Impaired Driving Prevention
Meeting Summary

Date/Time:	**Thursday, January 27, 2022**
Chair:	Shannon Bryant, NV Traffic Safety Resource Prosecutor (TSRP), Washoe County District Attorney
Vice Chair:	Meg Matta, DPS OTS
Facilitator:	Lindsay Saner, Kimley Horn

Attendees

- Bennett, Andrew, Clark County
- Bohemier Scott, NDOT
- Brandenburg, Amanda, DPS OTS
- Browett, Mike, Reno PD
- Bryant, Shannon, NV TSRP, Washoe County District Attorney
- Catchings, Daysha, R&R Parnters
- Colety, Mike, Kimley Horn
- Cord, Zach, DMV
- Dibble, Joe, Washoe County
- Fassette, Tim, City of Henderson PD
- Laura Gryder-Culver, KKSOM at UNLV
- Hafeman, Dani, DPS OTS
- Hartline, Todd, DPS OTS
- Hedger, Doug, Nevada State JOL
- Heward, Karrie, Washoe County
- Honea, Rob, DPS OTS
- Johnson, Elliott, Washoe County
- Livingston Joe, NHTSA Region 8
- Mata, Judith, DPS OTS
- Matta, Meg, DPS OTS
- Morris, Jan, National Tribal Judicial Center
- Morrison, Johnean, DPS OTS
- Nordyke, Nick, DPS OTS
- Saner, Lindsay, Kimley-Horn
- Smith, Casey, NDOT
- Smith, Kim, DPS
- Strickler, Emily, KKSOM at UNLV
- Stypa, Michael, LVMPD
- Tice, Kevin, DPS OTS
- Tisler, Lacey, NDOT
- Vander Aa, Peter, DPS OTS
- Want, Cristina, MADD

Topics

- Data Update – see attached Dec 2021 Monthly Fatality Report (preliminary)
  - The 2021 Fatality Report is preliminary and will change.
  - Statewide crash data available at https://zerofatalitiesnv.com/nevadacrashdata/.
- Casey Smith (NDOT) provided an update from the Traffic Records Coordinating Committee
  - Working with the NTHSA Go Team to update the TRCC Strategic Plan.

  - Working with FHWA on the Roadway Data Improvement Program (RDIP), looking to improve processes for collecting, managing and utilizing roadway data. Timmons Group is under contract to review internal IT and data processes for NDOT.
  - Changes to data collection processes due to SB236 and SB169 have been pushed to LE tablets as updates.

- Zero Fatalities Campaigns
  - All campaign materials are available on https://zerofatalitiesnv.com/.
  - Impaired Driving campaign scheduled to run Memorial Day to Labor Day.
  - Andrew Bennett will be in a new position as director of Clark County's new Office of Traffic Safety.
- OTS Updates
  - GHSA/NHTSA addressing behavioral as part of the Safe Systems Approach.
  - Traffic Safety Grant Funding Opportunities for 2023
    - Proposal submission period began Monday, January 24 (see attached)
  - 2023 National Roadmap to State Highway Safety Laws (see attached)
- NDOT
  - Passing and Climbing Lane Project is ahead of schedule, close to project list and scoping.
  - Waiting Federal approval of the Local Public Agency (LPA) Process (HSIP Funding), expected end of the month.
  - Kicking off Local Road Safety Plans (LRSPs) for state and Federal funding of local safety projects. Contact Lacey Tisler (ltisler@dot.nv.gov)
  - USDOT released the National Roadway Safety Strategy today.
    - NDOT to present on this and Safe Systems at next meeting.
- Legislative Priorities
  - Task force preliminary recommendations to be presented to the Nevada Advisory Committee on Traffic Safety on February 1. Recommendations to be finalized by June to include in the NVACTS Annual Report.
    - Consider Oral Fluid Devices for Roadside Testing
      - Give more of a complete picture. Many states use them.
      - Address pre-trial treatment, post-adjudication.
      - Todd Hartline to assist with research.
    - Ignition Interlock clean-up bill (Nevada Administrative Code, not NRS)
      - Currently, no vendor regulations or oversight.
    - Standardize Toxicology Testing
- Strategies and Actions Update
  - As of the end of 2021, there are 75 DRE's in Nevada (63 in 2020).
  - ARIDE and DRE classes scheduled for April/May in Northern and Southern Nevada.
    - ARIDE training required for all Category 1 Officers.
  - There are four upcoming Joining Force events scheduled for Impaired Driving.

Actions

- Update Strategies and Action Steps.

Decisions

- Next meeting of the Impaired Driving Key Area Task Force will be **Thursday, May 26, 1:00-2:30pm.**

Attachments and Resources:

A. Preliminary 2021 Fatality Data (as of 1/6/2022)

B. Traffic Safety Grant Funding Opportunities

C. 2022 Roadmap to State Highway Safety Laws

D. Impaired Driving Strategies and Action Steps

DATE OF REPORT: 01/06/2022
DATA AS OF: 12/31/2021

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LAW ENFORCEMENT AGENCIES
FROM: THE OFFICE OF TRAFFIC SAFETY, STATE FATAL DATA
PREPARED BY: AMANDA BRANDENBURG FARS ANALYST
SUBJECT: FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

Month	2020 Crashes	2021 Crashes	% Change	Month	2020 Fatals	2021 Fatals	% Change
JAN	26	29	11.54%	JAN	26	33	26.92%
FEB	22	17	-22.73%	FEB	26	21	-19.23%
MAR	14	24	71.43%	MAR	14	27	92.86%
APR	25	30	20.00%	APR	28	32	14.29%
MAY	16	32	100.00%	MAY	16	35	118.75%
JUN	27	36	33.33%	JUN	28	36	28.57%
JUL	21	27	28.57%	JUL	23	27	17.39%
AUG	30	33	10.00%	AUG	35	37	5.71%
SEP	32	38	18.75%	SEP	34	39	14.71%
OCT	28	31	10.71%	OCT	28	31	10.71%
NOV	33	35	6.06%	NOV	34	38	11.76%
DEC	26	25	-3.85%	DEC	32	26	-18.75%
Reporting Period Total	**300**	**357**	**19.00%**	**Reporting Period Total**	**324**	**382**	**17.90%**
Total	**300**			**Total**	**324**		

KNOWN FATAL COMPARISON BETWEEN 2020 AND 2021.

COUNTY	2020 Crashes	2021 Crashes	% Change	2020 Fatalities	2021 Fatalities	% Change	2020 Occupants	2021 Occupants	% Change	2020 Unrestrained	2021 Unrestrained	% Change
CARSON	3	5	66.67%	3	6	100.00%	0	4	400.00%	0	1	100.00%
CHURCHILL	10	7	-30.00%	10	8	-20.00%	7	5	-28.57%	4	2	-50.00%
CLARK	180	224	24.44%	193	235	21.76%	81	102	25.93%	34	32	-5.88%
DOUGLAS	6	4	-33.33%	6	4	-33.33%	4	4	0.00%	2	2	0.00%
ELKO	9	12	33.33%	15	14	-6.67%	13	14	7.69%	7	6	-14.29%
ESMERALDA	1	5	400.00%	2	5	150.00%	2	4	100.00%	0	1	100.00%
EUREKA	2	3	50.00%	2	3	50.00%	2	3	50.00%	2	3	50.00%
HUMBOLDT	3	6	100.00%	3	7	133.33%	3	5	66.67%	2	3	50.00%
LANDER	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
LINCOLN	5	5	0.00%	5	5	0.00%	5	2	-60.00%	3	2	-33.33%
LYON	8	15	87.50%	8	16	100.00%	6	14	133.33%	3	4	33.33%
MINERAL	2	4	100.00%	2	5	150.00%	1	5	400.00%	1	1	0.00%
NYE	12	17	41.67%	14	24	71.43%	12	19	58.33%	7	7	0.00%
PERSHING	6	1	-83.33%	6	1	-83.33%	6	0	-100.00%	3	0	-100.00%
STOREY	1	3	200.00%	1	3	200.00%	1	1	0.00%	1	0	-100.00%
WASHOE	50	42	-16.00%	51	42	-17.65%	22	21	-4.55%	11	7	-36.36%
WHITE PINE	1	4	300.00%	2	4	100.00%	2	3	50.00%	0	3	300.00%
Reporting Period Total	**300**	**357**	**19.00%**	**324**	**382**	**17.90%**	**168**	**206**	**22.62%**	**80**	**74**	**-7.50%**
Total	**300**			**324**			**168**			**80**		

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2020 AND 2021.

COUNTY	2020 Pedestrian	2021 Pedestrian	% Change	2020 Motorcyclist	2021 Motorcyclist	% Change	2020 Bicyclist	2021 Bicyclist	% Change	2020 Other Scooter, Moped, ATV	2021 Other Scooter, Moped, ATV	% Change
CARSON	1	2	100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
CHURCHILL	3	2	-33.33%	0	1	100.00%	0	0	0.00%	0	0	0.00%
CLARK	64	66	3.13%	38	57	50.00%	9	5	-44.44%	1	5	400.00%
DOUGLAS	0	0	0.00%	2	0	-100.00%	0	0	0.00%	0	0	0.00%
ELKO	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	0	3	300.00%	0	0	0.00%	0	0	0.00%
LYON	0	1	100.00%	2	1	-50.00%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
NYE	1	2	100.00%	0	2	200.00%	1	1	0.00%	0	0	0.00%
PERSHING	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	0	2	200.00%	0	0	0.00%	0	0	0.00%
WASHOE	12	10	-16.67%	15	10	-33.33%	1	1	0.00%	1	0	-100.00%
WHITE PINE	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	**82**	**85**	**3.66%**	**60**	**79**	**31.67%**	**12**	**7**	**-41.67%**	**2**	**5**	**150.00%**
Total	**82**			**60**			**12**			**2**		

THIS REPORT IS A POINT IN TIME COMPARISON
THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOW
2021 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).
2020 DATA IS NOT FINAL UNTIL THE END OF DECEMBER 2021.
NOTE: The monthly report will be distributed by the 7th of each month.

