According to NHTSA, the cost of motor vehicle crashes exceeds \$230 billion annually. The costs to society are dramatic. Motor vehicle crashes:

- cost each American an average of \$792 annually;
- result in a total of \$81 billion annually in lost productivity;
- create approximately \$32.6 billion in medical expenses;
- result in \$52 billion in property damage; and
- impose upon each critically injured crash survivor approximately \$1.1 million in crash-related costs over his or her lifetime.

Source: The Economic Impact of Motor Vehicle Crashes 2000, National Highway Traffic Safety Administration (NHTSA)

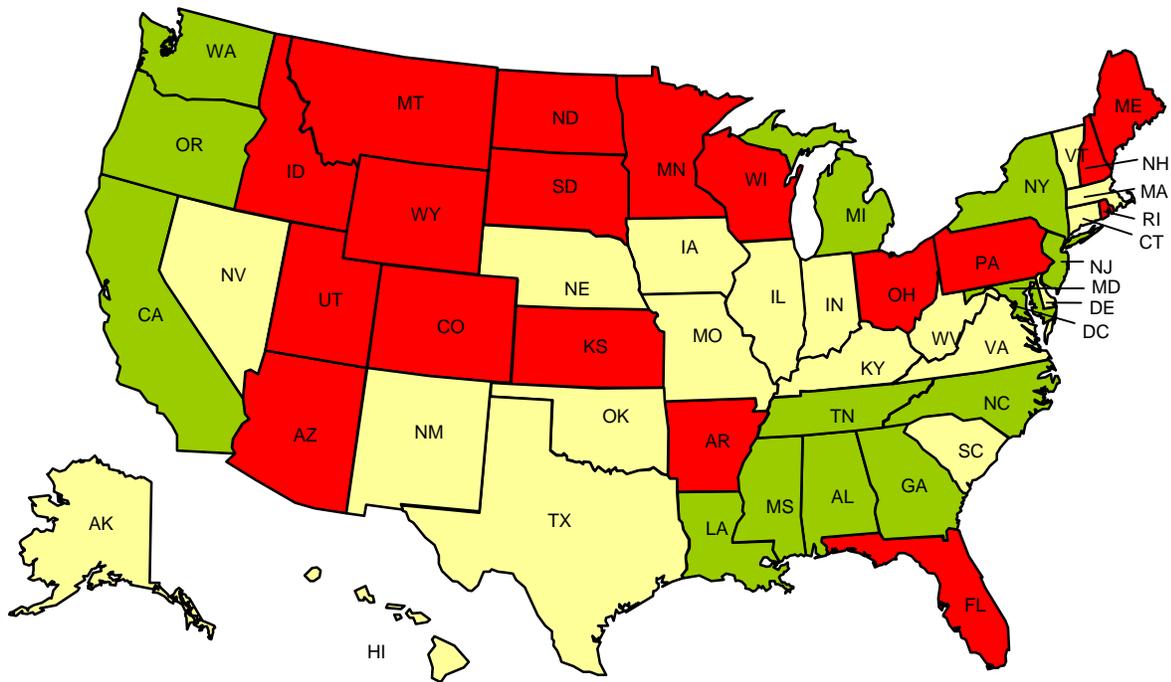
Dollars not adjusted for inflation.



ADULT OCCUPANT PROTECTION

Primary Enforcement Seat Belt Laws

All-Rider Motorcycle Helmet Laws



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



PRIMARY ENFORCEMENT SEAT BELT LAWS

**25 States
Need
Primary
Enforcement**

Seat belt use is the single most effective action a driver or passenger can take to reduce deaths in motor vehicle crashes. However, the United States ranks among the lowest in the developed world for seat belt usage. In 2005, 55% of passenger vehicle occupants killed in traffic crashes were not wearing seat belts, and the national use rate is currently 82%.

All states except New Hampshire have seat belt use laws, but only 25 states (AK, AL, CA, CT, DE, GA, HI, IL, IN, IA, KY, LA, MD, MI, MS, NJ, NM, NY, NC, OK, OR, SC, TN, TX, WA) and the District of Columbia allow primary enforcement of their belt laws. In states with primary enforcement, law officers may ticket a non-belt user when they see a violation of the seat belt law. With secondary enforcement laws, officers may issue a citation only after stopping the vehicle for another traffic infraction.

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

The National Transportation Safety Board found that when adults buckle up, child passengers are buckled up 87% of the time, but when adults are not buckled, child passengers are buckled up only 24% of the time.

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

A 2004 Lou Harris Poll found that four out of five Americans believe that seat belt use should be enforced like any other traffic violation. Unfortunately, 25 state legislatures have failed to act to upgrade their belt laws to primary enforcement, making it legal for police to do so.

EFFECTS OF STRENGTHENING BELT LAWS

Lives that could have been saved since 1996 in secondary states if belt laws had been primary

	Passenger vehicle driver deaths 1996-2003	Lives that could have been saved since 1996
Arizona	3,347	234
Arkansas	2,914	204
Colorado	2,646	185
Florida	10,889	761
Idaho	1,158	81
Kansas	2,373	166
Maine	838	59
Massachusetts	1,776	124
Minnesota	2,771	194
Missouri	5,459	382
Montana	1,070	75
Nebraska	1,345	94
Nevada	1,226	89
North Dakota	465	33
Ohio	6,309	441
Pennsylvania	6,644	465
Rhode Island	336	23
South Dakota	699	49
Utah	1,216	85
Vermont	372	26
Virginia	4,200	294
West Virginia	1,759	123
Wisconsin	3,454	242
Wyoming	675	47
Total	77,084	5,390

States listed are all those with secondary belt use laws.

Source: NHTSA

TOP REASONS WHY EVERY STATE SHOULD PASS A PRIMARY ENFORCEMENT SEAT BELT LAW

1. **LIVES SAVED** – In the U.S., motor vehicle crashes claim one fatality every 13 minutes and one injury every 10 seconds. Motor vehicle crashes are the leading cause of death and injury for all Americans ages 4 through 34. In 2005, 43,443 Americans were killed and 2.7 million were injured, at a cost of \$260 billion. In 2005, seat belts prevented 15,700 fatalities, 350,000 severe injuries and \$67 billion in economic costs associated with traffic injuries and deaths.
2. **MONEY SAVED** -- Needless deaths and injuries that result from non-use of seat belts cost society an estimated \$26 billion annually in medical care, lost productivity and other injury related costs. Unbelted crash victims have medical bills 50% higher than belted victims — society bears 74% of the cost through increased insurance premiums, taxes, and health care costs.
3. **SEAT BELT USE WILL INCREASE** – States that have passed a primary enforcement law have seen dramatic increases in belt use rates. The safety belt use rate in Illinois rose from 74 percent in 2002 to 80 percent in 2003, after passage of a primary law. When Oklahoma upgraded its belt law to primary enforcement in 1997, the use rate increased from 48 percent in 1996 to 68 percent in 2001.
4. **PROTECTING CHILDREN IS PARAMOUNT** -- Six out of ten children who died in passenger vehicle crashes were unbelted. Children riding with unbelted adults are much less likely to be buckled up. When Louisiana adopted its primary enforcement law, child restraint use jumped from 45 to 82% even though the state's child passenger safety law did not change.
5. **PERSONAL CHOICE AND INDIVIDUAL RIGHTS** – “A primary enforcement seat belt law is no more intrusive of an individual’s freedom than any other law. As with other laws, for example building and fire codes, it is the legitimate responsibility of government to provide for the protection of its citizens.” (NHTSA, 2006) The U.S. Supreme Court once noted “...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.”
6. **CONCERNS ABOUT HARRASSMENT** – According to NHTSA’s 2003 Motor Vehicle Occupant Safety Survey, 67 percent of African-Americans and 74 percent of Hispanics supported primary enforcement of seat belt laws. Numerous before and after studies in Michigan, Maryland, Oklahoma, and other states that have passed primary enforcement laws show no increase in citation overrepresentation with minorities. However, the potential for harassment is an ongoing concern that is not limited to, nor created by, primary seat belt laws.
7. **FEDERAL INCENTIVE GRANTS ARE AVAILABLE** – Passage of SAFETEA-LU in 2005 created an incentive program for states that enact a primary enforcement law. Almost \$500 million in grant funds will be available in FY 2006-2009 under this program.

(Sources: National Highway Traffic Safety Administration (NHTSA), Fatal Analysis Reporting System, 2005; Advocates for Highway and Auto Safety, Insurance Institute for Highway Safety)



ALL-RIDER MOTORCYCLE HELMET LAWS

Helmets Save Lives and Prevent Brain Injuries

**30 States
Need All-
Rider
Helmet Laws**

In 2005, 4,553 motorcycle riders were killed, a 13% increase from 2004 and a 115% increase from 1997. This is the eighth year in a row motorcycle fatalities have increased and the highest number of deaths since 1986. While some of this increase is attributed to the rise in popularity of motorcycling, studies from NHTSA show that fatality rates are exceeding increases in vehicle miles traveled and motorcycle registrations. Motorcycles make up less than 2% of all registered vehicles and only 0.4% of all vehicle miles traveled, but motorcyclists account for almost 11% of total traffic fatalities. A 2004 Lou Harris Poll showed that eight of ten people believe their state should have an all-rider helmet law. Despite this fact, several states continue to attempt to repeal their all-rider helmet law, while virtually no state is working toward adopting a new one.

Helmet use is the most effective measure to protect motorcyclists in a crash. In states with all-rider helmet laws, use is nearly 100%. While helmets will not prevent crashes from occurring, they have a significant, positive impact on preventing head and brain injuries during crashes. Critics of helmet laws cite motorcycle education programs as the answer, but the Insurance Institute for Highway Safety and other research show no evidence that motorcycle rider training reduces crash risk.

According to NHTSA, almost 50 percent of motorcycle crash victims have no private health insurance so their medical bills are often paid by taxpayers. As states have repealed their helmet laws, helmet use has declined from 71 percent to 58 percent nationally, with deaths and traumatic brain injuries on the rise. In 1992, California's all-rider law went into effect resulting in a 40 percent drop in its Medicaid costs and total hospital charges for treatment of motorcycle riders.

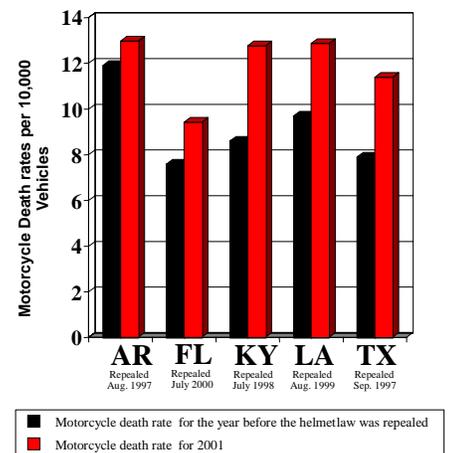
According to NHTSA, an estimated \$13.2 billion was saved from 1984 to 1999 because of motorcycle helmet use. An additional \$11.1 billion could have been saved if all motorcyclists had worn helmets.

Today, only 20 states and DC require all motorcycle riders to wear a helmet. 26 states have laws that cover only some riders (i.e., up to age 18 or 21). These age-specific laws are nearly impossible for police officers to enforce and result in much lower helmet use. Four states (CO, IL, IA and NH) have no motorcycle helmet use law. About two-thirds (65%) of the fatally injured motorcycle riders were not wearing a helmet in states without all-rider helmet laws compared to 14% in states with them.

In 2004, Louisiana reinstated its all-rider helmet law after seeing a 100 percent increase in motorcycle fatalities and a 50 percent drop in helmet usage since repealing its all-rider law in 1999.

MOTORCYCLE DEATH RATES

in
5 STATES BEFORE AND AFTER HELMET LAW REPEALS



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

TOP REASONS WHY EVERY STATE SHOULD PASS AN ALL-RIDER MOTORCYCLE HELMET LAW

1. HELMET LAWS SAVE LIVES

Death rates from head injuries are twice as high among motorcyclists in states without all-rider helmet laws. Motorcycle helmets are 37 percent effective in preventing motorcyclist deaths and 67 percent effective in preventing brain injuries.

2. HELMET LAWS INCREASE USE

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

3. FISCAL RESPONSIBILITY

Un-helmeted riders have higher health care costs as a result of their crash injuries and nearly half lack private insurance. The financial burden for treatment and care of uninsured motorcycle crash victims is placed on the government and taxpayers. In 2005, Maryland estimated that a repeal of its all-rider helmet law would increase Medicaid expenditures by \$1.2 million in the first year and annually up to \$1.5 million thereafter.

4. FATALITIES AND INJURIES ARE CLIMBING

In 2005, 4,553 motorcycle riders died in crashes. Motorcycle fatalities are at their highest level in 20 years, and now account for over 10% of all annual fatalities, even though motorcycles make up less than 2% of all registered vehicles and only 0.4% of all vehicle miles traveled.

5. THE PUBLIC OVERWHELMINGLY SUPPORTS HELMET LAWS

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

6. ALTERNATIVES ARE COSTLY AND INEFFECTIVE

There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. A review conducted in 1996 by the Traffic Injury Research Foundation concluded that there is "no compelling evidence that rider training is associated with reductions in collisions." The Centers for Disease Control and Prevention also supports these claims. If elimination of risk exposure is not possible, then risk management, in the form of a universal helmet law, is the next best option.

7. HELMETS DO NOT INCREASE THE LIKELIHOOD OF SPINAL INJURY OR CRASH

Critics of helmet laws often cite a highly disputed study by J.P. Goldstein indicating the added weight of helmets cause neck and spinal injuries during crashes. More than a dozen peer-reviewed medical studies have refuted this claim. A study reported in the *Annals of Emergency Medicine* in 1994 analyzed 1,153 motorcycle crashes in four states and determined that helmets reduce head injuries without an increased occurrence of spinal injuries in motorcycle trauma. Studies also show that helmets do not restrict vision, interfere with hearing, or cause heat discomfort.

(Sources: National Highway Traffic Safety Administration(NHTSA), Fatal Analysis Reporting System, 2005; Advocates for Highway and Auto Safety, Insurance Institute for Highway Safety)





ADULT OCCUPANT PROTECTION

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

Number of new Adult Occupant Protection laws since January 2006: Three Primary Enforcement

	Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Adult Occupant Protection Law Rating		Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Adult Occupant Protection 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		●	●				

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

Three states adopted a primary enforcement seat belt law in 2006:

- *Alaska, Kentucky, and Mississippi*

Primary Enforcement Seat Belt Law

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

25 states do not have primary enforcement seat belt laws.

No state adopted an all-rider motorcycle helmet law in 2006.

All-Rider Motorcycle Helmet Law

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

30 states do not have all-rider helmet laws.

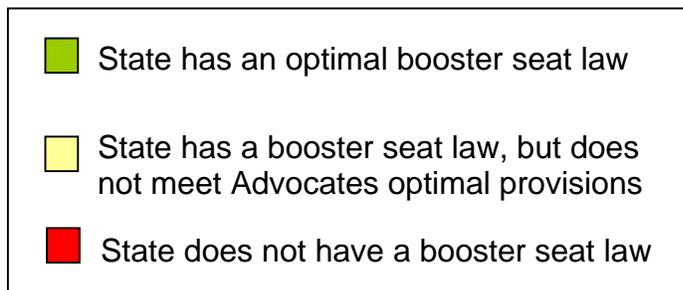
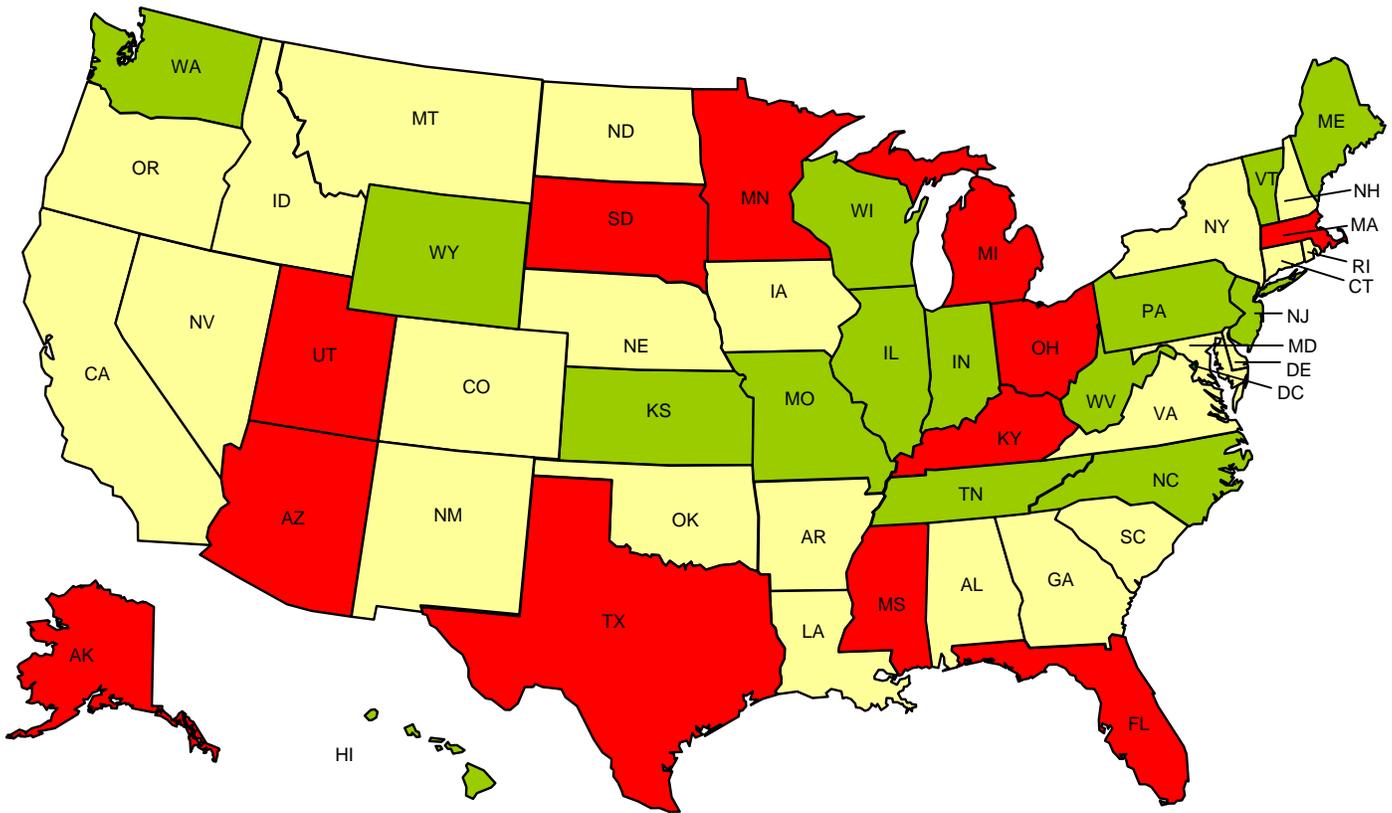
18 states have neither law. (AZ, AR, CO, FL, ID, KS, ME, MN, MT, NH, ND, OH, PA, RI, SD, UT, WI and WY).

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



CHILD PASSENGER SAFETY

Booster Seat Laws





BOOSTER SEAT LAWS

For Children Ages 4 to 8

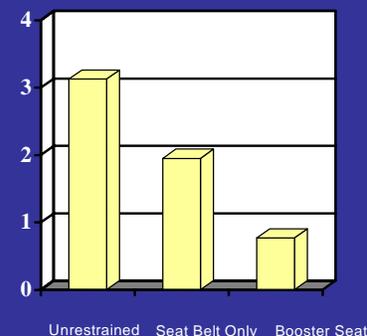
**35 States
Need An
Optimal
Booster Seat
Law**

Motor vehicle crashes are the leading cause of death and injury for all children over the age of three. In 2005, 458 children ages 4 through 7 died and nearly 60,000 children were injured in motor vehicle crashes. Almost half of those children who died in 2005 were not appropriately restrained. According to Partners for Child Passenger Safety, a project of Children's Hospital of Philadelphia and State Farm Insurance, booster seats can substantially reduce the risk of death and injury to children through age 7, yet, as of 2003 only 19% of children in this age group are using them. Most of the children in that age group are at increased risk of injury or death due to inappropriate restraint in adult seat belts or lack of any restraint at all. A 2004 Harris poll found that 84% of Americans support all states having booster seat laws protecting children ages 4 to 8.

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

To date, 38 states and DC have enacted booster seat laws. Only 15 of those and DC have laws that provide protection for children up to age 8, as recommended by Advocates, NHTSA, and other child advocacy organizations. Twenty-three states with booster seat laws cover children only up to age five, six or seven, or are not subject to primary enforcement. Twelve states have no booster seat law at all. In this report, Advocates gives only half credit to those states whose laws do not cover children up to age eight. Ironically, nearly every state (48) and DC have laws requiring children to wear life jackets while boating to protect them from the third leading cause of preventable death—drowning.

Critics of comprehensive booster seat laws cite financial burdens of purchasing booster seats as a barrier to enacting such laws. In 2005, an incentive program was passed by Congress in the SAFETEA-LU Act to provide funds to states that pass booster seat laws for the purpose of purchasing booster seats to be given to low-income families.



Source: Partners for Child Passenger Safety, 2003

INJURY RISK TO CHILDREN WITH AND WITHOUT BOOSTER SEATS

- The use of belt -positioning booster seats lowers the risk of injury to children in crashes by 59 percent compared to the use of vehicle seat belts.
- Among children restrained in belt - positioning booster seats there were no reported injuries to the abdomen, neck/spine/back or lower extremities.
- Children who were restrained in seat belts alone suffered injuries to every body region.



BOOSTER SEAT LAWS

For Children Ages four to eight

Number of new laws since January 2006: Five booster seat laws

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

Five states adopted booster seat laws in 2006:

- *Hawaii, Kansas, Missouri, and Wisconsin adopted the recommended optimal law;*
- *Alabama adopted a law that covers children up to age five.*

15 states and DC have an optimal booster seat law.

23 states have a booster seat law that does not cover all children up to age 8.

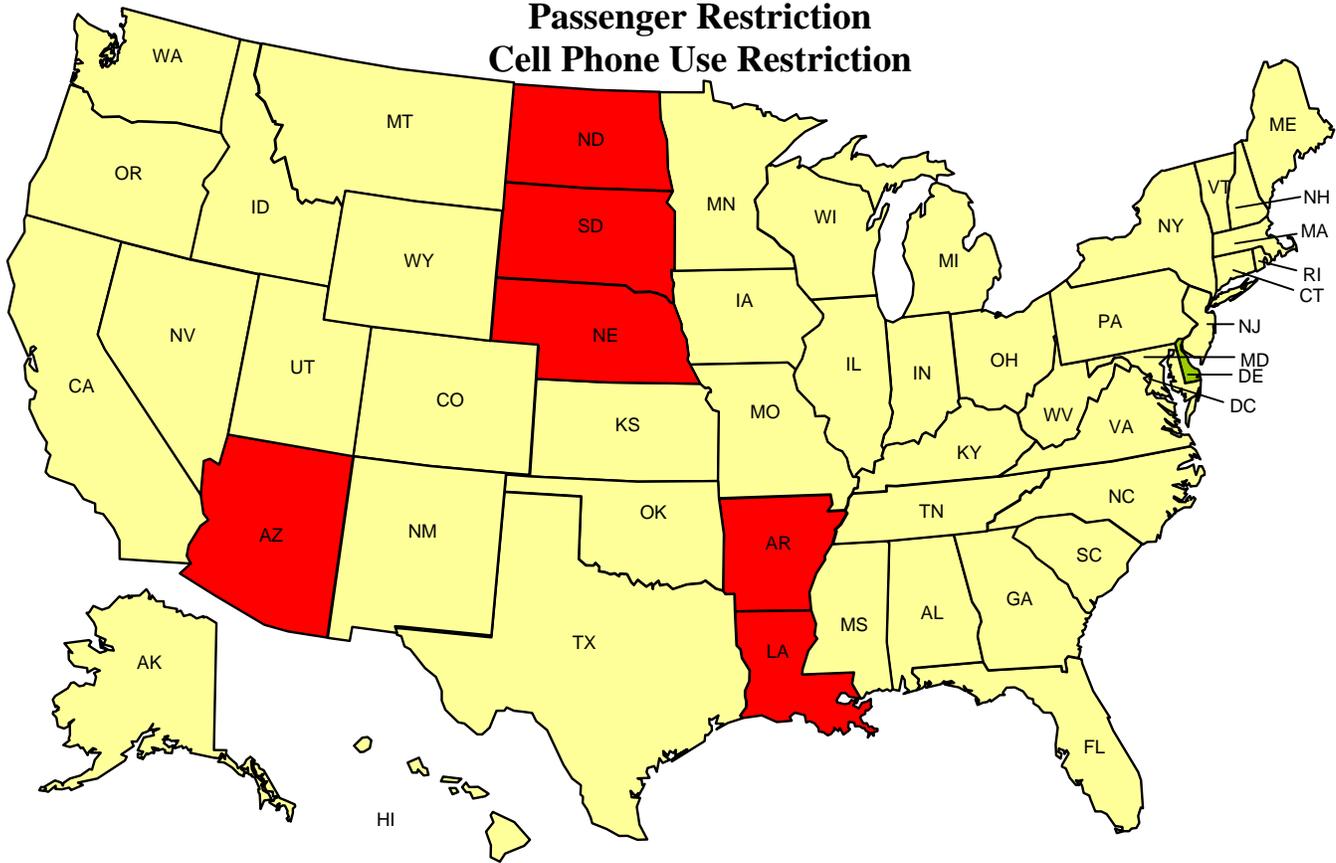
12 states have yet to adopt any booster seat law.

● = Optimal law ○ = Law does not satisfy Advocates' recommendations (half credit)



TEEN DRIVING: Optimal Graduated Driver Licensing (GDL) Program Provisions

6-Month Holding Period
30-50 Hours Supervised Driving
Nighttime Driving Restriction
Passenger Restriction
Cell Phone Use Restriction



-  State has all five optimal provisions of Advocates' recommended graduated driver licensing (GDL) program
-  State has made progress by enacting laws in most of the component areas of GDL
-  State has less than two of the optimal provisions of GDL program

TEEN DRIVING

Give Teens More Experience and Time to Learn



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 due to their immaturity. According to NHTSA, young drivers (16 to 20 years old) were involved in approximately 1.8 million, or 29 percent of all automobile crashes (6.2 million) in 2005. Additionally, 8,004 people were killed in crashes involving young drivers. Of that number, 3,374 of those killed (41 percent) were young drivers.

**49 States
and DC Still
Need
An Optimal
GDL
Program**

Graduated driver licensing (GDL) programs introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings, and have been effective in reducing teen driver crash deaths. In this report, Advocates has defined what it considers to be the optimal GDL program, making specific recommendations for each of the five components of GDL.

A difference from last year's report is the inclusion of cell phone restrictions for teen drivers. Advocates supports the recommendations of the National Transportation Safety Board that cell phone use by novice teen drivers is an unnecessary distraction and contributes to motor vehicle crashes. Research also confirms that the cognitive effects of talking on a cell phone can decrease situational awareness and slow reaction times. Cell phones are becoming an increasing part of our everyday lives. According to research conducted by NHTSA, an estimated 6 percent of all drivers are using hand-held cell phones during daylight hours. This translates into approximately 974,000 drivers on the road nationwide at any time during the day who are using a hand-held phone. In 2006, the Virginia Tech Transportation Institute and NHTSA released the results of a 100-car naturalistic driving study, in which the behavior of the drivers (many of them young) of 100 vehicles was tracked for more than one year using video and sensor devices. Researchers determined that nearly 80 percent of crashes and 65 percent of near-crashes involved some form of driver inattention within 3 seconds before the event; the most common distraction was the use of cell phones.