Key: Fatalities= Total number of reported fatals (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.
Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.
Pedestrian = Any person on foot, on a personal conveyance, or in a building.
Motorcyclist= A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.
Bicyclist= A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedalcar, electric bike).
Other = A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.

Steve Sisolak
Governor

Nevada Department of
Public Safety
Office of Traffic Safety

George Togliatti
Director

Sheri Brueggemann
Deputy Director

Amy Davey
Administrator

107 Jacobsen Way
Carson City, Nevada 89711-0525
Telephone (775) 684-7470 Fax (775) 684-7482

Traffic Safety Grant Funding Opportunities

The Office of Traffic Safety (OTS) invites government, non-profit, and community organizations to submit proposals for funding consideration for projects that reduce fatal and serious injury crashes in our communities and on Nevada's roads. Proposals can be submitted through OTS' online grant management portal at http://egrants.nv.gov beginning January 24, 2022. Project proposals are submitted through a "Letter of Interest" (LOI) and it is only necessary to provide a summary proposal and estimate of funds in the LOI. If the proposal is approved for further consideration, you will be eligible to complete the OTS grant application; all existing grant funding requirements apply.

Please visit the OTS' online grant management portal at https://egrants.nv.gov to submit your proposal. Click on new user, or log in if a current user, to the OTS on-line grants management system, e-Grants. New users will complete the profile form and save. Once approved, an email notification will direct users to e-Grants. Users may then begin completing the LOI form for submission.

You are welcome to contact us to discuss proposed projects, or for additional assistance. Please contact Pete Vander Aa at pvanderaa@dps.state.nv.us or (775) 684-7473.

Grant funds are provided by the National Highway Traffic Safety Administration and the Nevada Department of Transportation for education, enforcement of traffic laws, and adoption of safe driving behaviors that support the State's Strategic Highway Safety Plan.

The Office of Traffic Safety is specifically interested in proposals that address the following:

- Speeding and aggressive driving
- Impaired driving, riding or walking
- Pedestrian, bicyclist, and/or motorcycle safety
- Distracted or drowsy driving
- Traffic safety studies and improved data collection
- Public health partnerships
- Young Driver, Older Driver, and/or programs that reach underserved communities

Projects and programs that introduce innovative ideas or best practices with measurable outcomes are encouraged, as are programs that foster collaboration amongst community resources.

Request for Proposal period opens January 24, 2022
Deadline for completed applications is March 14, 2022

Resources for traffic safety data and recommended countermeasures can be found by following these links:
Nevada Traffic Fatality Statistics
National Highway Traffic Safety Administration
NHTSA Countermeasures That Work
Strategic Highway Safety Plan

Never before have deaths on our nation's roadways increased so rapidly

2022 ROADMAP OF STATE HIGHWAY SAFETY LAWS

ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

19TH ANNUAL ROADMAP OF STATE HIGHWAY SAFETY LAWS

Skyrocketing Fatalities, A Historic Increase – The Carnage on Our Nation's Roads is Out of Control.

Lawmakers Must Take the Wheel and Accelerate Policies to Drive Down the Physical, Emotional and Economic Cost of Crashes.

Over the past two years, our roadways have been more perilous and more fatal. Reports of increased risky driving behavior such as speeding, impairment, and lack of seat belt use, which we featured in the *Roadmap of State Highway Safety Laws* last year, have been confirmed by data from the U.S. Department of Transportation (DOT). During the first six months of 2021, motor vehicle crash deaths jumped nearly 20 percent – the largest increase of this type ever recorded in the history of the Fatality Analysis Reporting System (FARS).

To assess the public's awareness and level of concern about these changing conditions, we commissioned a national survey to be released alongside our 2022 *Roadmap Report*. Interestingly, it found that nearly three quarters of respondents are not aware of this sharp increase. Nonetheless, large majorities are deeply concerned with dangerous driving behaviors or situations. The poll revealed near unanimity expressing fear about distracted driving, drunk or drug impaired driving, running red lights or stop signs, lack of use of seat belts or child safety seats, speeding, inexperienced new young drivers, among others. This is a clarion call for action and elected officials must pay heed. *(See p. 7 for more detailed poll results.)*

In this report, we put forth 16 optimal laws that every state should have as part of a comprehensive safety program. Broken into sections of occupant protection, child passenger safety, novice teen and young adult drivers, impaired driving, and distracted driving, the report is a readily accessible guidebook for needed legislative action. With no state achieving a "perfect score" of enactment of all 16 and with overwhelming public sentiment that not enough is being done to reduce dangerous driving behavior, every state legislator should be motivated and energized to make positive, lifesaving changes this year.

On the federal level, there's also much work to be done. With the enactment of the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58) in November 2021, our laser focus is on the U.S. DOT to comprehensively implement its provisions to achieve measurable and equitable safety gains. The directives in the new law must serve as a "floor" and not a "ceiling" for DOT's outcomes. A top priority among these is getting the safest braking systems, automatic emergency braking (AEB), into all new cars and trucks as standard equipment. Families should not have to pay an upcharge via a luxury package or a higher-end vehicle to be provided the safest brakes. And, consumers should be given assurances from the federal regulatory agency that AEB will perform as needed.

The bottom line is that every day 100 people who are getting into their cars to run errands, drive carpools, commute to school or work, go to medical appointments, take family vacations, among other trips, are not returning home. These are deaths which could have been prevented. We offer the 2022 *Roadmap of State Highway Safety Laws* as a commonsense guide to "control" the chaos on our roads. Working together, we can steer our country onto a steady course of safe drivers, passengers and road users, safe vehicles, and safe roadways.

Catherine Chase, President

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GLOSSARY OF ACRONYMS

ADAS - Advanced Driver Assistance Systems

Advocates - Advocates for Highway and Auto Safety

AAA - American Automobile Association

AAP - American Academy of Pediatrics

AEB - Automatic Emergency Braking

AE - Automated Enforcement

AV - Autonomous Vehicle

BAC - Blood Alcohol Concentration

CDC - Centers for Disease Control and Prevention

CPS - Child Passenger Safety

DC - District of Columbia

DUI - Driving Under the Influence

DWI - Driving While Intoxicated

FARS - Fatality Analysis Reporting System

FHWA - Federal Highway Administration

GAO - Government Accountability Office

GHSA - Governors Highway Safety Association

GDL - Graduated Driver Licensing

IID - Ignition Interlock Device

IIJA - Infrastructure Investment and Jobs Act (P. Law 117-58)

IIHS - Insurance Institute for Highway Safety

LATCH - Lower Anchors and Tethers for Children

MADD - Mothers Against Drunk Driving

NHTSA - National Highway Traffic Safety Administration

NTSB - National Transportation Safety Board

NETS - Network of Employers for Traffic Safety

NCAP - U.S. New Car Assessment Program

SSA - Safe System Approach

SADD - Students Against Destructive Decisions

TNC - Transportation Network Company

U.S. DOT - United States Department of Transportation

VRU - Vulnerable Road User

THE PROBLEM — SKYROCKETING FATALITIES, PERSISTING INJURIES

All road users should be able to depend on the safety, reliability and accessibility of our nation's roads and highways. Tragically, approximately 100 people are killed and over 7,500 more are injured on our nation's roadways every day, imposing an enormous physical, emotional and economic cost.

Alarmingly, the number of motor vehicle crash fatalities is moving in the wrong direction. In 2020, despite a decrease in vehicle miles traveled, preliminary data from the U.S. DOT show that fatalities reached their highest projected level since 2007 — amounting to 38,680 people killed, an increase of more than seven percent over the previous year. Early estimates from the first half of 2021 show this trajectory continuing with a nearly 20 percent spike in crash deaths — the highest six-month increase ever recorded in the history of FARS. **This is a major public health epidemic, and lawmakers can and must do more to ensure safe roads for everyone.**

Annually, on average:

- Almost half of passenger vehicle occupants killed are unrestrained (where restraint use is known).
- Over 5,000 motorcyclists are killed.
- More than 1,000 children age 14 and younger are killed in motor vehicle crashes, including over 270 children age four through seven and approximately 200 children age two and younger.
- Crashes involving young drivers (age 15 - 20) result in more than 4,500 fatalities including nearly 1,800 young drivers themselves, almost 1,000 passengers of young drivers, and approximately 1,900 others including occupants of other vehicles, pedestrians and bicyclists.
- There are more than 10,000 fatalities in crashes involving a drunk driver.
- In crashes involving a distracted driver, more than 3,000 people are killed.

While federal action and safety upgrades are necessary to solve the problem, state laws have a direct impact on promoting safer behavior by drivers and occupants as well as on improving traffic safety infrastructure. Unfortunately, as demonstrated by this report, numerous state highway safety laws are lacking or missing across the nation.