The public also supports GDL programs for teen drivers. According to a 2004 survey conducted by American Automobile Association, 73 percent of Americans think that public officials should do more to improve the safety of drivers between the ages of 15 to 19. On the following page, the five major provisions of Advocates' optimal GDL program are explained. In this report, each provision is counted as its own law. To date, only Delaware has all five optimal provisions recommended by Advocates.



TEEN DRIVING

Advocates' Optimal Graduated Driver Licensing (GDL) Program

LEARNER'S STAGE

1. Six (6)-Month Holding Period

Advocates' optimal learner's stage graduated driver licensing (GDL) program includes a 6-month holding period during which an adult licensed driver must supervise a new driver at all times. If the new driver remains citation-free for 6 months, he or she may progress to the intermediate stage. In this report, Advocates has not credited states if their 6-month holding period law allows a reduced holding period for those who take a drivers' education course, but half credit is given for a holding period less than six months.

10 states do not have an optimal six-month holding period.

2. 30-50 Hours of Supervised Driving

The second requirement of Advocates' optimal learner's stage GDL program requires a new driver to complete 30-50 hours of behind-the-wheel training with an adult licensed driver. Advocates has not given credit to States if their law requiring 30-50 hours of supervised driving includes a reduction in the required hours of supervised driving for those who take a drivers' education course, but half credit is given for supervised driving less than 30-50 hours.

19 states do not have an optimal 30-50 hours of supervised driving requirement.

INTERMEDIATE STAGE

3. Nighttime Restriction

Advocates' optimal intermediate stage GDL program restricts teen driving at night. Under this program, unsupervised driving is prohibited from at least 10:00 p.m. to 5:00 a.m. Half credit is awarded for nighttime restrictions that do not fully meet Advocates' optimal criteria.

42 states and DC do not have an optimal nighttime restriction.

4. Passenger Restriction

A passenger restriction law under the intermediate stage of Advocates' optimal GDL program limits the number of teenage passengers that may accompany a teen driver without adult supervision to one non-familial teenager. Half credit is awarded for passenger restrictions that do not fully meet Advocates' optimal criteria.

19 states do not have an optimal passenger restriction.

5. Cell Phone Restriction

A cell phone restriction law under Advocates' optimal GDL program limits all cell phone use (including hands-free devices) for the duration of the GDL program (both learner's and intermediate stage), except in the case of an emergency. No credit is given for cell phone restrictions that allow hands-free devices or that are effective for less than the entire duration of the GDL program.

38 states and DC do not have an optimal cell phone restriction for teen drivers.

KEY FACTS REGARDING TEEN DRIVERS

- In 2005, 8,004 people were killed in crashes involving young drivers ages 16-20. (National Highway Traffic Safety Administration, 2005)
- Comprehensive graduated driver licensing programs are associated with reductions of approximately 20% in 16-year-old drivers' fatal crash involvement rates. (Chen/Baker/Li, *Graduated Driver Licensing Programs and Fatal Crashes of 16-Year-Old Drivers: A National Evaluation*, PEDIATRICS, July 2006.)
- 3,374 young drivers ages 16-20 were killed in 2005. (NHTSA, 2005)
- States with nighttime driving restrictions show crash reductions of up to 60 percent during restricted hours. (NHTSA, Traffic Safety Facts, 2006)
- While only 15% of teen drivers' miles occur at night, 40% of their fatal crashes take place during this time. (National Safety Council, Family Guide to Teen Driver Safety, 2005)
- Fatal crash rates are higher at all times of the day for 16-year-olds than for older drivers, but in any given mile driven, teens are twice as likely to crash at night (9pm to 6am) as during the day. Forty-two percent of young teens' nighttime crashes occur before midnight. (IIHS, Fatality Facts 2005: Teenagers)
- A comparison between Oregon, a state with a strong intermediate GDL stage that includes nighttime and passenger restrictions, and Ontario, Canada, a province with a less restrictive intermediate stage, shows that per-driver crash rates among 16-year-old drivers are nearly 50% less in Oregon. (Mayhew, D., "Reducing the Crash Risk for Young Drivers", June 2006)
- Based on estimated miles traveled annually, teen drivers age 16-19 have a fatality rate four times the rate of drivers ages 25 to 69. Sixteen-year-old drivers have a crash rate three times more than 17-year-olds, 5 times greater than 18-year-olds, and two times that of 85-year-olds. (NHTSA, 2001)
- Drivers are less likely to use restraints when they have been drinking. In 2004, 62 percent of the young drivers who were killed in crashes were unrestrained. (NHTSA, 2005)
- Twenty-two percent (22%) of young drivers killed in fatal crashes in 2004 were intoxicated. (NHTSA, 2005)
- Forty-one percent (41%) of teenage motor vehicle deaths in 2003 occurred between the hours of 9:00 p.m. and 6:00 a.m. (IIHS, 2004)
- In 2001, the estimated economic cost of police-reported crashes involving drivers between 15 and 20 years old was \$42.3 billion. (NHTSA, 2002)
- In 1997, the first full year of its GDL system, Florida experienced a 9% reduction in fatal and injury crashes for 15-17 year-olds, compared with 1995. (IIHS, 1999)

KEY FACTS REGARDING TEEN DRIVERS (cont'd)

- Researchers examined GDL systems implemented in 1997 in Michigan and North Carolina, which were considered among the country's most comprehensive programs. Comparing 1999 with 1996 data, crashes involving 16-year-old drivers decreased by 25% in Michigan and 27% in North Carolina. (Journal of the American Medical Association, 2001)
- Researchers at Johns Hopkins University and the IIHS have found that passenger restrictions for young drivers could save hundreds of lives each year. If 100% of teen drivers drove by themselves, rather than riding with other young drivers, 275 lives could be saved each year. (IIHS, 1999)
- In California, teenage passenger deaths and injuries resulting from crashes involving 16-year-old drivers declined by 40 percent statewide from 1998 through 2000, the first three years of the program. In addition, the number of at-fault collisions involving 16-year-old drivers decreased by 24 percent. (Automobile Club of Southern California, 2001)
- In California, the alcohol-related crash rate of 16-year-olds dropped 16 percent in the first year after the GDL law took effect and 13 percent in the second year when compared with the crash rate of 16-year-olds before the law was in place. (Automobile Club of Southern California, 2002)
- Oregon's GDL system was particularly effective with male teen drivers. Those who completed the GDL system experienced 16% fewer crashes during their first year of driving compared to those who had not received their license under the GDL system. (NHTSA, 1998)
- For teenage drivers, the presence of one passenger almost doubles the fatal crash risk compared with driving alone. With two or more passengers, the fatal crash risk is five times as high as driving alone. On the other hand, for older drivers, passengers either have no effect on crash risk or a beneficial effect. (Doherty, et al., The Situational Risks of Young Drivers: The Influence of Passengers, Time of Day, and Day of Week on Accident Rates, *Accident Analysis and Prevention* 30:45-52, 1998)
- Late night driving increases crash risk among young drivers for a variety of reasons: the driving task is more difficult in darkness; many newly licensed drivers will have had less driving practice at night than during the day; fatigue – thought to be a problem for teenagers at all times of the day – may be more of a factor at night; and recreational driving that is considered to be high risk, sometimes involving alcohol use, is more likely to take place at night. (Williams, A.F., “Teenage Drivers: Patterns of risk”, *Journal of Safety Research* 2003; 34:5-15)
- In 2002, sixty-one percent (61%) of teenage passenger deaths occurred in crashes in which another teenager was driving. Among people of all ages, 20% of passenger deaths in 2001 occurred when a teenager was driving. (IIHS, 2001)



TEEN DRIVING



Graduated Driver Licensing (GDL) Program

Number of New Laws Adopted Since January 2006: One nighttime restriction, four 30-50 hours supervised driving provisions, four 6-month holding period provisions, six passenger restriction provisions, two cell phone restrictions

	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Teen Driving Law Rating		6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Cell Phone Restriction	Teen Driving 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	●	●	○	●		●							

● = Optimal law ○ = Law does not satisfy Advocates' recommendations (half credit)
 ● = Good ● = Caution ● = Danger

One state has all five provisions of Advocates' optimal GDL program.

Two states have none of Advocates' optimal provisions.

9 states have only one of the optimal provisions.

12 states have two of five optimal provisions.

20 states and DC have three of five optimal provisions.

6 states have four of five optimal provisions.

Holding Period - two states have no holding period; 40 states and DC have optimal provisions.

Supervised Driving - 10 states have no provision; 31 and DC have optimal provisions.

Nighttime Restriction - six states have no restrictions; eight have optimal provisions.

Passenger Restriction - 15 states have no provision; 31 and DC have optimal provisions.

Cell Phone Restriction - 12 states have optimal restrictions.



IMPAIRED DRIVING

Child Endangerment

High BAC

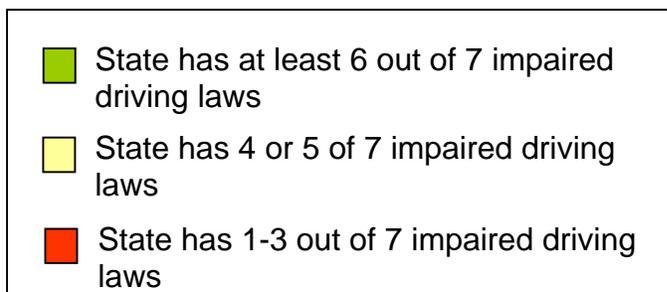
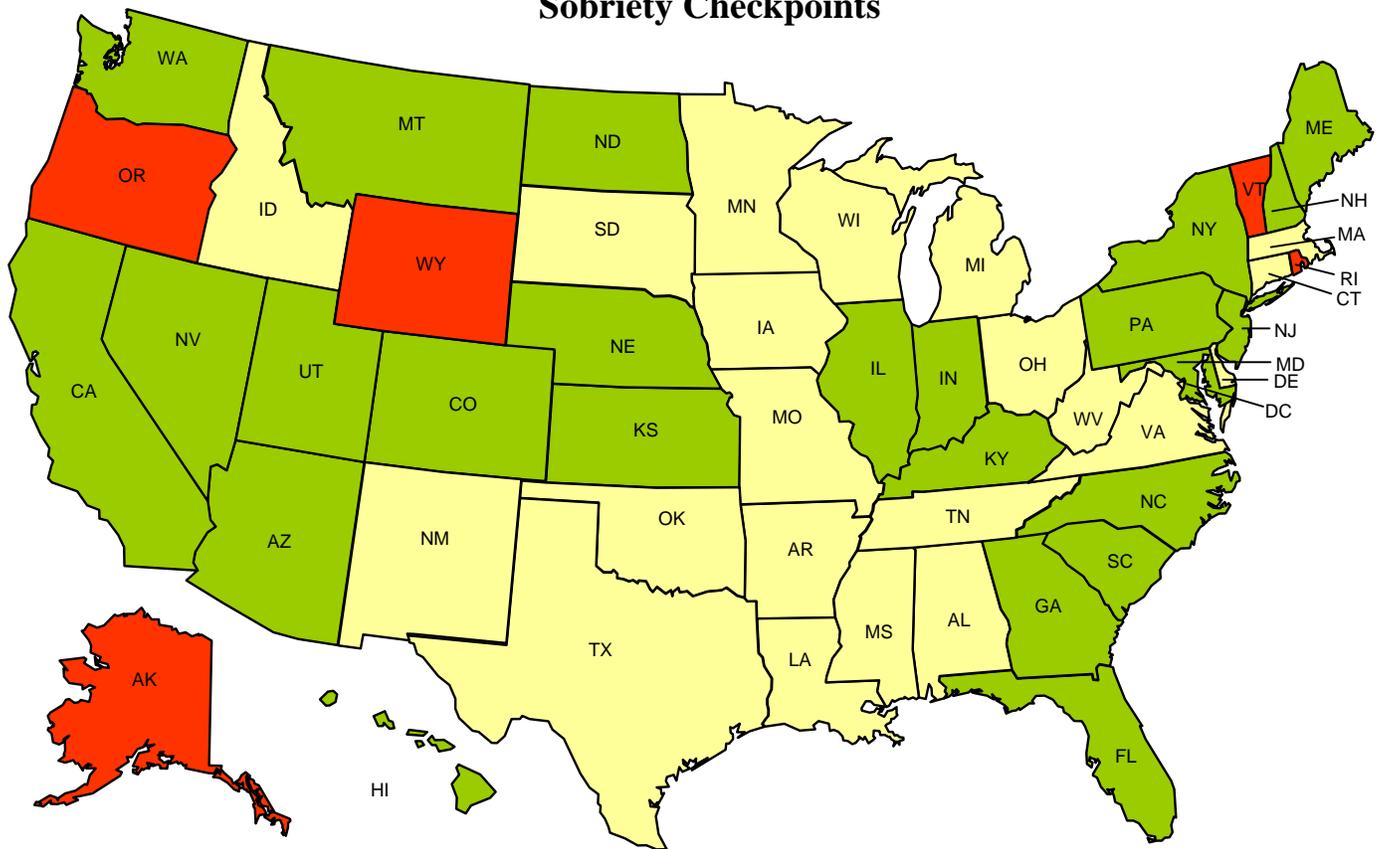
Mandatory BAC Test for Drivers Who Survive Fatal Crashes

Mandatory BAC Test for Drivers Killed in Fatal Crashes

Open Container

Repeat Offender

Sobriety Checkpoints



IMPAIRED DRIVING

Key Laws Help Stem the Tide



In 2005, 40 percent of all fatal crashes were alcohol-related. Clearly, more needs to be done to reduce the number of impaired drivers on our roadways.

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

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

87 percent of Americans feel that more attention should be given to drunk driving.

Lou Harris Poll, May 2004

The chart on page 36 shows which states have open container and repeat offender laws that meet federal requirements, and which states lag behind.

Additionally, documented successes in reducing drunk driving have resulted from the enactment of high BAC laws; laws requiring mandatory BAC testing for those drivers killed or drivers who are involved in, yet survive, a crash in which deaths occur; laws requiring sobriety checkpoints; and laws penalizing impaired drivers who have one or more children in the car.

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

- **Child Endangerment**
- **High BAC**
- **Mandatory BAC Test – Killed**
- **Mandatory BAC Test – Surviving**
- **Open Container**
- **Repeat Offender**
- **Sobriety Checkpoints**

In the chart, states have been rated as:

- “Good” for having at least six of the seven laws necessary for reducing drunk driving.
- “Caution” for having four or five of the optimal laws.
- “Danger” for having fewer than four of these lifesaving laws.



CHILD ENDANGERMENT LAWS

Protect Children from an Adult's Wrong Decision

11 States and DC Need Child Endangerment Laws

In 2005, 1,825 children ages 14 and younger were killed in motor vehicle crashes. 414 of these fatalities occurred in crashes involving

alcohol. A national telephone survey, sponsored by NHTSA in 1999, estimated that between 46 and 102 million drunk-driving trips are made each year with children under the age of 15 in the vehicle.

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

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

Currently, 39 states have enacted child endangerment laws that increase penalties for people who drive while impaired with children in their vehicles. Eleven (11) states and DC need to enact these laws.

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

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

Child endangerment laws are put in place to encourage people to consider the consequences before they get behind the wheel while impaired with a child in their vehicle.

When adequately defined and properly enforced, child endangerment laws act as strong deterrents that protect children.

HIGH BAC LAWS

Stop “Super Drunk” Drivers



**12 States
Need High
BAC Laws**

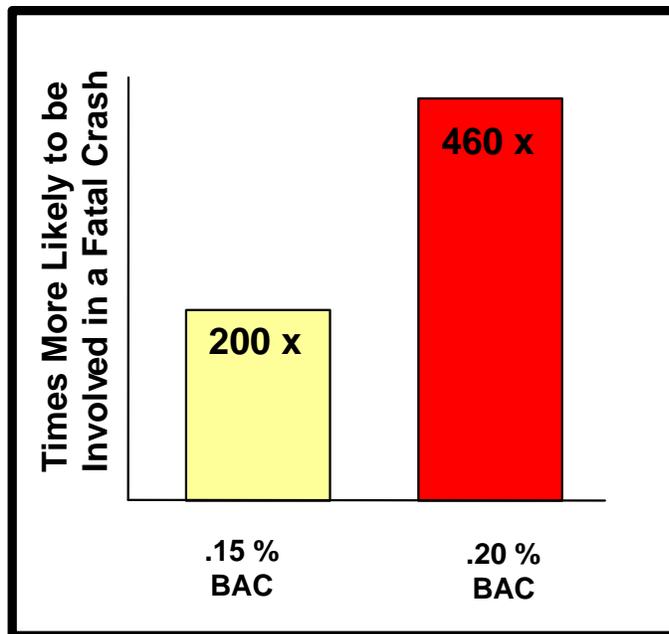
According to NHTSA, the median blood alcohol concentration (BAC) for drivers involved in a fatal crash is .16 percent. This far exceeds the limit set by federal law at .08 percent, and statistics indicate that drivers with such high BACs are an even greater danger on the road.

alcohol education or treatment, stronger driver penalties – jail, license revocation or fines, or stronger vehicle sanctions – license plate impoundment or ignition interlock.

The National Hardcore Drunk Driver Project estimates that one percent of drivers on a normal weekend night are driving with a BAC of .15 percent or more. Shockingly, these “super drunk” drivers account for nearly 60 percent of all fatal crashes during this period. In fact, 59 percent of the alcohol-related deaths in 2005 were caused by a driver with a .15 percent BAC or higher.

High BAC laws have proven to reduce repeat offenses. A study of enhanced sanctions for high BAC drivers in Minnesota found that offenders who received enhanced sanctions as a result of their high BAC had lower rates of recidivism than those who had slightly lower BACs and did not receive enhanced sanctions.

A high BAC statute provides for stiffer penalties for drivers convicted of a Driving While Impaired (DWI)/Driving Under the Influence (DUI) offense when their BAC exceeds a certain threshold. For example, conviction under a high BAC law could result in longer, more intense compulsory



Most states have enacted some form of a high BAC law. Advocates regard an optimal high BAC law to be one that sets the threshold at .15 percent BAC or lower. High BAC laws are an important deterrent, especially for drivers likely to repeat an impaired driving offense. Currently, 38 states and DC have high BAC laws in place. Twelve states have not enacted these important, lifesaving statutes, and only two states (Hawaii and Nebraska) passed High BAC laws in 2006.



MANDATORY BAC TEST LAWS

*For Drivers Killed in Fatal Crashes and
For Drivers Who Survive Fatal Crashes*

**13 States
and DC Need
Mandatory
BAC Test
Laws—Driver
Killed**

**11 States
Need
Mandatory
BAC Test
Laws—Driver
Who
Survives**

The National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) contains data on all reported fatal crashes that occur in the United States each year. This data helps formulate public policy and initiate legislative reform of traffic safety laws.

Unfortunately, data on deaths in crashes involving an impaired driver are incomplete

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

There are generally two provisions of law that are needed for accurate and full reporting to FARS on impaired driving and crash fatalities: mandatory BAC testing for drivers who are killed in a fatal crash, and mandatory BAC testing for drivers who survive a crash in which there is a fatality.

These laws require the collection of important data that can serve to increase awareness of

drunk driving issues by improving the integrity of the data that are collected. They ensure a high level of testing, increase the likelihood of prosecution of impaired driving offenders, decrease the use of hospitals as "safe havens" for offenders to avoid prosecution, and increase the deterrent to drink and drive by making detection increasingly likely. All of these benefits allow officials to determine the best policies and strategies to reduce impaired driving.

In this report, Advocates reviews both of these laws. Currently, 37 states require drivers who are killed in a fatal crash to be tested for the presence of alcohol. Thirteen (13) states and DC do not have a law. Thirty-nine (39) states and DC require that surviving drivers of a crash involving a death have their BACs tested. Eleven (11) states have no such provision. In total, 29 states require that both killed and

surviving drivers be tested, and three states (RI, TN and VA) do not require BAC testing in either instance. **No state adopted either of these laws in 2006.**



OPEN CONTAINER LAWS

That Meet Federal Requirements



Drinking and driving is dangerous, deadly and destructive, and impaired driving deaths are not going down. There is a stalemate in combating the problem and a stalemate in state legislation. Studies have shown that open container laws are moderately effective at deterring heavy drinkers from getting behind the wheel. States have also shown a significant decrease in hit-and-run crashes after adopting open container laws.

TEA-21 included a program designed to encourage states to adopt laws that ban the presence of open containers of any kind of alcoholic beverage in the entire passenger area of a motor vehicle. To comply with the provisions set forth by TEA-21, the state's open container law must:

- Prohibit both possession of any open alcoholic beverage container and consumption of any alcoholic beverage in a motor vehicle;
- Cover the entire passenger area of any motor vehicle, including unlocked glove compartments, etc.;
- 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.

On the impaired driving chart in this report, Advocates gives credit only to states with an open container law that is in compliance with the provision in TEA-21. Currently, 39 states and DC are in compliance with the TEA-21 provisions. **No state adopted a federally compliant open container law in 2006.**

**11 States
Need Open
Container
Laws**

Eleven (11) states do not comply with the federal statute. In an effort to encourage states to comply with the federal law, those states that are non-compliant have 3 percent of their annual federal transportation funds diverted to highway safety programs that fund alcohol-impaired driving countermeasures and law enforcement activities.





REPEAT OFFENDER LAWS

That Meet Federal Requirements

12 States Need Repeat Offender Laws

One third of those arrested or convicted of an impaired driving offense each year are repeat offenders. Repeat offenders are also

increasingly likely to be driving with a higher blood alcohol concentration (BAC) and are 40 percent more likely to be involved in a fatal crash.

Repeat offender laws apply to impaired drivers with previous impaired driving convictions. They generally include stiffer penalties for individuals that are convicted of an impaired driving offense for the second, third, or fourth time. Stiffer penalties are an important deterrent to a repeat impaired driving offense.

TEA-21 included a provision that requires states to enact repeat offender laws that require the following:

- A minimum one year license suspension for repeat intoxication;
- All motor vehicles of the offender be impounded for a specified period or require the installation of an ignition interlock system;
- Mandatory assessment of alcohol abuse and referral to treatment; and,
- Establishment of a mandatory minimum sentence for repeat offenders of at least five days of imprisonment or 30 days of community service for the second offense, and at least ten days of imprisonment or 60 days of community service for the third or subsequent offense.

States that are non-compliant have 3 percent of their annual federal transportation funds diverted to highway safety programs that fund alcohol-impaired driving countermeasures and law enforcement activities. This federal requirement is known as “redirection.”

Only those states that fully comply with all provisions of the federal law are listed as in compliance in this report. To date, 38 states and DC get credit for having this law. Twelve (12) states are not in compliance with the federal repeat offender language. **No state adopted a federally compliant repeat offender law in 2006.**



SOBRIETY CHECKPOINT LAWS

Increase the Visibility of Impaired Driving Enforcement



According to NHTSA, in the United States, only one arrest is made for every 772 impaired driving trips. To improve upon this startling statistic, most states have authorized the use of sobriety checkpoints, which are traffic stops where law enforcement officers systematically select drivers to assess their level of alcohol impairment. Law enforcement officers use sobriety checkpoints as a highly visible tool for deterring impaired driving. The publicity garnered coupled with the visibility of sobriety checkpoints increase the perceived risk of arrest within the communities for which they are conducted.

Checkpoints have a predetermined set of rules as to whom an officer may stop in order to identify impairment. Publicized, frequent and long-term checkpoints create a convincing

threat for drivers not to get behind the wheel impaired. This tool has proven to deter drunk or drugged people from driving under the influence and has removed impaired drivers from the roads.

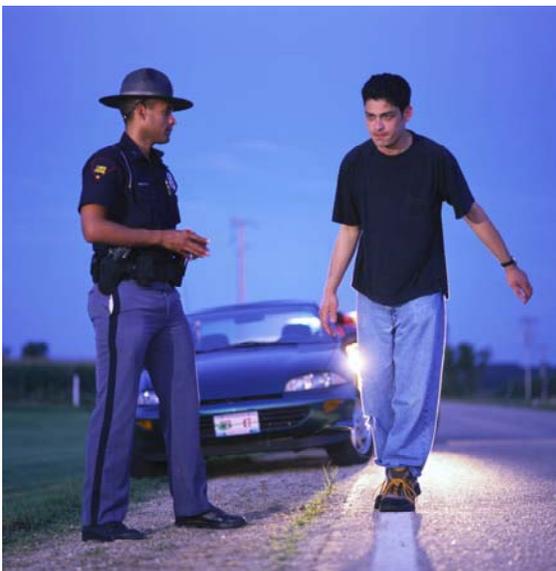
**11 States
Need
Sobriety
Checkpoint
Laws**

According to NHTSA, studies indicate that large-scale sobriety checkpoint programs alone can reduce alcohol-related crashes by 20 percent.

In this report, Advocates has given credit to states that have enacted laws with guidelines for enforcement officials to run sobriety checkpoints throughout the state. To date, 39 states and DC have laws on their books that authorize them to run checkpoints. Of those, only 12 states and DC conduct sobriety checkpoints twice a month.

Sobriety checkpoints reduce impaired driving, lower the incidence of fatal crashes and garner a great deal of support from the public. A 2004 Lou Harris poll shows strong public support—80 percent—for police checkpoints to spot drunk drivers. According to the U.S. Centers for Disease Control and Prevention (CDC), sobriety checkpoints at 23 locations across the nation resulted in an average decline of fatal crashes by 22 percent.

Advocates encourages all states that have laws allowing for sobriety checkpoints to make them a key part of their efforts to reduce impaired driving, and urges those 11 states without these laws to enact them. **No state adopted a sobriety checkpoint law in 2006.**





IMPAIRED DRIVING

Optimal Drunk Driving Safety Laws

Number of new laws since January 2006: Two High BAC (Hawaii and Nebraska)

NO child endangerment; NO BAC Testing; NO open container; NO repeat offender; NO sobriety checkpoint laws were passed in 2006.

	Child Endangerment Law	High BAC Law	Mandatory BAC Test - Killed	Mandatory BAC Test - Survived	Open Container Law (TEA-21)	Repeat Offender Law (TEA-21)	Sobriety Checkpoint Law	Impaired Driving Laws Rating		Child Endangerment Law	High BAC Law	Mandatory BAC Test - Killed	Mandatory BAC Test - Survived	Open Container Law (TEA-21)	Repeat Offender Law (TEA-21)	Sobriety Checkpoint Law	Impaired Driving Laws Rating
AL	●			●	●	●	●	●	MT	●	●	●	●	●	●	●	●
AK	●	●		●				●	NE		●	●	●	●	●	●	●
AZ	●	●	●		●	●	●	●	NV	●	●	●	●	●	●	●	●
AR		●	●	●		●	●	●	NH	●	●	●	●	●	●	●	●
CA	●	●	●	●	●		●	●	NJ	●		●	●	●	●	●	●
CO	●	●	●	●	●	●	●	●	NM		●	●	●	●		●	●
CT		●	●	●		●	●	●	NY	●		●	●	●	●	●	●
DE	●	●		●		●	●	●	NC	●	●		●	●	●	●	●
DC		●		●	●	●	●	●	ND	●	●	●	●	●	●	●	●
FL	●	●	●	●	●	●	●	●	OH	●	●	●		●		●	●
GA	●	●	●	●	●	●	●	●	OK		●		●	●	●	●	●
HI	●	●	●	●	●	●	●	●	OR	●		●		●			●
ID	●	●	●		●	●		●	PA		●	●	●	●	●	●	●
IL	●	●	●	●	●	●	●	●	RI	●	●		●	●			●
IN	●	●		●	●	●	●	●	SC	●	●	●	●	●	●	●	●
IA	●	●		●	●	●		●	SD		●	●	●	●		●	●
KS	●		●	●	●	●	●	●	TN	●	●				●	●	●
KY	●	●	●	●	●	●	●	●	TX	●	●		●	●	●		●
LA	●	●	●	●			●	●	UT	●	●	●	●	●	●	●	●
ME	●	●	●	●	●	●	●	●	VT				●	●		●	●
MD	●		●	●	●	●	●	●	VA	●	●				●	●	●
MA	●	●	●		●		●	●	WA	●	●	●	●	●	●		●
MI	●		●		●	●		●	WV	●		●			●	●	●
MN	●	●	●	●	●			●	WI	●		●		●			●
MS			●	●		●	●	●	WY			●					●
MO		●	●	●		●	●	●									



STATES' OVERALL RATING BASED ON TOTAL NUMBER OF LAWS, PLUS OCCUPANT PROTECTION LAWS

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

The overall rating takes into consideration whether or not a state has a strong occupant protection rating. No state without a primary enforcement seat belt law is eligible for a Green rating, no matter how many other laws they have. The weighting of occupant protection laws is to highlight the significance of these laws in saving lives and reducing injuries.