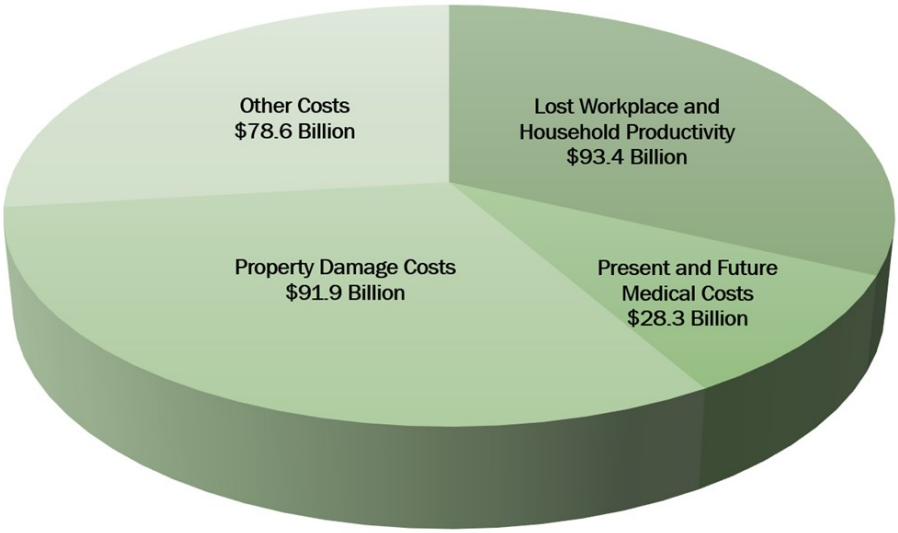
> *"Motorists and road users are being killed needlessly while proven solutions are deferred, delayed or dormant. We call upon U.S. DOT Secretary Pete Buttigieg and his team to expeditiously issue new safety requirements to protect all road users. We also urge state legislatures to prioritize closing gaps in critical traffic safety laws, as identified by Advocates' Roadmap of State Highway Safety Laws."* Advocates' President Cathy Chase, Statement on Dramatic Rise in Crash Deaths During the First Half of 2021 (10/28/21)

An additional 390 laws need to be adopted across all states and DC to fully meet Advocates' recommendations in this report.

THE PROBLEM — MOUNTING COSTS

Motor vehicle crashes inflict a significant financial burden on society.

Annual Economic Cost of Motor Vehicle Crashes: $292 Billion



STATE	(Millions $)	STATE	(Millions $)
AL	$5,400	MT	$1,084
AK	$715	NE	$1,563
AZ	$5,050	NV	$2,388
AR	$2,880	NH	$1,659
CA	$24,141	NJ	$15,468
CO	$5,038	NM	$2,136
CT	$5,891	NY	$18,405
DE	$826	NC	$9,548
DC	$1,037	ND	$852
FL	$12,977	OH	$12,223
GA	$13,022	OK	$3,513
HI	$697	OR	$2,134
ID	$1,070	PA	$7,063
IL	$13,140	RI	$1,930
IN	$7,696	SC	$4,883
IA	$2,641	SD	$869
KS	$2,952	TN	$6,841
KY	$5,267	TX	$20,575
LA	$6.870	UT	$2,082
ME	$1,573	VT	$649
MD	$5,403	VA	$6,034
MA	$7,044	WA	$5,395
MI	$11,588	WV	$1,789
MN	$3,690	WI	$5,488
MS	$3,281	WY	$951
MO	$6,712	Total	**$292,123**

Each person living in the U.S. essentially pays an **$877 annual "crash tax."**

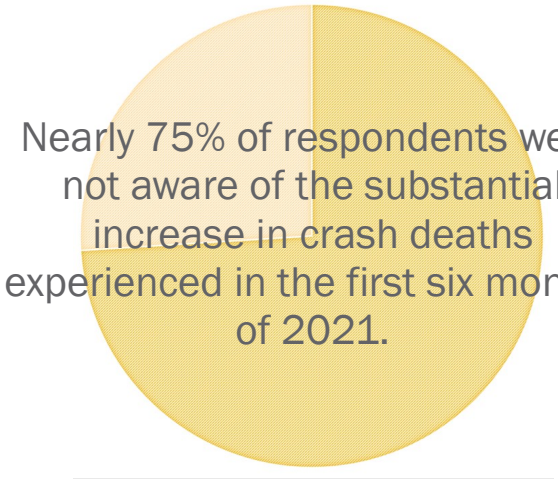
Source for cost figures on this page (unless otherwise noted): The Economic and Societal Impact of Motor Vehicle Crashes, 2010, NHTSA (2015), adjusted for inflation.

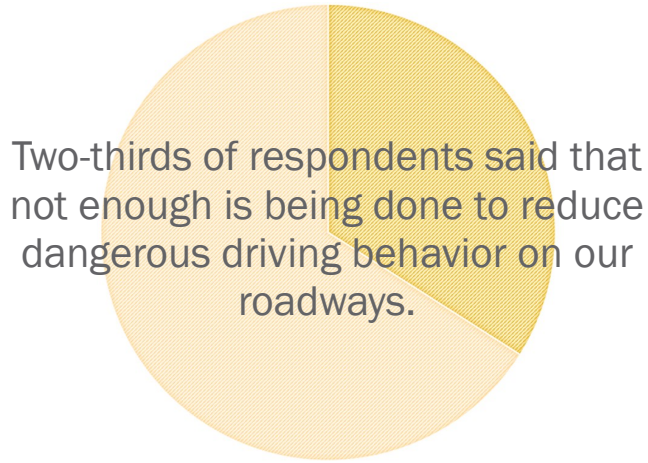
When loss of life, pain and decreased quality of life are added to economic costs, this cost is nearly one trillion dollars.

According to the Network of Employers for Traffic Safety (NETS), motor vehicle crashes cost employers $72.2 billion in direct crash-related expenses in 2019.

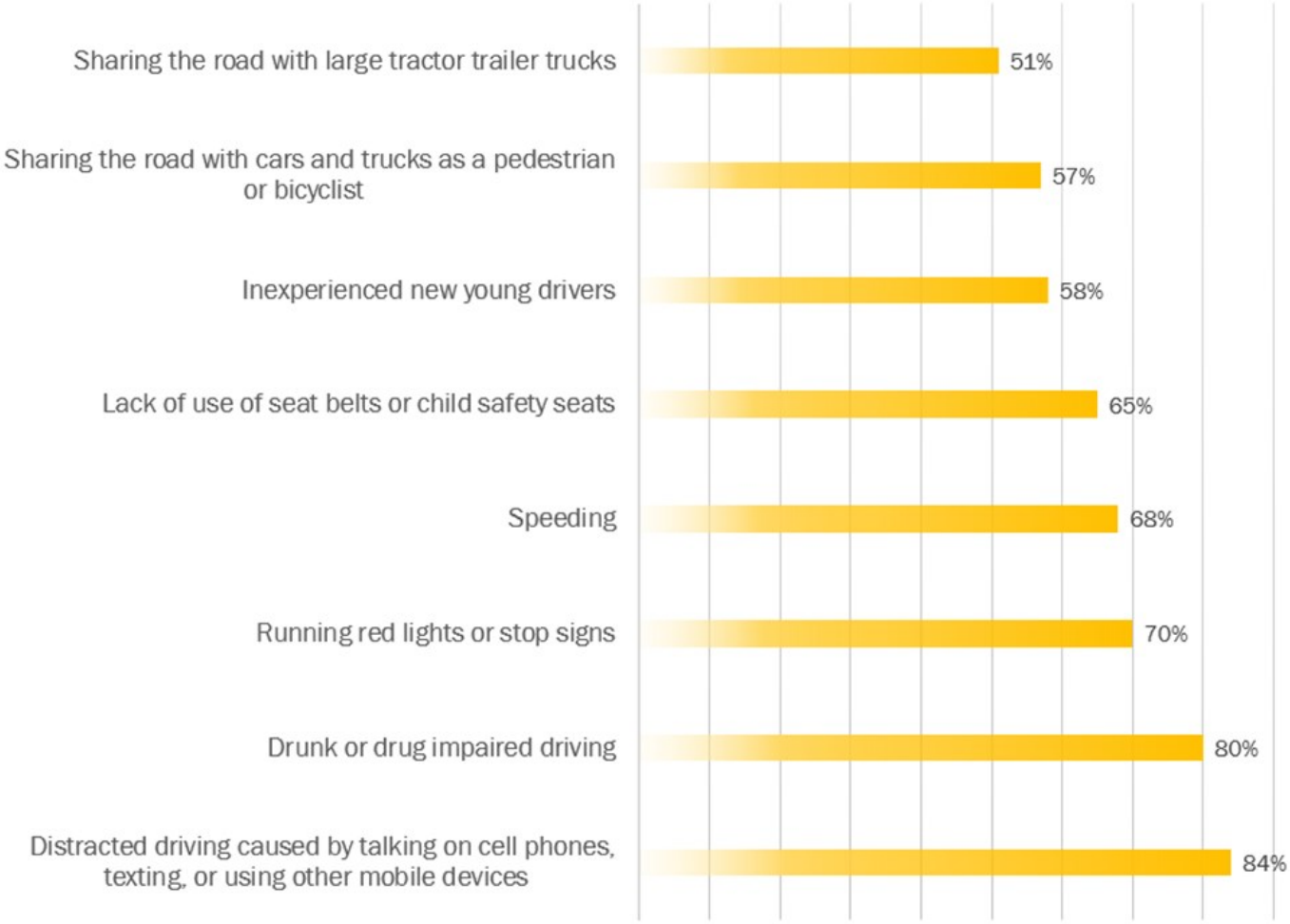
The Problem — Understood by the Public, In Dire Need of Action

An opinion poll, commissioned by Advocates and conducted by ENGINE Insights in December 2021, gauged public concern about a number of highway safety issues. Below is a summary of key findings, and the full report can be found at SafeRoads.org.





A majority of respondents indicate they are “very” or “extremely” concerned with a wide range of driving behaviors and situations.



THE SOLUTION — A COMPREHENSIVE STRATEGY TO IMPROVE SAFETY

While the Roadmap of State Highway Safety Laws focuses on state laws as countermeasures, federal legislative and regulatory actions complement that approach. This multifaceted strategy is key to meaningfully reduce crashes, deaths, injuries and costs. On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act which reauthorized surface transportation programs and made substantial investments in our nation's infrastructure. The bill includes many safety improvements; however, it should be seen as a "floor," not a "ceiling" for needed changes.

> **From Advocates' President on Signing of the Infrastructure Investment and Jobs Act (11/15/21):** *"With the Infrastructure Investment and Jobs Act signed into law, the U.S. Department of Transportation, led by Secretary Pete Buttigieg, must build upon this momentum. Every day 100 people are being killed in crashes, and this number is on a terrifying incline. By quickly implementing the safety provisions in this landmark legislation, the Biden Administration can be on a revolutionary forefront to require game-changing technology like automatic emergency braking, impaired driving prevention technology, and 'hot cars' detection and alert systems for children in new vehicles. Failure to do so is not a viable option while motorists, pedestrians, bicyclists and other vulnerable road users are at risk with every trip outside their doors."*

Below are some of the issues that comprise Advocates' comprehensive strategy, with information about relevant IIJA provisions included as appropriate.

Advanced Driver Assistance Systems

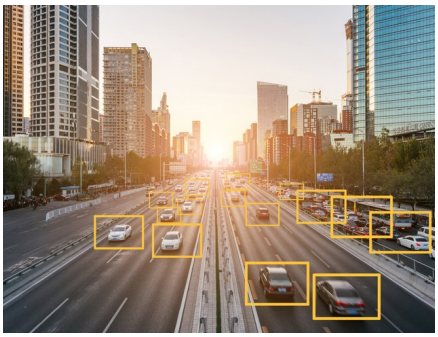
The lifesaving benefits of Advanced Driver Assistance Systems (ADAS), also known as collision avoidance technologies, are indisputable. Requiring ADAS as standard, not optional, equipment in all new cars and trucks with minimum performance requirements will effectively address many types of crashes — impaired, distracted, drowsy, speeding, and those involving pedestrians, bicyclists and other vulnerable road users (VRUs). Research has demonstrated the effectiveness of ADAS technology and the National Transportation Safety Board (NTSB) has included adoption of collision avoidance technology on the Most Wanted List of Transportation Safety Improvements. The IIJA included a directive for certain ADAS technologies on new passenger cars as well as automatic emergency braking (AEB) on new large trucks. However, the law does not include necessary deadlines, fails to ensure the technology will detect and respond to VRUs, and omits Class 3—6 trucks from the AEB requirement.

Automated Enforcement

Automated enforcement (AE) is a verified deterrent against two major crash contributors -- speeding and red light running. The National Highway Traffic Safety Administration (NHTSA), NTSB and the Centers for Disease Control and Prevention (CDC) have all identified AE as an effective means to deter dangerous behavior on our roadways. Speeding is one of the most challenging issues contributing to traffic crashes, and fatalities in speeding-related crashes were up 11% based on 2020 estimates. The Federal Highway Administration (FHWA) reports that road users are more likely to be injured in a red light running related event than any other crash. Advocates, along with AAA, Governors Highway Safety Association, IIHS, and National Safety Council, published the "Automated Enforcement Program Checklist" to provide practical instructions for planning, implementing and evaluating AE programs. The IIJA allows federal funding to be used for AE systems in work and school zones.

The Solution — A Comprehensive Strategy to Improve Safety

Autonomous Vehicles (AVs)



While Advocates is hopeful that AVs, once subject to minimum performance requirements and robust oversight, may have the potential to meaningfully reduce crashes, deaths and injuries, currently they are being developed and deployed without ensuring sufficient protection to those in AVs and other road users. Public opinion polls have shown a high skepticism and fear about self-driving technology, and for good reason. Multiple crashes have occurred in the U.S. involving cars equipped with autonomous technology that are subject to investigation by the NTSB and NHTSA. Advocates has proposed federal actions, regulations and safeguards to protect the public. Released in November 2020 and supported by approximately 60 groups, the "AV Tenets" provide a "GPS" to "Guarantee Public Safety" of AVs. The state laws recommended in this report are essential as AVs are rolled out. For example, occupants of AVs must be properly restrained in the event of a crash, especially as there will be a mixed fleet of vehicles for the foreseeable future. For AVs that require the human to take over the driving task, countermeasures must be in place to prevent impaired and distracted driving.

Impaired Driving

Drunk driving continues to be a leading cause of motor vehicle crashes and the NTSB has consistently listed ending impaired driving on its Most Wanted List of Transportation Safety Improvements. In addition to the laws rated in this report, technology holds tremendous potential to curb this public health problem. Advanced impaired driving prevention technology can stop people from driving when they are impaired. IIHS has estimated technological solutions can save more than 9,000 lives a year if widely deployed. The IIJA requires a rulemaking on advanced impaired driving prevention technology. However, it opens the door to a potential delay and ties the system to .08% blood alcohol concentration (BAC) as opposed to state limits, which may be lower. Additionally, states legalizing marijuana for recreational use has given rise to concerns about the incidence and impact of drug-impaired driving. Public health, safety and law enforcement agencies face a myriad of challenges in their efforts to detect and deter drug-impaired driving.

Large Truck Safety

Truck crashes continue to occur at an alarmingly high rate. In 2020, crashes involving large trucks killed nearly 5,000 people, a staggering 45% increase since a low in 2009. Further, 159,000 people were injured in large truck crashes in 2019 and injuries of large truck occupants increased by 18%. Several safety improvements on large trucks would curb this needless carnage. Namely, available safety technologies such as AEB and speed limiting devices, already required in the European Union, could be preventing crashes and saving lives if required as standard equipment. Further, numerous other lifesaving truck safety advances have been delayed for years. The IIJA requires an update of the rear underride guard standard, but fails to include a requirement for side and front guards. Moreover, the IIJA included dangerous truck safety rollbacks including a pilot program for "teen truckers" to operate in interstate commerce, hours of service exceptions for certain haulers, and truck size and weight increases for certain states.

THE SOLUTION — A COMPREHENSIVE STRATEGY TO IMPROVE SAFETY

Pedestrian and Bicyclist Safety

Deaths and injuries of pedestrians and bicyclists remain among the highest levels in approximately three decades. Collisions involving VRUs must not be a death sentence. The NTSB has recommended commonsense advances to better protect VRUs based on crash investigation findings and special investigative reports. Several strategies are needed. Vehicles should be subject to safety standards for the hood and bumper areas to reduce the severity of impacts with pedestrians and bicyclists. While the IIJA included this directive, it lacked a date certain for rulemaking and compliance. Moreover, the minimum performance standards for passenger vehicle ADAS must ensure the technology can detect and respond to VRUs. The U.S. New Car Assessment Program (NCAP), directed to be updated by the IIJA, must be comprehensively modernized to include the safety of VRUs. Further, adoption of a Safe System Approach (SSA) which includes improvements to road safety infrastructure, such as separated and protected bike lanes, and identified on the NTSB Most Wanted List of Transportation Safety Improvements, offers pedestrians and bicyclists better protection to reduce the occurrence and severity of crashes.

Rear Seat Safety

The majority of passengers in the rear seat are traditionally children, teens and older adults. However, the rise of transportation network companies (TNCs) and ride-hail/ rideshare vehicles has increased the number of rear seat passengers in geographical areas in which they are prevalent. In 2012, Congress passed a law directing the U.S. DOT to issue a final rule by October 2015 requiring rear seat belt reminders in all new motor vehicles. To date, the U.S. DOT has not issued any standard despite being egregiously past the congressional deadline. Additionally, infants and young children left in or independently accessing vehicles tragically resulting in death or severe injuries due to hyperthermia is a serious but solvable safety problem. Detection and alert systems are available and affordable that can indicate when a child is unattended in a vehicle and initiate an alert. The IIJA requires NHTSA to issue a minimum performance standard requiring a reminder system in all new cars. It is critical that the final rule requires the system to detect the presence of an occupant in a vehicle.

Safe System Approach

A Safe System Approach acknowledges that people make mistakes and their ability to tolerate injury is limited. It focuses on key components to prevent crashes and mitigate harm when they do occur. Since Advocates' founding more than three decades ago, our mission and actions to improve safety have reflected a Safe System Approach by prioritizing safe drivers and road users, safe vehicles, and safe roadway environments. The IIJA includes several provisions to enhance public roadway safety such as an incentive grant for SSA. The Roadmap of State Highway Safety Laws, coupled with Advocates' state, federal and regulatory efforts, focuses on taking proven solutions and meaningful action to address traffic safety in a comprehensive manner.

LEGISLATIVE ACTIVITY IN 2021

In 2021, **two laws were passed** that meet the criteria for the basic safety laws included in this report.

While other legislative activity occurred throughout the states, for purposes of this report only laws that meet the optimal law criteria, as defined on pages 13 and 14, are listed. *Note: Laws that do not meet the optimal law criteria, including laws subject only to secondary enforcement, are not included in the legislative activity summary.*

Nevada: Enacted rear facing through age 2 child passenger safety law.
Note: Nevada also upgraded their booster seat requirement to add 57 inches before transitioning to a seat belt, but it does not qualify for credit based on Advocates' optimal law definitions.
Upgraded from Red to Yellow.

Wisconsin: Extended supervised driving requirement (from 30 to 50 hours) to upgrade Graduated Driver Licensing (GDL).
No change in overall rating.