[PLEASE REFER TO PAGE 5 FOR DEFINITIONS OF 15 LIFESAVING LAWS]

Ratings Chart

Color	Number of Laws	Definition
Green	11 to 15, with primary enforcement law, <i>or</i> nine, including both primary enforcement and all-rider helmet laws	State is significantly advanced toward adoption of all Advocates' recommended optimal laws
Yellow	Six to ten, with primary enforcement law, <i>or</i> seven to 13, without primary enforcement law	State is advancing but has numerous gaps in its highway safety laws.
Red	Less than seven, without primary enforcement law	State falls dangerously behind in adoption of key laws.

OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Booster Seat Law	GDL: 6 Mo. Holding Period Provision	GDL: 30-50 hrs. Supervised Driving	GDL: Nighttime Restriction Provision	GDL: Passenger Restriction Provision	GDL: Cell Phone Restriction	Child Endangerment Law	High BAC Law	Mandatory BAC Test - Killed	Mandatory BAC Test - Surviving	Open Container Law	Repeat Offender Law	Sobriety Checkpoint Law	Total Credit for Number of Laws 2005 (comparison only)	Total Credit for Number of Laws 2006	Overall Safety Rating 2006
Alabama	●	●	○	●	○	○	○		●			●	●	●	●	9.5	10	●
Alaska	●			●	●	○	●		●	●		●				6.5	7.5	●
Arizona				○	○				●	●	●		●	●	●	7	7	●
Arkansas			○	●						●	●	●		●	●	6.5	6.5	●
California	●	●	○	●	●	○	●		●	●	●	●	●		●	12	12	●
Colorado			○	●	●	○	●		●	●	●	●	●	●	●	11	11	●
Connecticut	●		○	○	○	○	●	●		●	●	●		●	●	9	10	●
Delaware	●		○	●	●	●	●	●	●	●		●		●	●	9	11.5	●
District of Columbia	●	●	●	●	●	○	●			●		●	●	●	●	11.5	11.5	●
Florida				●	●	○			●	●	●	●	●	●	●	9.5	9.5	●
Georgia	●	●	○	●	●	○	●		●	●	●	●	●	●	●	12.5	13	●
Hawaii	●		●	●		○	●		●	●	●	●	●	●	●	9.5	11.5	●
Idaho			○	○	●	●			●	●	●		●	●		8	8	●
Illinois	●		●	○	●	○	●	●	●	●	●	●	●	●	●	11.5	13	●
Indiana	●		●	○		○	●		●	●		●	●	●	●	10	10	●
Iowa	●		○	●	○	○			●	●		●	●	●		8.5	8.5	●
Kansas			●	●	●				●		●	●	●	●	●	8	9	●
Kentucky	●			●	●	○	●		●	●	●	●	●	●	●	8	11.5	●
Louisiana	●	●	○	●		○			●	●	●	●			●	9	9	●
Maine			●	●	●	○	●	●	●	●	●	●	●	●	●	11.5	12.5	●
Maryland	●	●	○	●	●	○	●	●	●		●	●	●	●	●	12	13	●
Massachusetts		●		●	○	○	●		●	●	●		●		●	9	9	●
Michigan	●	●		●	●	○			●		●		●	●		8.5	8.5	●
Minnesota				●	●			●	●	●	●	●				7	8	●
Mississippi	●	●		●		●					●	●		●	●	7	8	●
Missouri		●	●	●	●	○	●			●	●	●		●	●	8	10.5	●
Montana			○	●	●	○	●		●	●	●	●	●	●	●	11	11	●

● = Optimal law ○ = Half credit given because law does not satisfy Advocates' recommendations

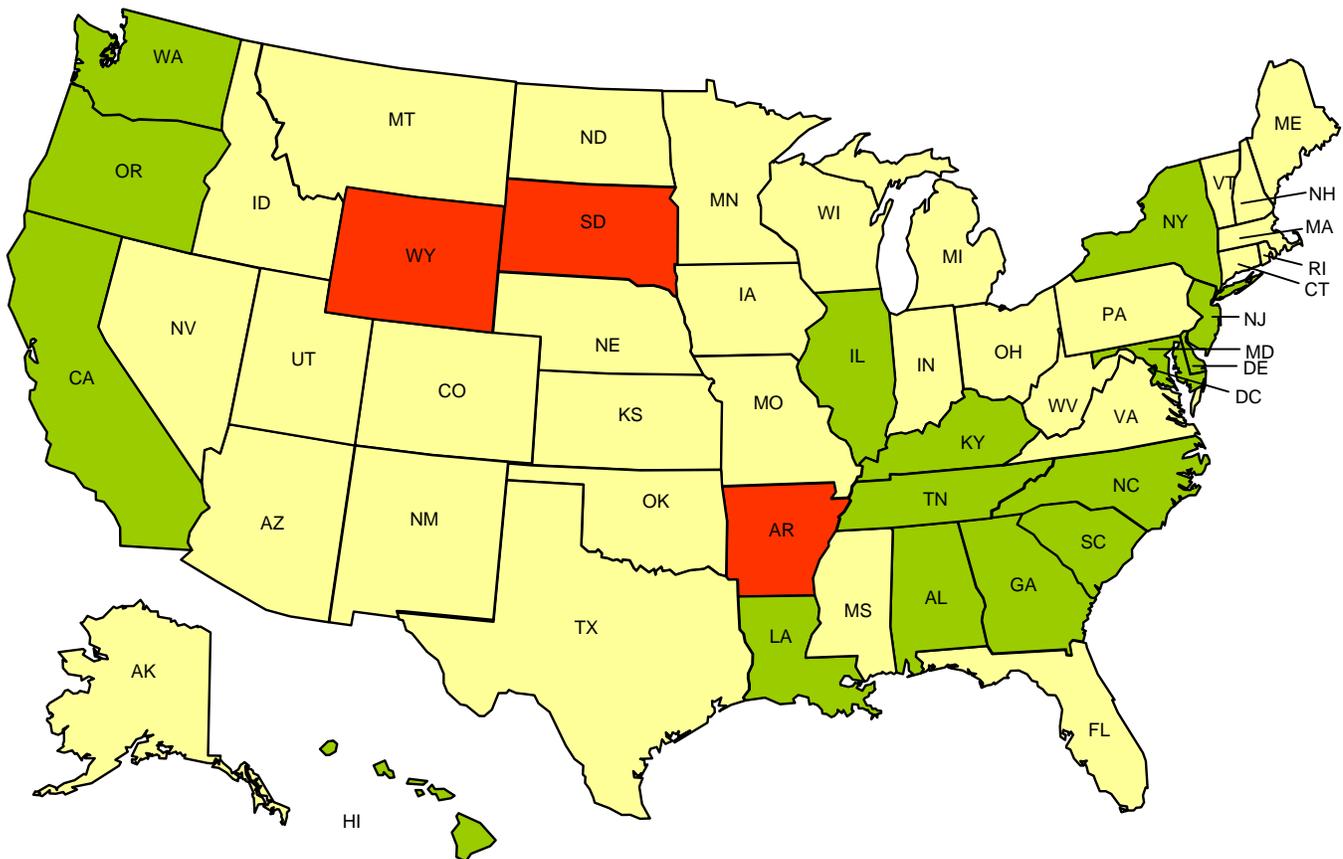
OVERALL RATING BASED ON NUMBER OF SAFETY LAWS

	Primary Enforcement Seat Belt Law	All-Rider Motorcycle Helmet Law	Booster Seat Law	GDL: 6 Mo. Holding Period Provision	GDL: 30-50 hrs. Supervised Driving	GDL: Nighttime Restriction Provision	GDL: Passenger Restriction Provision	GDL: Cell Phone Restriction	Child Endangerment Law	High BAC Law	Mandatory BAC Test - Killed	Mandatory BAC Test - Surviving	Open Container Law	Repeat Offender Law	Sobriety Checkpoint Law	Total Credit for Number of Laws 2005 (comparison only)	Total Credit for Number of Laws 2006	Overall Safety Rating 2006
Nebraska		●	○		○	○				●	●	●	●	●	●	7.5	8.5	●
Nevada		●	○	●	●	●	●		●	●	●	●	●	●	●	12.5	12.5	●
New Hampshire			○		○	○	●		●	●	●	●	●	●	●	9.5	9.5	●
New Jersey	●	●	●	●		○	●	●	●		●	●	●	●	●	11.5	12.5	●
New Mexico	●		○	●	●	○	●			●	●	●	●		●	10	10	●
New York	●	●	○	○	○	●	○		●		●	●	●	●	●	11	11	●
North Carolina	●	●	●	●		●	●	●	●	●		●	●	●	●	12	13	●
North Dakota			○	●					●	●	●	●	●	●	●	8.5	8.5	●
Ohio				●	●	○			●	●	●		●		●	7.5	7.5	●
Oklahoma	●		○	●	●	○	●			●		●	●	●	●	10	10	●
Oregon	●	●	○	●	●	○	●		●		●		●			9	9	●
Pennsylvania			●	●	●	○				●	●	●	●	●	●	9.5	9.5	●
Rhode Island			○	●	●	○	●	●	●	●			●			7	8	●
South Carolina	●		○	●	●	●	○		●	●	●	●	●	●	●	12	12	●
South Dakota				○		●				●	●	●	●		●	6.5	6.5	●
Tennessee	●	●	●	●	●	○	●	●	●	●				●	●	10.5	11.5	●
Texas	●			●		○	●	●	●	●		●	●	●		8.5	9.5	●
Utah				●	●	○	●		●	●	●	●	●	●	●	9.5	10.5	●
Vermont		●	●	●	●		●					●	●		●	8	8	●
Virginia		●	○	●	●	○	●		●	●				●	●	9	9	●
Washington	●	●	●	●	●	○	●		●	●	●	●	●			12.5	12.5	●
West Virginia		●	●	●	○	○	○	●	●		●			●	●	8.5	9.5	●
Wisconsin			●	●	●	○	●		●		●		●	●		7.5	8.5	●
Wyoming			●	○	●	○	●					●				5	5	●
Total Number With Optimal Law	25+ DC	20+ DC	15+ DC	40+ DC	31+ DC	8	31+ DC	12	39	38+ DC	37	39+ DC	39+ DC	38+ DC	39+ DC			
Total Number Missing Optimal Law	25	30	35	10	19	42+ DC	19	38+ DC	11+ DC	12	13+ DC	11	11	12	11			

● = Optimal law ○ = Half credit given because law does not satisfy Advocates' recommendations



Overall Rating Of States Based On Number Of Safety Laws

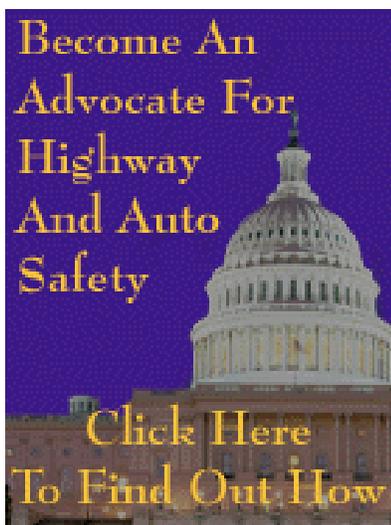


-  11 to 15, with primary enforcement law, **or** nine, including both primary enforcement and all-rider helmet laws
-  Six to 10, with primary enforcement law, **or** seven to 13, without primary enforcement law
-  Less than seven, without primary enforcement law



ADVOCATES HELPING ADVOCATES

One of Advocates' primary goals for 2007 is to work with the states to accelerate adoption of the highway safety laws discussed in the *2007 Roadmap to Highway Safety Laws*. To assist states in their efforts, Advocates has in place an E-Advocacy website from our homepage—www.saferoads.org—that can facilitate state advocacy efforts.



www.saferoads.org

...Advocacy seeks to increase the power of people and groups and to make institutions more responsive to human needs. It attempts to enlarge the range of choices that people can have by increasing their power to define problems and solutions and participate in the broader social and policy arena.

*Lawrence Wallack, DrPH
(Doctor of Public Health)*

Join NOW by visiting www.saferoads.org

ACTION NETWORK TO PROMOTE HIGHWAY AND AUTO SAFETY LEGISLATION

Becoming a member of Advocates' Action Network gives you:

Direct access to your elected officials
Sample letters and talking points that can be emailed directly
Access to your local, state, and national media

Our e-advocacy network is a tool for you to facilitate passage of important highway safety laws in your state. This coming year, Advocates will be:

- Working at the state level on primary enforcement seat belt laws, booster seat laws, graduated driver licensing for teen drivers, unattended children, and all-rider motorcycle helmet laws;
- Improving the highway safety community's networking capabilities in many states;
- Increasing the number of contacts made to legislators by their constituents;
- Providing direct links to your state's newspapers and TV and radio stations to facilitate your media presence; and,
- Providing key lobbying materials that highlight many of the laws listed in this report.