While a number of highway safety laws have been enacted during the last few years, many are still missing.

Based on Advocates' safety recommendations, states need to adopt 390 laws:

- 16 states need an optimal primary enforcement seat belt law for front seat passengers;
- 30 states need an optimal primary enforcement seat belt law for rear seat passengers;
- 32 states need an optimal all-rider motorcycle helmet law;
- 34 states need a rear facing through age 2 child passenger safety law;
- 36 states and DC need an optimal booster seat law;
- 189 GDL laws need to be adopted to ensure the safety of novice drivers, no state meets all the criteria recommended in this report;
- 29 critical impaired driving laws are needed in 27 states;
- 4 states need an optimal all-driver text messaging restriction; and,
- 19 states need a GDL cell phone restriction.

KEY THINGS TO KNOW ABOUT THIS REPORT

The Report is Divided into Five Issue Sections:

Occupant Protection:
Primary Enforcement Seat Belt Law
- Front Seat Occupants
- Rear Seat Occupants

All-Rider Motorcycle Helmet Law

Child Passenger Safety:
Rear Facing through Age 2 Law
Booster Seat Law

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

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

Distracted Driving:
All-Driver Text Messaging Restriction
GDL Cell Phone Restriction

It is imperative that the 16 state laws listed in the five sections be advanced in every state and DC to save lives, prevent injuries, and reduce health care and other costs. These 16 laws do not comprise the entire list of effective public policy interventions states should take to reduce motor vehicle deaths and injuries. Rather, they are minimum critical traffic safety laws. Background information about each law is provided in the respective sections throughout the report. The statistical data on fatalities are based on NHTSA's 2019 FARS data, except as otherwise indicated. At the time of publication, 2020 FARS data was not available. Additionally, in 2016, NHTSA changed the crash and injury estimates to be based on the modernized data collection system. Due to that change, injury and crash estimates from 2016 and newer data cannot be directly compared with the older data. Further, source information for all other data and statistics are not necessarily included in the narrative itself, but can be found on pages 53–57.

States are rated only on whether they have adopted a specific law, not on other aspects or measures of an effective highway safety program. A definition of each law as used by Advocates for purposes of this report can be found on pages 13-14. Each issue section has a state law chart, in alphabetical order, with each state's rating. The section ratings result in an overall rating, and overall state ratings on pages 37-52 fall into three groupings:

Green	Good—State is significantly advanced toward adopting all of Advocates' recommended optimal laws.
Yellow	Caution—State needs improvement because of gaps in Advocates' recommended optimal laws.
Red	Danger—State falls dangerously behind in adoption of Advocates' recommended optimal laws.

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

DEFINITIONS OF THE 16 LIFESAVING LAWS

Based on government and private research, crash data and state experience, Advocates has determined the traffic safety laws listed below are critical to reducing motor vehicle deaths and injuries. For the purposes of this report, states are only given credit if the state law meets the optimal safety provisions as defined below.
No credit is given for laws that fail to fully meet the criteria in this report. Also, no credit is given for laws that are subject to secondary enforcement or for GDL laws that allow driver education programs to replace compliance with provisions.

Occupant Protection

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

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

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

Child Passenger Safety (CPS)

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

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

Teen Driving

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

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

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

Teen Driving (cont'd)

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

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

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

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

Impaired Driving

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

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

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

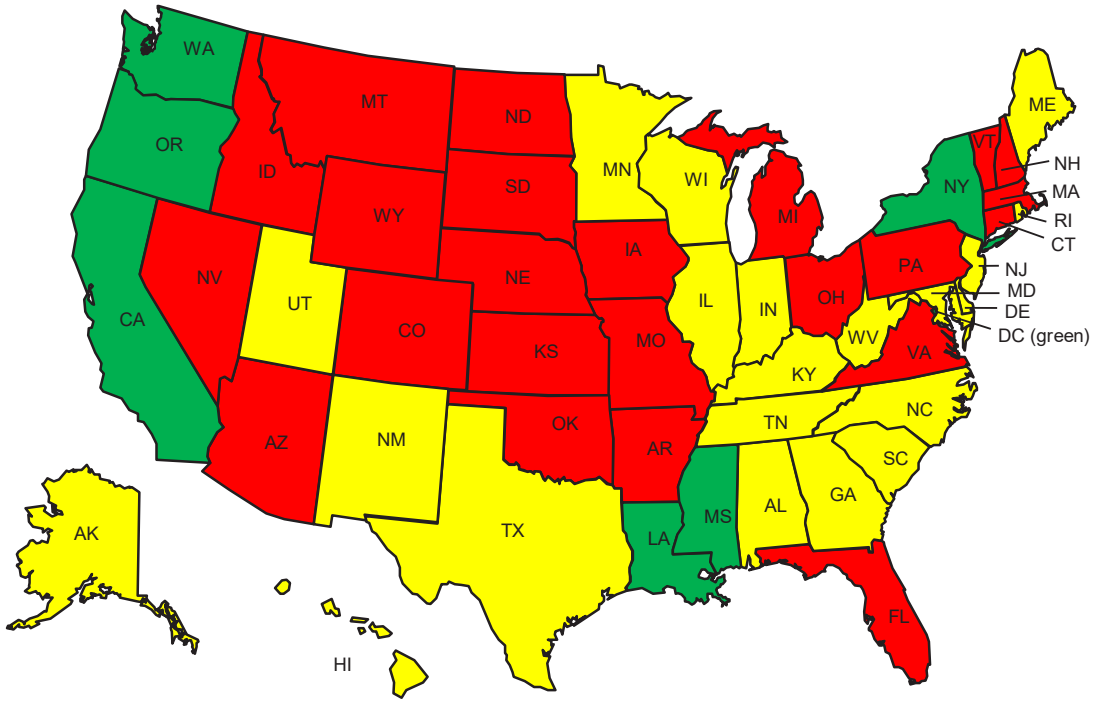
Distracted Driving

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

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

Occupant Protection

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



State has all 3 laws, a primary enforcement front seat belt law, primary enforcement rear seat belt law and an all-rider motorcycle helmet law. *(6 states and DC)*

State has 2 of the 3 laws. *(21 states)*

State has 1 or none of the 3 laws. *(23 states)*

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 13 for law definitions. See "States at a Glance", beginning on page 41 to determine which laws states lack.

PRIMARY ENFORCEMENT SEAT BELT LAWS

Seat belt use, reinforced by effective laws, is a proven lifesaver.

Alarming estimates from 2020 indicate people are not bucking up. That year, unrestrained passenger vehicle occupant fatalities spiked 15% and occupant ejection deaths were up 20%.

Preliminary information from 2021 shows a continuation of this deadly trend.

22,215 occupants of passenger vehicles were killed in motor vehicle crashes in 2019.

- Of the passenger vehicle occupant fatalities for which restraint use was known, nearly half (47%) were not wearing seat belts.
- In fatal crashes, 81% of passenger vehicle occupants who were fully ejected from the vehicle were killed. Further, less than 1% of the occupants reported to have been using restraints were fully ejected, compared with 26% of the unrestrained occupants.

Primary enforcement laws are much more effective in getting people to buckle up.

- Seat belt use is higher in states with primary enforcement laws compared to those with secondary enforcement laws or with no seat belt use law.
- Some states have experienced a 10-15% increase in seat belt use rates when primary laws were enacted.

Seat belts save lives and economic costs.

- Lap-shoulder belts, when used, reduce the risk of fatal injury to front seat car occupants by 45% and the risk of moderate-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.
- The use of seat belts in passenger vehicles saves nearly 14,000 lives each year on average. If seat belt use among passengers age five and older involved in fatal crashes was 100%, an additional 2,600 more people could be saved each year.
- If every state with a secondary seat belt law upgraded to primary enforcement, about 1,000 lives could be saved every year.
- Needless deaths and injuries that result from non-use of seat belts cost society approximately $10 billion annually in medical care, lost productivity and other injury related costs based on 2010 data. When adjusted solely for inflation, this would equate to more than $12 billion.
- Non-use of restraints cost employers $7.4 billion in 2018 (expressed in 2019 dollars), $5.7 billion of which was attributed to off-the-job non-restraint use.
- Average in-patient costs for crash victims who don't use seat belts are 55% higher than for those who do use them.
- From 1975 to 2017, seat belts have saved over 374,000 lives and $1 trillion in economic costs.
- If every state with a secondary enforcement seat belt law upgraded to primary enforcement, $4 billion in crash costs could be saved every year based on 2005 data. When adjusted solely for inflation, the costs are nearly $5.5 billion.

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

Only 34 states and DC allow primary enforcement of their front seat belt laws. Among the states that have primary enforcement seat belt laws, only 20 and DC cover occupants in all seating positions (front and rear).

PRIMARY ENFORCEMENT SEAT BELT LAWS

THE SALEM NEWS

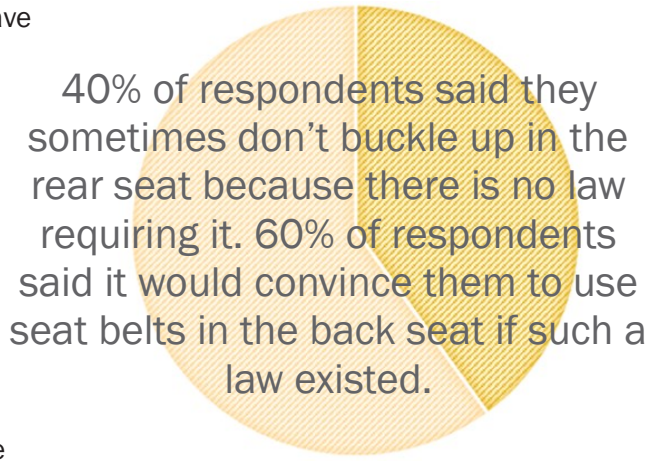
Letter to the Editor from Cathy Chase, President, Advocates for Highway and Auto Safety: On seat belt laws, math trumps common sense, November 14, 2021

"Considering that seat belt use rates increase by 10% to 15% when primary laws are passed, it's an ideal time for the state to upgrade to a primary enforcement seat belt law and get more people to buckle up so they are better protected in all types of crashes, including those involving distraction, fatigue, impairment and speeding."

Rear Seat Safety

Rear seat passengers are more than twice as likely to die in a crash if they are unbelted.

- Front seat safety improvements in recent model vehicles have closed the gap that formerly made rear seats safer than the front, while advances in technology have lagged in the rear seat.
- In 2019, the proportion of unrestrained passenger vehicle occupants killed that were seated in the front seat was 41%, compared to 53% of unrestrained passenger vehicle occupants killed that were seated in the rear seat.
- Adults are not buckling up in the rear seat as much as in the front seat, with rear belt use 10-15% percent lower than in the front seat.
- In 2018, more than 800 unbelted rear seat passenger vehicle occupants age 8 and older died in traffic crashes in the U.S., according to a study by GHSA. Over 400 of these passengers would have survived if they had worn their seat belts.
- Unbelted rear seat passengers pose a serious threat to the driver and other vehicle occupants, as well as themselves, as they can be thrust at high rates of speed into the driver resulting in loss of control of the vehicle and into other occupants causing fatalities and serious injuries.



Personal Choice and Individual Rights

Opponents often assert that highway safety laws violate personal choice and individual rights, overlooking the impact on society. In response, the U.S. District Court of Massachusetts stated in a 1972 decision, affirmed by the U.S. Supreme Court, that "from the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family's continued subsistence."

Addressing Racial Profiling Concerns

While numerous studies report that primary enforcement seat belt laws do not result in increased ticketing of people of color, the potential for bias in enforcement is an ongoing concern that is not limited to, nor created by, these laws. A NHTSA study of the relationship between primary enforcement belt laws and ticketing of non-Caucasians found the share of citations for non-Caucasians changed very little after states adopted primary enforcement belt laws. In fact, there were significant gains in seat belt use among all ethnic groups, none of which were proportionately greater in any group. A 2021 NHTSA study found that support for primary enforcement seat belt laws is strong across races including Asian, Black, Hispanic, Multiracial and White. A range from 69% (Multiracial) through 89% (Asian) agreed that "police should be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are being broken."

ALL-RIDER MOTORCYCLE HELMET LAWS

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

Motorcycles are the most hazardous form of motor vehicle transportation.

Preliminary estimates from 2020 show 5,458 motorcyclists were killed — a nearly 10% increase over the previous year.

When crashes occur, motorcyclists need adequate head protection to prevent one of the leading causes of crash death and disability in the U.S. - head injuries.

- In 2019, where helmet use was known, 39% of motorcyclists killed were not wearing a helmet.
- The observed use rate of U.S. DOT compliant helmets among motorcyclists was 84% in states with all-rider helmet laws, compared to only 54.4% in other states, in 2020.
- There were over nine times as many unhelmeted fatalities (1,682) in states without a universal helmet law compared to the number of fatalities (180) in states with a universal helmet law in 2019. These states were nearly equivalent with respect to total resident populations.
- Studies have determined that helmets reduce head injuries without increased occurrence of spinal injuries in motorcycle crashes. Data shows that helmets reduce the chance of fatal injury by 37% for motorcycle operators and 41% for passengers.
- Estimates show that helmets save the lives of approximately 1,800 motorcyclists each year and that nearly 750 more lives in all states could be saved if all motorcyclists had worn helmets.
- Eighty percent of Americans favor state laws requiring all motorcyclists to wear helmets.

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

Today, only 18 states and DC require all motorcycle riders to use a helmet.

Twenty-nine states have laws that cover only some riders (i.e., up to age 18 or 21). These age-specific laws are nearly impossible for police officers to enforce and result in much lower rates of helmet use.
Three states (IL, IA and NH) have no motorcycle helmet use law.

In 2021, there were attempts in six states to repeal existing all-rider helmet laws, retention was achieved in all.

ALL-RIDER MOTORCYCLE HELMET LAWS

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

- In 2010, the economic cost of motorcycle crashes was $12.9 billion and the total amount of societal harm was $66 billion. This equates to $15.5 billion and nearly $80 billion respectively when adjusted for inflation.
- Helmets save $2.7 billion in economic costs and prevent $17 billion in societal harm annually ($3.26 billion and $20.5 billion when similarly adjusted for inflation).
- Per vehicle mile traveled, motorcyclist fatalities occurred almost 27 times more frequently than passenger car occupant fatalities in 2018, the latest year for which data is available.
- Motorcyclists represented 14% of the total traffic fatalities, yet accounted for only 3% of all registered vehicles in the U.S. in 2019, the latest year for which data is available.
- Motorcyclist fatalities of older adults (age 65 and older) increased by 121% from 2009 to 2018.
- The economic benefits of motorcycle helmet use are substantial, more than three and one-half times greater in states with all-rider helmet laws. In states that have an all-rider helmet law, cost savings to society from helmet use was $725 per registered motorcycle, compared to savings from helmet use of just $198 per registered motorcycle in states without a mandatory helmet use law, according to the CDC.
- According to the American Academy of Pediatrics (AAP), in states with only youth-specific helmet laws, helmet use has decreased and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- A study in the American Journal of Surgery reported that after Michigan repealed its all-rider helmet law in 2012, the percentage of non-helmeted crash scene fatalities quadrupled. Further, after the repeal, trauma patients who were hospitalized with a head injury rose 14%.
- There is no scientific evidence that motorcycle rider training reduces crash risk and is an adequate substitute for an all-rider helmet law. In fact, motorcycle fatalities continued to increase even after a motorcycle education and training grant program included in federal legislation took effect in 2006.

The Missouri Times

Opinion: Traffic safety in Missouri – A deadly serious problem

By: Cathy Chase, August 26, 2021

"One of the laws tracked in the report is an all-rider motorcycle helmet requirement. Unfortunately, Aug. 28 will mark one year since Missouri repealed its law, and the impact has been as expected. According to media reports from mid-June citing MODOT, motorcycle fatalities were up 40 percent over the previous year, with 18 motorcyclists who were not wearing a helmet killed, compared to only two unhelmeted fatalities at the same point in 2020. This lifesaving law should be reenacted."

Occupant Protection Laws Rating Chart

Number of new occupant protection laws since January 2021: None.

	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating		Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rating
AL	●		●	●	MT				●
AK	●	●		●	NE			●	●
AZ				●	NV			●	●
AR	●			●	NH				●
CA	●	●	●	●	NJ	●		●	●
CO				●	NM	●	●		●
CT	●			●	NY	●	●	●	●
DE	●	●		●	NC	●		●	●
DC	●	●	●	●	ND				●
FL	●			●	OH				●
GA	●		●	●	OK	●			●
HI	●	●		●	OR	●	●	●	●
ID				●	PA				●
IL	●	●		●	RI	●	●		●
IN	●	●		●	SC	●	●		●
IA	●			●	SD				●
KS	●			●	TN	●		●	●
KY	●	●		●	TX	●	●		●
LA	●	●	●	●	UT	●	●		●
ME	●	●		●	VT			●	●
MD	●		●	●	VA			●	●
MA			●	●	WA	●	●	●	●
MI	●			●	WV	●		●	●
MN	●	●		●	WI	●	●		●
MS	●	●	●	●	WY				●
MO				●	Total	34+ DC	20+ DC	18+ DC	

STATUS OF STATE LAWS

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

No state adopted an all-rider motorcycle helmet law in 2021. *There were attempts to repeal all-rider motorcycle helmet laws in six states (MD, MA, NE, TN, VT, and WV), all of which were unsuccessful.*

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

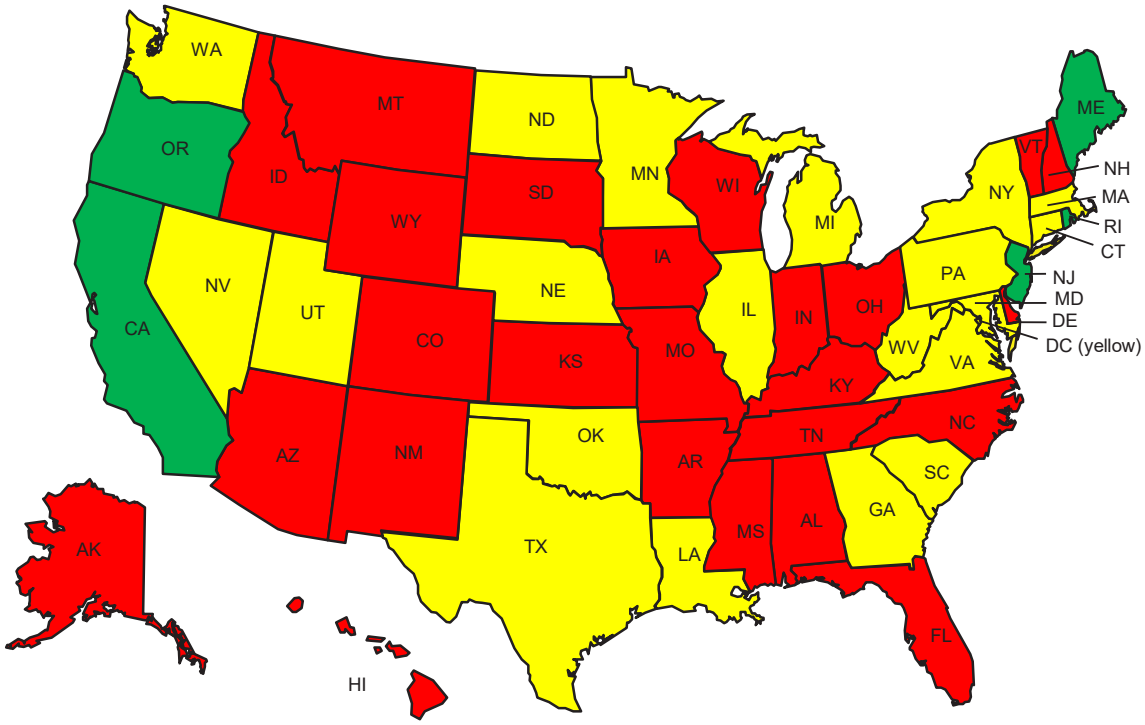
12 states have only one of the three laws. (AR, CT, FL, IA, KS, MA, MI, NE, NV, OK, VT and VA).