Participating is as simple as entering your email address and zip code in order for the system to access elected officials who serve the district where you reside. When we send Alerts and Messages advising you of legislative opportunities and asking for letters to be sent, the system will send your letter directly to the selected elected officials.

Talking points and statistics will be provided, but you will be able to write the letter in your own words. Letting your elected officials know how you feel about important, life-saving motor vehicle and highway safety legislation is essential to improving our chances of success and this system makes it quick and easy.

This email list is a private list and will not be shared with any other organization unless permission is given. Growing our network is a big part of what will make us successful. Highway and motor vehicle safety affects everyone!



EMERGING ISSUES

A SAMPLING OF NEW APPROACHES

The number of fatalities in 2005 from motor vehicle crashes nationwide was the highest it has been since 1990, with 43,443 deaths and 2.7 million people injured. As documented in the 2007 Roadmap Report, basic key laws go unaddressed in many states. At the same time, state legislators are taking up new measures to address certain areas of traffic safety, some previously unheard of, others on the back burner for some time. The following legislation, either introduced or enacted, represents a sample of approaches state legislatures have taken in the past year. None of these issues are included in Advocates' ratings.

Aging Drivers

The United States is in the midst of a dramatic demographic shift, particularly as the “baby boom” generation gets older. Recent predictions suggest that by the year 2030, one in five Americans will be 65 or older. And at least three-fourths of all members of that group will be licensed drivers. It is no surprise that this age group makes 90 percent of their trips by automobile. As the 65+ age group increases in numbers, the public will have to address the inevitable decreased capacity to drive, slowed reflexes and ability to make quick decisions, as well as decreased vision at night.

In 2006, several states began to address these issues. California enacted a law requiring older drivers to take an instruction course before they can renew their license. Other states, including Tennessee, Mississippi, Michigan, Massachusetts, and Maryland introduced similar legislation. New Jersey, Tennessee, Michigan, and Hawaii introduced legislation that decreases the age requirements for premium reductions if the driver completes an accident prevention course.

Ignition Interlock Devices

With passage of TEA-21 in 1998, states were required, as part of their repeat offender laws, to mandate the installation of ignition interlock devices (IIDs) in the vehicles of repeat drunk drivers. Ignition interlocks prevent people who have alcohol in their system from driving a car. An operator breathes into an interlock device to determine blood alcohol concentration. If there is measurable alcohol in the blood, the vehicle does not start. Coupled with other measures to combat drunk driving, IIDs helped to reduce alcohol-related crashes. In 2006, with alcohol-related crashes on the rise, some states moved towards enacting legislation that makes IIDs a requirement for first time offenders. New Mexico enacted such legislation in 2005. In 2006, no fewer than 12 states introduced legislation pertaining to IIDs. Colorado and Delaware passed legislation requiring high BAC offenders to install IIDs. Arizona and Wyoming enacted legislation authorizing the use of IIDs.

Drugged Driving

According to the National Highway Traffic Safety Administration (NHTSA), more than 16,000 people are killed annually due to drunk and drugged driving. Furthermore, NHTSA estimates that drugs are used by approximately 10 to 22 percent of drivers involved in crashes, often in combination with alcohol. According to the 2003 National Survey on Drug Use and Health, an estimated 10.9 million people reported driving under the influence of an illicit drug.

While many states introduced legislation that addresses drugged driving in conjunction with drunk driving, some considered stand-alone drugged driving bills. Delaware passed legislation in 2006 that is based on the Model Drugs and Driving Act.

Pocket Bikes

Tiny motorcycles have become very popular among children and teens. “Pocket bikes” are usually only 15-18 inches high and are capable of going in excess of 35mph. Because of their height and speed, many motorists are unable to see them while on public roads. The fact that these “toys” are marketed to children makes them especially dangerous. The U.S. Consumer Product Safety Commission said from July 2003 to June 2004, 10,000 injuries from motorized vehicles and scooters, one-third of which were incurred by children under age 15, were treated in emergency rooms. At least 49 pocket bike riders have been killed since 1998.

In response to the increased popularity of these bikes and the associated hazards that they create, many states and municipalities have regulated them or banned them outright. In 2006 Florida enacted legislation requiring vendors to notify consumers at the point of sale that the bikes are not “street legal.” No fewer than 40 municipalities now have specific regulations pertaining to the sale and use of pocket bikes on public property.



STATES AT A GLANCE

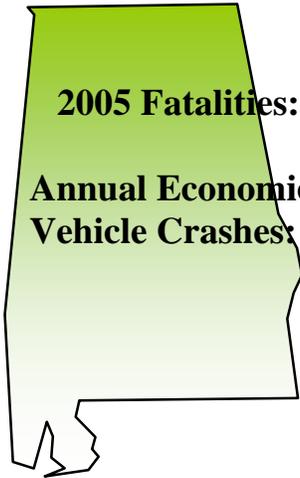
Each state and the District of Columbia (DC) are graphically represented in alphabetical order with the following information:

- A listing of the 15 key life-saving laws that the state does not have based on the laws defined on page 5 and discussed in this report.
- The number of people killed in each state for the year 2005, as reported in the Fatality Analysis Reporting System (FARS) of the National Highway Traffic Safety Administration (NHTSA).
- The annual economic cost of motor vehicle crashes to the state, as reported by *The Economic Impact of Motor Vehicle Crashes 2000* (NHTSA) report.
- The state's background color represents its overall rating based on the rating chart on page 41 of this report.

States are credited with having laws only if their laws meet Advocates' optimal criteria.

- **Only 16 states and DC received a “Green” rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.**
- **31 states received a “Yellow” rating, showing advancement but with numerous gaps still in its highway safety laws.**
- **3 states received a “Red” rating, indicating key laws dangerously lacking.**

ALABAMA



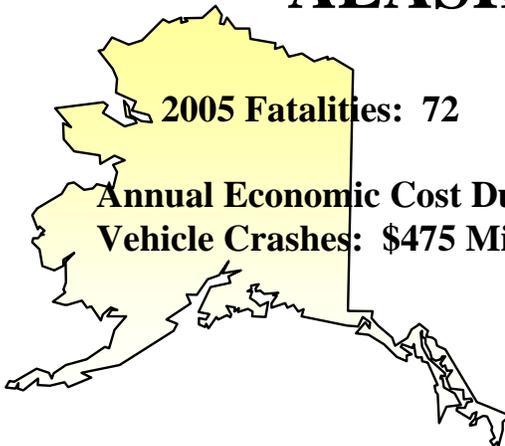
2005 Fatalities: 1,131

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

HIGHWAY SAFETY LAWS NEEDED IN ALABAMA:

- Booster Seat Law Up To Age 8
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- GDL - Cell Phone Restriction Provision
- High BAC Law
- Mandatory BAC Test Law - Drivers Killed

ALASKA



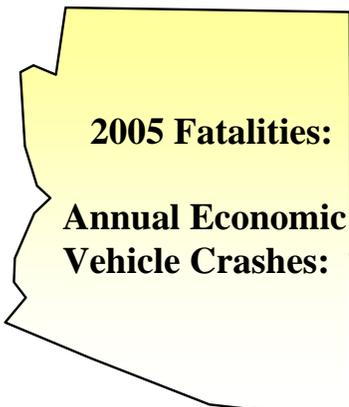
2005 Fatalities: 72

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

HIGHWAY SAFETY LAWS NEEDED IN ALASKA:

- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL - Cell Phone Restriction Provision
- Mandatory BAC Test Law - Drivers Killed
- Open Container Law
- Repeat Offender Law
- Sobriety Checkpoints Law

ARIZONA



2005 Fatalities: 1,177

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

HIGHWAY SAFETY LAWS NEEDED IN ARIZONA:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - 6-Month Holding Period Provision
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- GDL - Cell Phone Restriction Provision
- Mandatory BAC Test Law - Drivers Who Survive

ARKANSAS



2005 Fatalities: 648

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

HIGHWAY SAFETY LAWS NEEDED IN ARKANSAS:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- GDL – Cell Phone Restriction Provision
- Child Endangerment Law
- Open Container Law

CALIFORNIA



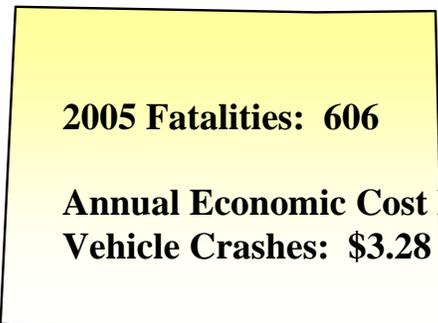
2005 Fatalities: 4,329

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

HIGHWAY SAFETY LAWS NEEDED IN CALIFORNIA:

- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision
- Repeat Offender Law

COLORADO



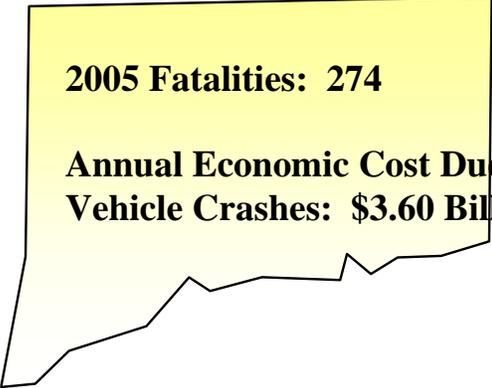
2005 Fatalities: 606

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

HIGHWAY SAFETY LAWS NEEDED IN COLORADO:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision

CONNECTICUT



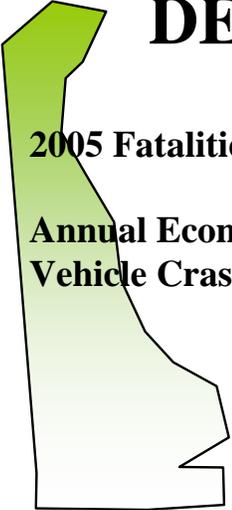
2005 Fatalities: 274

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

HIGHWAY SAFETY LAWS NEEDED IN CONNECTICUT:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up To Age 8
GDL - 6-Month Holding Period Provision
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
Child Endangerment Law
Open Container Law

DELAWARE



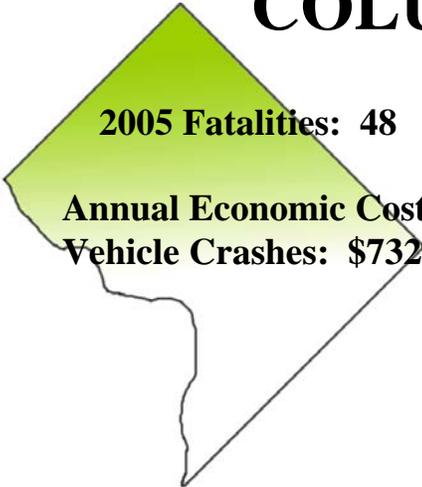
2005 Fatalities: 134

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

HIGHWAY SAFETY LAWS NEEDED IN DELAWARE:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up To Age 8
Mandatory BAC Test Law - Drivers Killed
Open Container Law

DISTRICT OF COLUMBIA



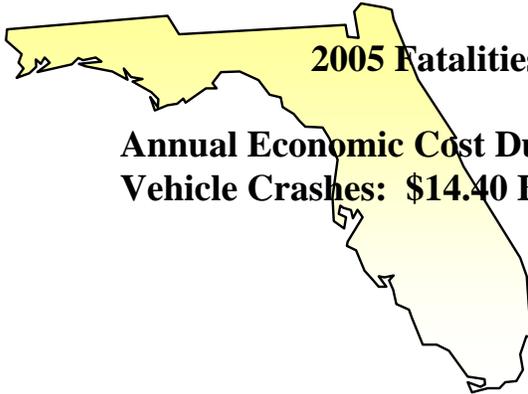
2005 Fatalities: 48

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

HIGHWAY SAFETY LAWS NEEDED IN WASHINGTON DC:

GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
Child Endangerment Law
Mandatory BAC Test Law - Drivers Killed

FLORIDA



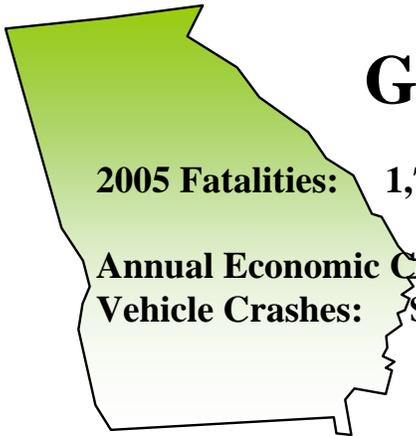
2005 Fatalities: 3,543

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

HIGHWAY SAFETY LAWS NEEDED IN FLORIDA:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- GDL – Cell Phone Restriction Provision

GEORGIA



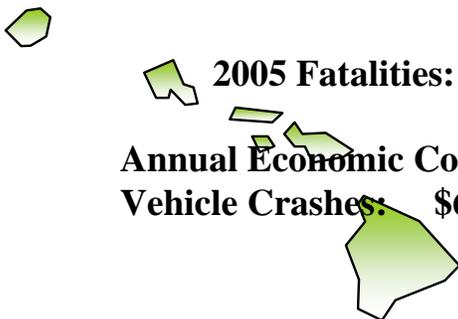
2005 Fatalities: 1,729

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

HIGHWAY SAFETY LAWS NEEDED IN GEORGIA:

- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision

HAWAII

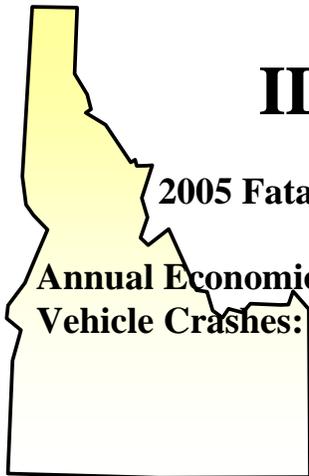


2005 Fatalities: 140

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

HIGHWAY SAFETY LAWS NEEDED IN HAWAII:

- All-Rider Motorcycle Helmet Law
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision



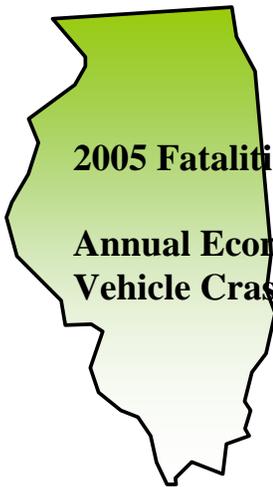
IDAHO

2005 Fatalities: 275

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

HIGHWAY SAFETY LAWS NEEDED IN IDAHO:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - 6-Month Holding Period Provision
- GDL - Passenger Restriction Provision
- GDL - Cell Phone Restriction Provision
- Mandatory BAC Test Law - Drivers Who Survive Sobriety Checkpoints Law



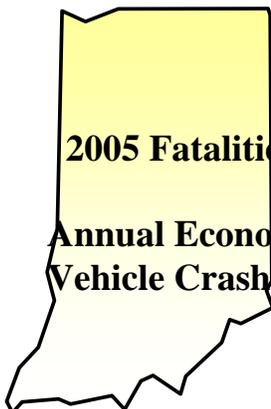
ILLINOIS

2005 Fatalities: 1,361

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

HIGHWAY SAFETY LAWS NEEDED IN ILLINOIS:

- All-Rider Motorcycle Helmet Law
- GDL - 6-Month Holding Period Provision
- GDL - Nighttime Restriction Provision



INDIANA

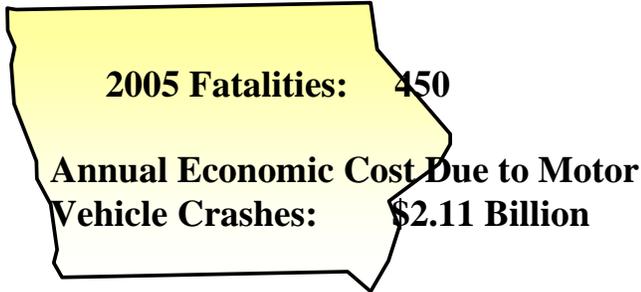
2005 Fatalities: 938

Annual Economic Cost Due to Motor Vehicle Crashes: \$4.35 Billion

HIGHWAY SAFETY LAWS NEEDED IN INDIANA:

- All-Rider Motorcycle Helmet Law
- GDL - 6-Month Holding Period Provision
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Nighttime Restriction Provision
- GDL - Cell Phone Restriction Provision
- Mandatory BAC Test Law - Drivers Killed

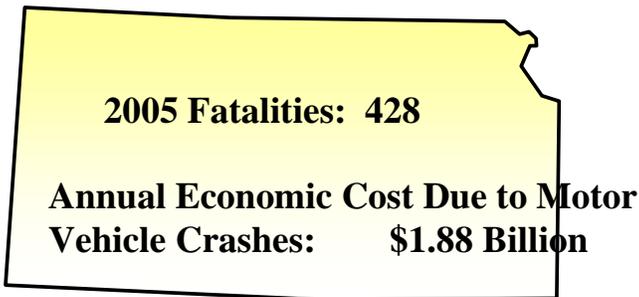
IOWA



HIGHWAY SAFETY LAWS NEEDED IN IOWA:

- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- GDL - Cell Phone Restriction Provision
- Mandatory BAC Test Law - Drivers Killed
- Sobriety Checkpoints Law

KANSAS



HIGHWAY SAFETY LAWS NEEDED IN KANSAS:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- GDL - Cell Phone Restriction Provision
- High BAC Law

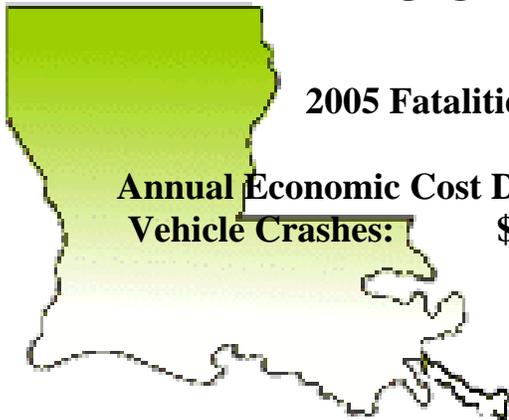
KENTUCKY



HIGHWAY SAFETY LAWS NEEDED IN KENTUCKY:

- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Cell Phone Restriction Provision
- GDL - Nighttime Restriction Provision

LOUISIANA



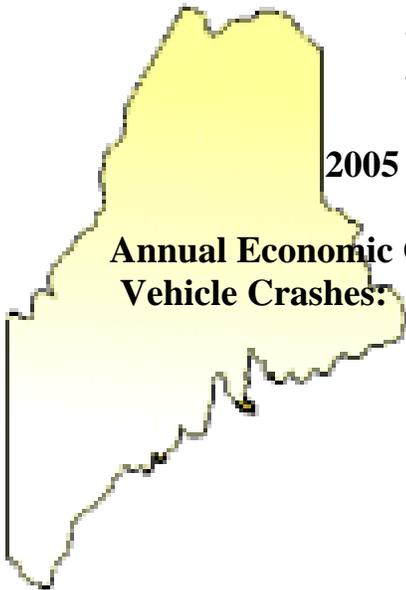
2005 Fatalities: 955

Annual Economic Cost Due to Motor Vehicle Crashes: \$4.00 Billion

HIGHWAY SAFETY LAWS NEEDED IN LOUISIANA:

Booster Seat Law Up To Age 8
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
Open Container Law
Repeat Offender Law

MAINE



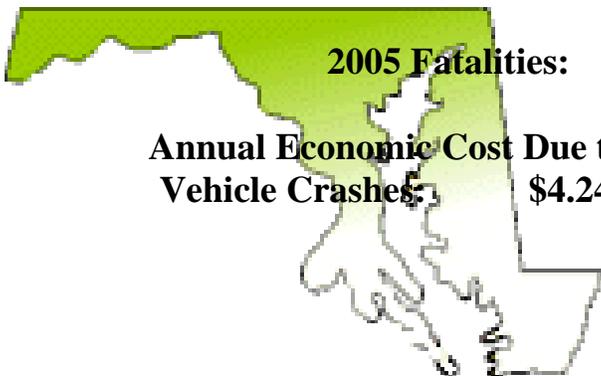
2005 Fatalities: 169

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

HIGHWAY SAFETY LAWS NEEDED IN MAINE:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
GDL - Nighttime Restriction Provision

MARYLAND



2005 Fatalities: 614

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

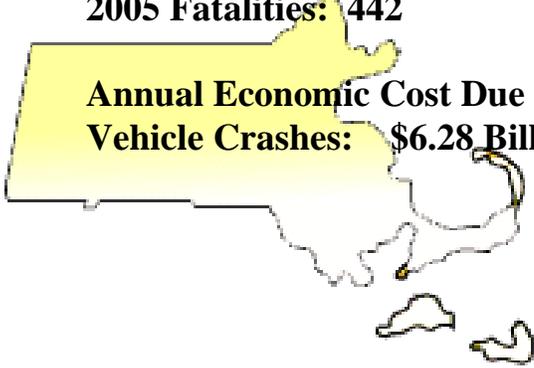
HIGHWAY SAFETY LAWS NEEDED IN MARYLAND:

Booster Seat Law Up To Age 8
GDL - Nighttime Restriction Provision
High BAC Law

MASSACHUSETTS

2005 Fatalities: 442

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



HIGHWAY SAFETY LAWS NEEDED IN MASSACHUSETTS:

- Primary Enforcement Seat Belt Law
- Booster Seat Law Up To Age 8
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision
- Mandatory BAC Test Law - Drivers Who Survive
- Repeat Offender Law

MICHIGAN

2005 Fatalities: 1,129

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



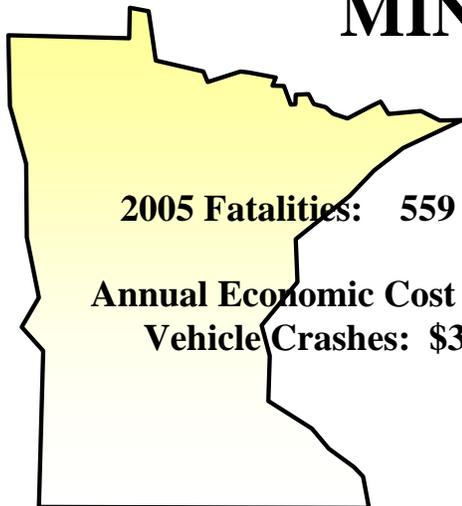
HIGHWAY SAFETY LAWS NEEDED IN MICHIGAN:

- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- GDL – Cell Phone Restriction Provision
- High BAC Law
- Mandatory BAC Test Law - Drivers Who Survive
- Sobriety Checkpoints Law

MINNESOTA

2005 Fatalities: 559

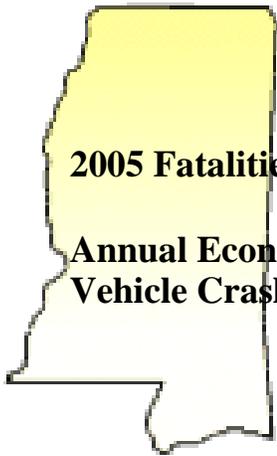
Annual Economic Cost Due to Motor Vehicle Crashes: \$3.07 Billion



HIGHWAY SAFETY LAWS NEEDED IN MINNESOTA:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- Repeat Offender Law
- Sobriety Checkpoints Law

MISSISSIPPI



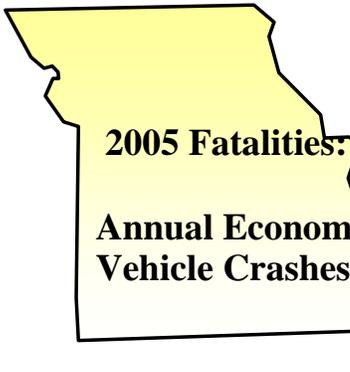
2005 Fatalities: 931

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

HIGHWAY SAFETY LAWS NEEDED IN MISSISSIPPI:

- Booster Seat Law Up To Age 8
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Passenger Restriction Provision
- GDL – Cell Phone Restriction Provision
- Child Endangerment Law
- High BAC Law
- Open Container Law

MISSOURI



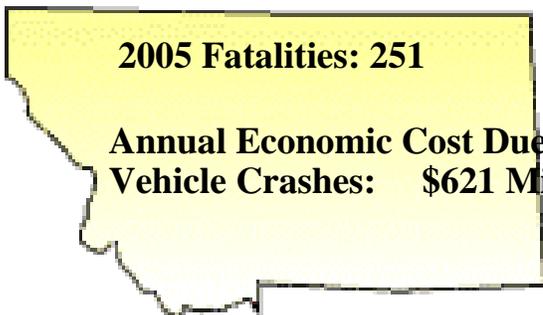
2005 Fatalities: 1,257

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

HIGHWAY SAFETY LAWS NEEDED IN MISSOURI:

- Primary Enforcement Seat Belt Law
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision
- Child Endangerment Law
- Open Container Law

MONTANA



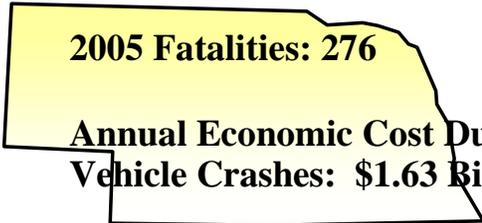
2005 Fatalities: 251

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

HIGHWAY SAFETY LAWS NEEDED IN MONTANA:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision

NEBRASKA

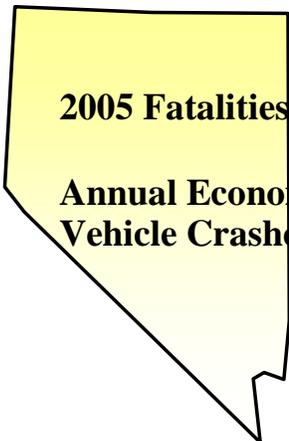


2005 Fatalities: 276
Annual Economic Cost Due to Motor Vehicle Crashes: \$1.63 Billion

HIGHWAY SAFETY LAWS NEEDED IN NEBRASKA:

Primary Enforcement Seat Belt Law
Booster Seat Law Up To Age 8
GDL - 6-Month Holding Period Provision
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL – Cell Phone Restriction Provision
Child Endangerment Law

NEVADA

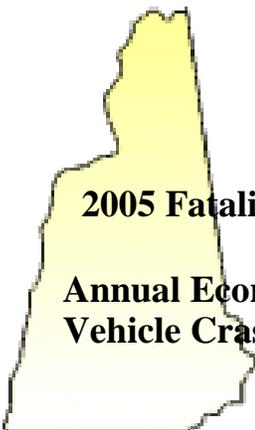


2005 Fatalities: 427
Annual Economic Cost Due to Motor Vehicle Crashes: \$1.87 Billion

HIGHWAY SAFETY LAWS NEEDED IN NEVADA:

Primary Enforcement Seat Belt Law
Booster Seat Law Up To Age 8
GDL – Cell Phone Restriction Provision

NEW HAMPSHIRE

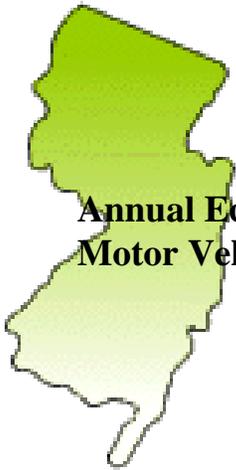


2005 Fatalities: 166
Annual Economic Cost Due to Motor Vehicle Crashes: \$1.01 Billion

HIGHWAY SAFETY LAWS NEEDED IN NEW HAMPSHIRE:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Up To Age 8
GDL - 6-Month Holding Period Provision
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
GDL – Cell Phone Restriction Provision