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

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

CHILD PASSENGER SAFETY

Rear Facing Through Age 2 Law
Booster Seat Law



State has both optimal child passenger safety laws. *(5 states)*

State has 1 of the 2 laws. *(20 states and DC)*

State has neither of the laws. *(25 states)*

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 13 for law definitions. See "States at a Glance", beginning on page 41 to determine which laws the states lack.

CHILD PASSENGER SAFETY LAWS

Motor vehicle crashes are a leading cause of death for children residing in the U.S.

The best way to protect child passengers is to place them in the rear seat, restrained by a child safety seat, booster seat or safety belt, as appropriate.

On average, three children under age 14 were killed and over 500 more were injured in motor vehicle crashes every day in the U.S. in 2019 for a total of 1,053 fatalities and 183,143 injuries.

When children are properly restrained in a child safety seat, booster seat or safety belt, as appropriate for their age and size, their chance of being killed or seriously injured in a car crash is greatly reduced. When used properly, child safety seats reduce fatal injury by 71% for infants and 54% for toddlers in passenger cars. Approximately 300 lives are saved annually by restraining children four and younger in passenger vehicles.

Advocates recommends a three component child passenger safety law to adequately protect younger children:

Rear Facing Through Age 2

Infants and toddlers should remain in a rear facing child restraint system in the rear seat from birth through age two or longer. After the child reaches the maximum weight and height limit for the rear facing safety seat, the child may be placed forward facing in a harness-equipped child restraint system. The child restraint system should be certified by the manufacturer to meet U.S. DOT safety standards.
To date, only 16 states and DC have enacted a rear facing through age 2 law, including Nevada which added the law in 2021.

Forward Facing Harness and Tether Seat

After the child reaches the maximum weight and height limit for their rear facing safety seat and is age two or older, the child may be turned forward facing in a harness-equipped child restraint. Children should remain in a harness-equipped restraint, certified by the manufacturer to meet U.S. DOT safety standards, until they meet the height and weight limit of the child restraint.
This law is not rated in this report.

Booster Seat

Children who have outgrown the height and weight limit of a forward-facing safety seat should be placed in a booster seat that should be used until the child can properly use the vehicle's seat belt when the child reaches 57 inches in height and age eight or older. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards.
To date, only 14 states have enacted an optimal booster seat law.

CHILD PASSENGER SAFETY LAWS

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

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

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

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

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

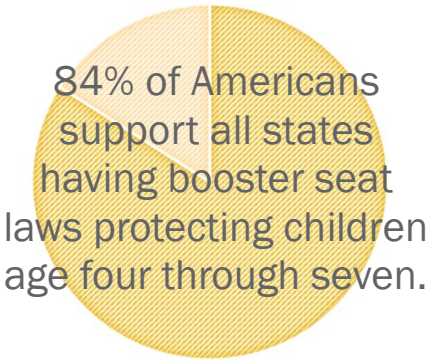
Note: This law is not rated in this report.

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

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

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

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



CHILD PASSENGER SAFETY LAWS RATING CHART

Number of new child passenger safety laws since January 2021: One Rear-Facing Through Age 2 Law (NV). *Note: Each year we undertake a comprehensive review of state laws to ensure compliance. As a result of this year's review, SC & WA lost credit for an optimal booster seat law.*

	Rear Facing Through Age 2 Law	Booster Seat Law	Rating		Rear Facing Through Age 2 Law	Booster Seat Law	Rating
AL			●	MT			●
AK			●	NE	●		●
AZ			●	NV	●		●
AR			●	NH			●
CA	●	●	●	NJ	●	●	●
CO			●	NM			●
CT	●		●	NY	●		●
DE			●	NC			●
DC	●		●	ND		●	●
FL			●	OH			●
GA		●	●	OK	●		●
HI			●	OR	●	●	●
ID			●	PA	●		●
IL	●		●	RI	●	●	●
IN			●	SC	●		●
IA			●	SD			●
KS			●	TN			●
KY			●	TX		●	●
LA	●		●	UT		●	●
ME	●	●	●	VT			●
MD		●	●	VA	●		●
MA		●	●	WA	●		●
MI		●	●	WV		●	●
MN		●	●	WI			●
MS			●	WY			●
MO			●	Total	16 +DC	14	

STATUS OF STATE LAWS

16 states and DC have an optimal law requiring rear facing through age 2.

14 states have an optimal booster seat law.

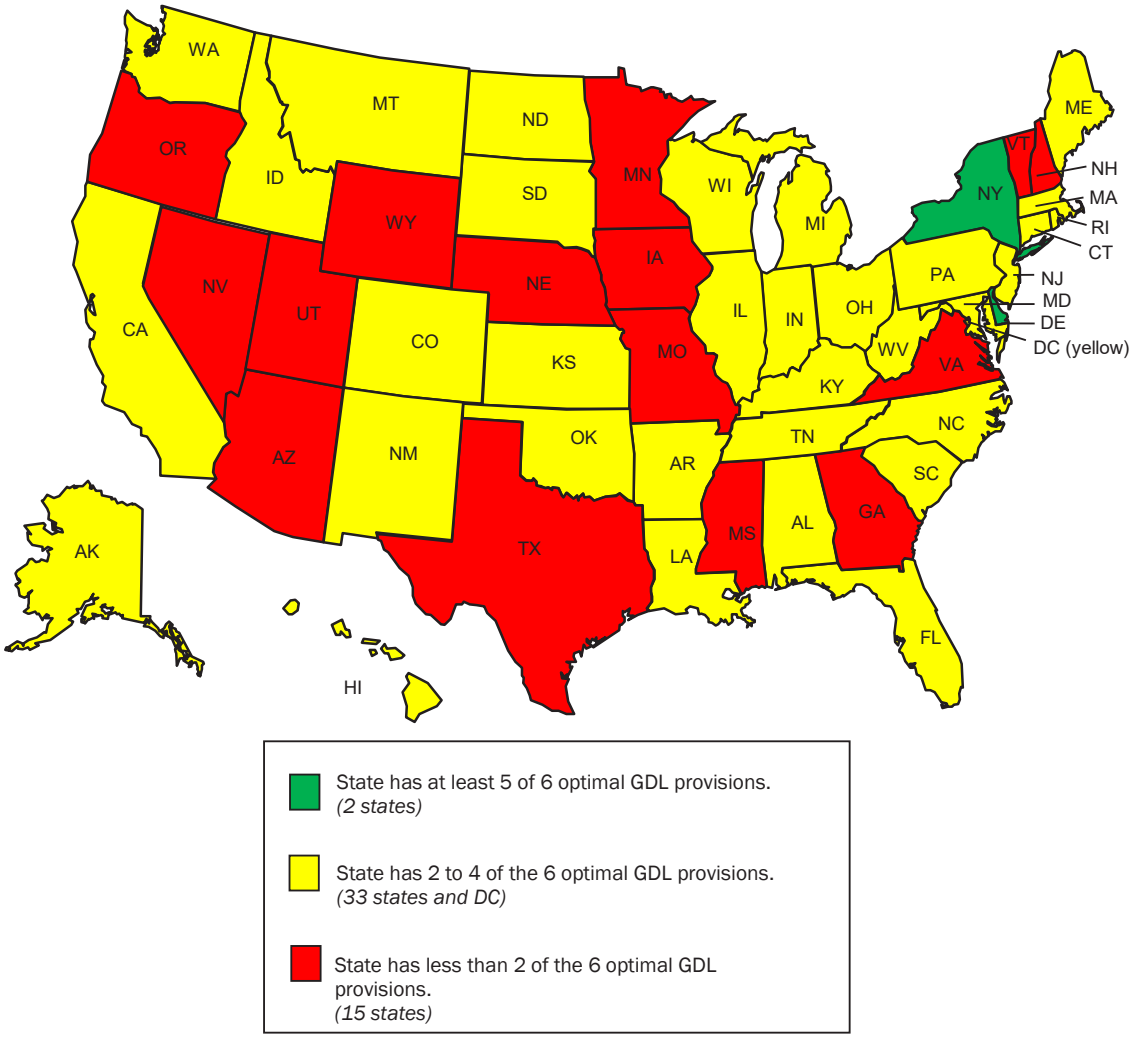
● = Optimal law
● = Good (both laws)
● = Caution (one of the two laws)
● = Danger (neither law)

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

Teen Driving:

Graduated Driver Licensing (GDL) Programs

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



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to pages 13-14 for law definitions. See "States at a Glance", beginning on page 41 to determine which laws states lack.