NEW JERSEY



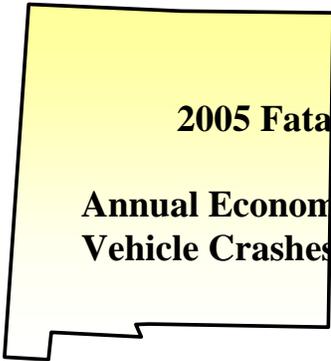
2005 Fatalities: 748

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

HIGHWAY SAFETY LAWS NEEDED IN NEW JERSEY:

GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
High BAC Law

NEW MEXICO



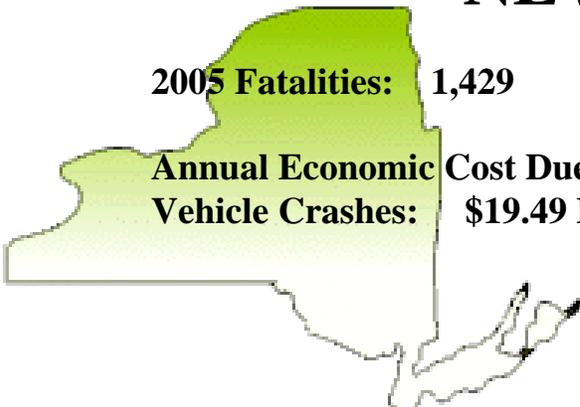
2005 Fatalities: 488

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

HIGHWAY SAFETY LAWS NEEDED IN NEW MEXICO:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up To Age 8
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
Child Endangerment Law
Repeat Offender Law

NEW YORK



2005 Fatalities: 1,429

Annual Economic Cost Due to Motor Vehicle Crashes: \$19.49 Billion

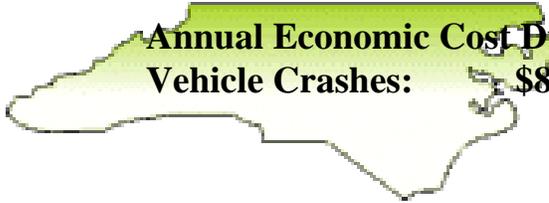
HIGHWAY SAFETY LAWS NEEDED IN NEW YORK:

Booster Seat Law Up To Age 8
GDL - 6-Month Holding Period Provision
GDL - 30-50 Hours Supervised Driving Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
High BAC Law

NORTH CAROLINA

2005 Fatalities: 1,534

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



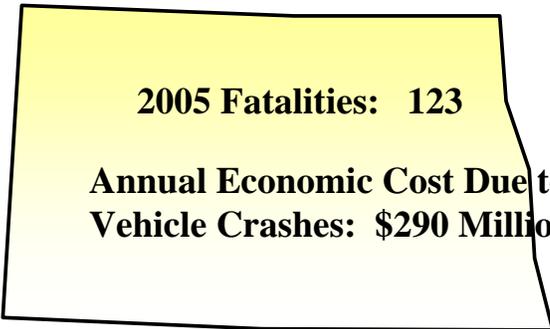
HIGHWAY SAFETY LAWS NEEDED IN NORTH CAROLINA:

GDL - 30-50 Hours Supervised Driving Provision
Mandatory BAC Test Law - Drivers Killed

NORTH DAKOTA

2005 Fatalities: 123

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



HIGHWAY SAFETY LAWS NEEDED IN NORTH DAKOTA:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Up To Age 8
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision

OHIO

2005 Fatalities: 1,323

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



HIGHWAY SAFETY LAWS NEEDED IN OHIO:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Up To Age 8
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
GDL - Cell Phone Restriction Provision
Mandatory BAC Test Law - Drivers Who Survive
Repeat Offender Law

OKLAHOMA



HIGHWAY SAFETY LAWS NEEDED IN OKLAHOMA:

- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision
- Child Endangerment Law
- Mandatory BAC Test Law - Drivers Killed

OREGON



HIGHWAY SAFETY LAWS NEEDED IN OREGON:

- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision
- High BAC Law
- Mandatory BAC Test Law - Drivers Who Survive
- Repeat Offender Law
- Sobriety Checkpoints Law

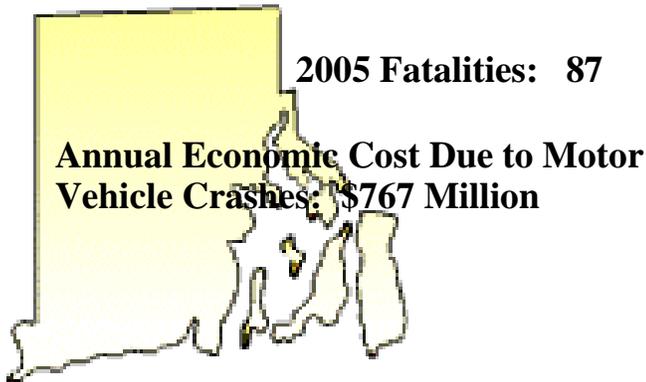
PENNSYLVANIA



HIGHWAY SAFETY LAWS NEEDED IN PENNSYLVANIA:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- GDL - Nighttime Restriction Provision
- GDL - Passenger Restriction Provision
- GDL – Cell Phone Restriction Provision
- Child Endangerment Law

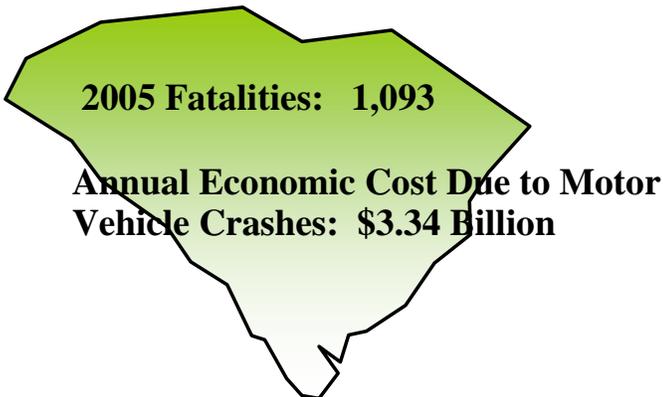
RHODE ISLAND



HIGHWAY SAFETY LAWS NEEDED IN RHODE ISLAND:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- Mandatory BAC Test Law - Drivers Killed
- Mandatory BAC Test Law - Drivers Who Survive
- Repeat Offender Law
- Sobriety Checkpoints Law

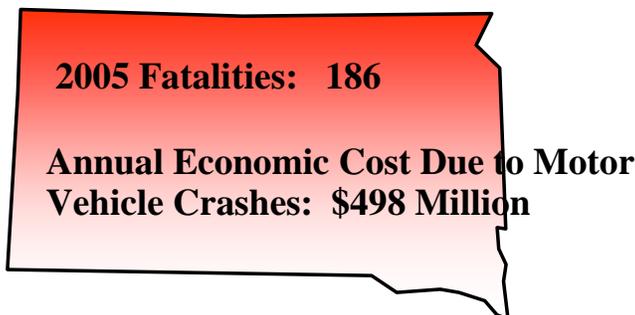
SOUTH CAROLINA



HIGHWAY SAFETY LAWS NEEDED IN SOUTH CAROLINA:

- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - Passenger Restriction Provision
- GDL - Cell Phone Restriction Provision

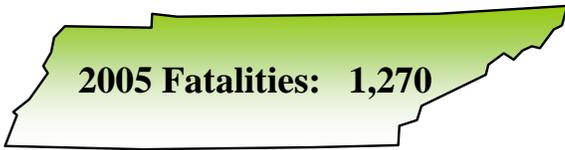
SOUTH DAKOTA



HIGHWAY SAFETY LAWS NEEDED IN SOUTH DAKOTA:

- Primary Enforcement Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law Up To Age 8
- GDL - 6-Month Holding Period Provision
- GDL - 30-50 Hours Supervised Driving Provision
- GDL - Passenger Restriction Provision
- GDL - Cell Phone Restriction Provision
- Child Endangerment Law
- Repeat Offender Law

TENNESSEE

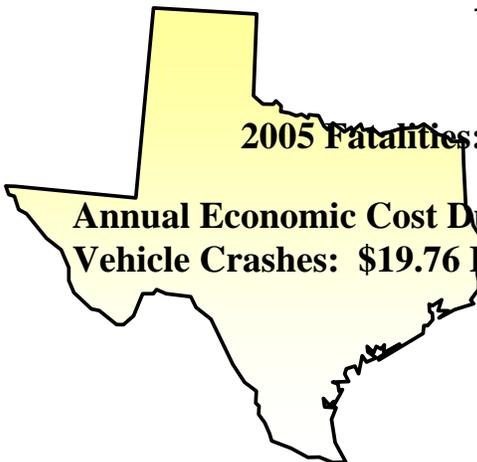


Annual Economic Cost Due to Motor Vehicle Crashes: \$4.63 Billion

HIGHWAY SAFETY LAWS NEEDED IN TENNESSEE:

GDL - Nighttime Restriction Provision
Mandatory BAC Test Law - Drivers Killed
Mandatory BAC Test Law - Drivers Who Survive
Open Container Law

TEXAS

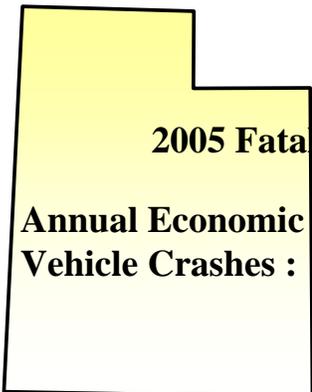


Annual Economic Cost Due to Motor Vehicle Crashes: \$19.76 Billion

HIGHWAY SAFETY LAWS NEEDED IN TEXAS:

All-Rider Motorcycle Helmet Law
Booster Seat Law Up To Age 8
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
Mandatory BAC Test Law - Drivers Killed
Sobriety Checkpoints Law

UTAH



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

HIGHWAY SAFETY LAWS NEEDED IN UTAH:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
Booster Seat Law Up To Age 8
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision

VERMONT



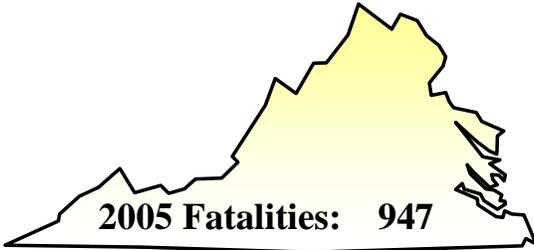
2005 Fatalities: 73

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

HIGHWAY SAFETY LAWS NEEDED IN VERMONT:

- Primary Enforcement Seat Belt Law
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision
- Child Endangerment Law
- High BAC Law
- Mandatory BAC Test Law - Drivers Killed
- Repeat Offender Law

VIRGINIA



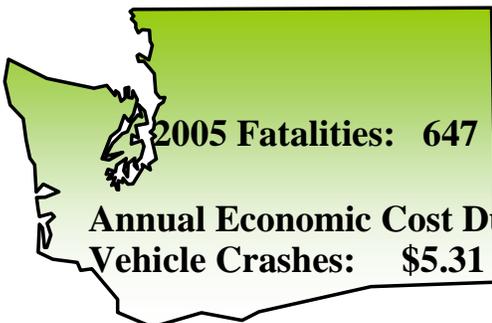
2005 Fatalities: 947

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

HIGHWAY SAFETY LAWS NEEDED IN VIRGINIA:

- Primary Enforcement Seat Belt Law
- Booster Seat Law Up To Age 8
- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision
- Mandatory BAC Test Law - Drivers Killed
- Mandatory BAC Test Law - Drivers Who Survive
- Open Container Law

WASHINGTON



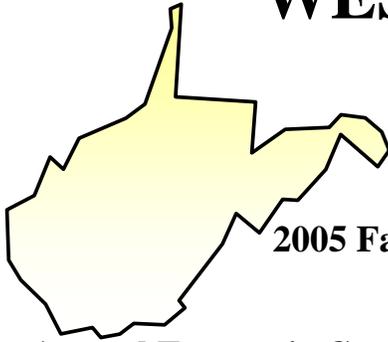
2005 Fatalities: 647

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

HIGHWAY SAFETY LAWS NEEDED IN WASHINGTON:

- GDL - Nighttime Restriction Provision
- GDL – Cell Phone Restriction Provision
- Sobriety Checkpoints Law

WEST VIRGINIA



2005 Fatalities: 374

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

HIGHWAY SAFETY LAWS NEEDED IN WEST VIRGINIA:

Primary Enforcement Seat Belt Law
GDL - 30-50 Hours Supervised Driving Provision
GDL - Nighttime Restriction Provision
GDL - Passenger Restriction Provision
High BAC Law
Mandatory BAC Test Law - Drivers Who Survive
Open Container Law

WISCONSIN



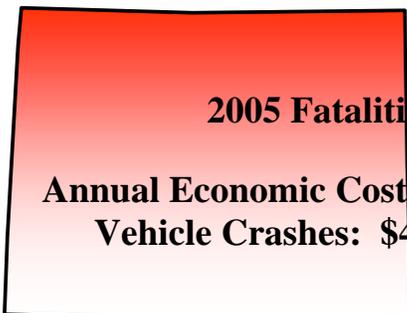
2005 Fatalities: 815

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

HIGHWAY SAFETY LAWS NEEDED IN WISCONSIN:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
High BAC Law
Mandatory BAC Test Law - Drivers Who Survive
Sobriety Checkpoints Law

WYOMING



2005 Fatalities: 170

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

HIGHWAY SAFETY LAWS NEEDED IN WYOMING:

Primary Enforcement Seat Belt Law
All-Rider Motorcycle Helmet Law
GDL - 6-Month Holding Period Provision
GDL - Nighttime Restriction Provision
GDL - Cell Phone Restriction Provision
Child Endangerment Law
High BAC Law
Mandatory BAC Test Law - Drivers Killed
Open Container Law
Repeat Offender Law
Sobriety Checkpoints Law