TEEN DRIVING LAWS

Motor vehicle crashes are a leading killer of teenagers residing in the U.S.

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.

4,356 people were killed in crashes involving young drivers (age 15 - 20) in 2019:

- 1,603 were young drivers;
- 880 were passengers of young drivers; and,
- 1,873 victims were pedestrians, pedalcyclists, and the occupants of the other vehicles involved in crashes with young drivers.

GDL programs, which introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings, have been effective in reducing teen crash deaths. In states that have adopted GDL programs, studies have found overall crash reductions among teen drivers of about 10% to 30%.

- When adjusted for inflation, the economic cost of police-reported crashes involving young drivers is estimated to be $60 billion.
- The crash rate for teen drivers (16- to 19-years) is three times that of drivers 20 and older, according to IIHS.
- Teenage motor vehicle crash deaths in 2016 occurred most frequently during the periods of 9 p.m. to 12 a.m. (18%), 6 p.m. to 9 p.m. (16%), and 3 p.m. to 6 p.m. and 12 a.m. to 3 a.m. (15% each). States with nighttime driving restrictions show crash reductions of up to 60% during restricted hours.
- Fatal crash rates are 21% lower for 15- to 17-year-old drivers when prohibited from having any teenage passengers in their vehicles, compared to when two or more passengers were permitted. A study by AAA found that when a teen driver has only teen passengers in their vehicle (as opposed to older passengers), the fatality rate for all people involved in a crash increased 51%.
- For 16- and 17-year-old drivers, research shows a 15% reduction in fatal crash rates associated with a limit of no more than one teen passenger for 6-months or longer, when compared to no limit on the number of passengers.
- Delaying the minimum age for obtaining a learner's permit was associated with lower fatal crash rates for 15- to 17-year-olds combined; a 1-year delay (e.g., from age 15 to 16) reduced the fatal crash rate by 13%.
- Research has found that a minimum holding period of at least five months reduces fatal crash rates. Extending the holding period to nine months to a year results in a 21% reduction in fatal crash rates.
- A survey conducted by IIHS shows that parents favor GDL laws that are as strict or even stricter than currently exist in any state. More than half think the minimum licensing age should be 17 or older.
- Almost three-quarters (74%) of teens approve of a single, comprehensive law that incorporates the key elements of GDL programs, according to a survey by the Allstate Foundation.

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

Teen Driving Laws

Older Novice Drivers: Studies have shown that GDL programs have contributed to a decline in teen driver crashes. However, older teen novice drivers need but are missing out on the safety benefits of GDL programs. Aging out of GDL is a problem because drivers who begin the licensing process at age 18, 19 or 20 still have a high crash risk due to inexperience and brain development.

Research from Children's Hospital of Philadelphia Center for Injury Research and Prevention and AAA shows that, "about one-third of all drivers are not licensed by age 18, and by age 21, about 20% of all young adults still are not licensed." A study showed that while GDL programs have likely contributed to a significant decline in teen driver crashes over the decade of 2005 to 2014, the improvements are not as strong for 18– to 20-year-olds who have aged out of GDL.

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

Administration of Driver Licensing Road Tests: In response to the COVID-19 pandemic, some states have chosen to suspend or waive road test requirements for novice drivers in order to maintain social distancing restrictions. The road test is the final barrier preventing prospective drivers who lack basic operational skills from advancing onto the roads. Eliminating this test without an alternative effective assessment in place greenlights under-prepared drivers and could result in numerous unintended consequences and increased risk for road users including highway patrol officers, truck drivers and road crews for whom our roads are their workplaces. If action must be taken, states should postpone, rather than waive, the requirement for novice drivers to take the road test. This will provide additional practice time for novices while supervised by an adult (the safest time for novice drivers), help to instill lifelong safe driving behaviors and ensure that only those who have attained the necessary skills are advanced to a provisional license.

Teen Driving Laws Rating Chart

Number of new teen driving laws since January 2021: One 50-Hours of Supervised Driving Provision (WI).

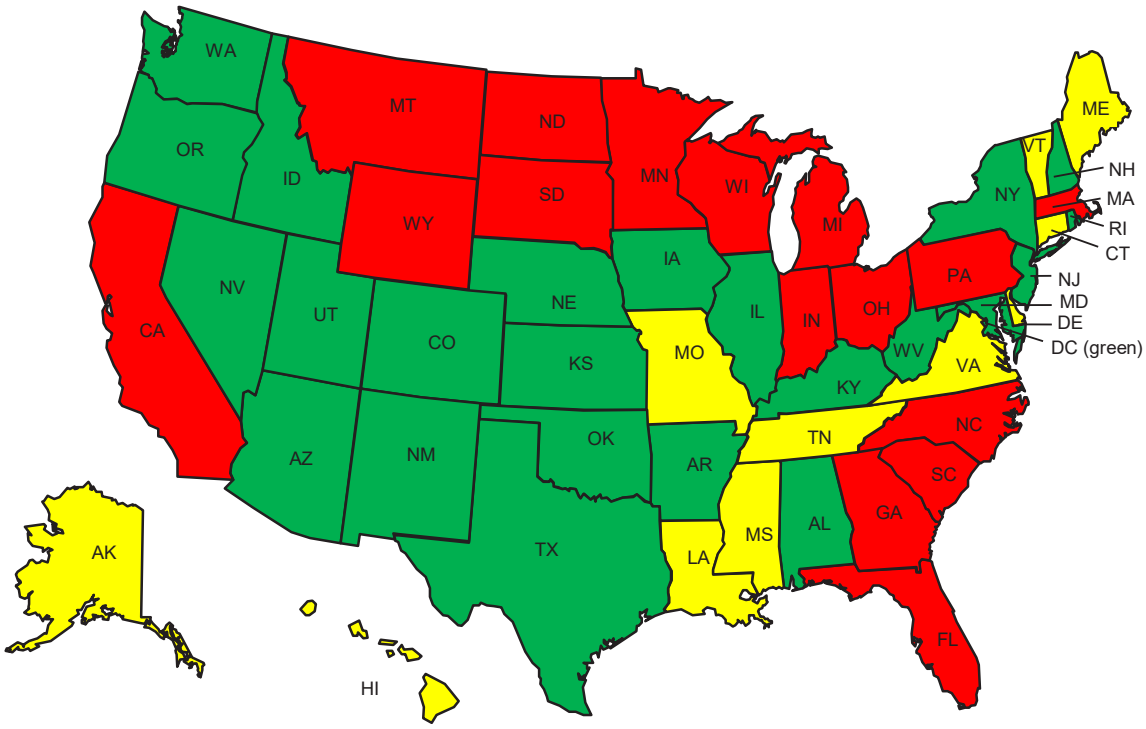
	Minimum Age 16 for Learner's Permit	6-Month Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	Rating
AL		●			●		🟡
AK		●			●		🟡
AZ		●					🔴
AR		●			●	●	🟡
CA		●	●				🟡
CO		●	●				🟡
CT	●				●		🟡
DE	●	●	●	●	●		🟢
DC	●	●			●		🟡
FL		●	●				🟡
GA		●					🔴
HI		●	●				🟡
ID		●	●	●			🟡
IL		●	●				🟡
IN		●	●		●		🟡
IA		●					🔴
KS		●	●	●			🟡
KY	●	●	●				🟡
LA		●	●				🟡
ME		●	●		●		🟡
MD		●	●				🟡
MA	●	●					🟡
MI		●	●	●	●		🟡
MN		●					🔴
MS		●					🔴
MO		●					🔴

	Minimum Age 16 for Learner's Permit	6-Month Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	Rating
MT		●	●				🟡
NE		●					🔴
NV		●					🔴
NH					●		🔴
NJ	●	●			●	●	🟡
NM		●	●		●		🟡
NY	●	●	●	●	●		🟢
NC		●	●	●	●		🟡
ND		●		●			🟡
OH		●	●		●		🟡
OK		●	●	●	●		🟡
OR		●					🔴
PA	●	●	●				🟡
RI	●	●	●		●		🟡
SC		●		●			🟡
SD		●	●	●	●		🟡
TN		●	●		●		🟡
TX		●					🔴
UT		●					🔴
VT		●					🔴
VA		●					🔴
WA		●	●				🟡
WV		●		●			🟡
WI		●	●		●		🟡
WY			●				🔴
Total	8+ DC	47+ DC	27	11	19+ DC	2	

● = Optimal law
🟢 = Good (At least 5 optimal provisions)
🟡 = Caution (Between 2 and 4 optimal provisions)
🔴 = Danger (Less than 2 optimal provisions)
(No credit is given for laws that are subject to secondary enforcement for any GDL provision or that is exempted based on driver education)

Impaired Driving

Ignition Interlock Devices for All Offenders
Child Endangerment Law
Open Container Law



State has all 3 optimal impaired driving laws.
(23 states and DC)

State has optimal IID law in addition to one of either child endangerment or open container laws.
(11 states)

State has 1 or 0 optimal impaired driving laws. Further, any state without an optimal IID law is red, regardless of the number of other laws.
(16 states)

Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 14 for law definitions. See "States at a Glance", beginning on page 41, to determine which laws states lack.

Impaired Driving Laws

Preliminary estimates from 2020 show a 9% increase in police-reported alcohol involvement crashes.

Impaired driving remains a serious safety threat, accounting for nearly 30% of all traffic deaths in the U.S.

- Each day in America, nearly 30 people are killed in drunk driving crashes on average.
- Alcohol-involved crashes (where the highest BAC was over .08%) resulted in $44 billion in economic costs and $201 billion in comprehensive costs to society.

More still needs to be done to reduce the number of impaired drivers on our roads.

- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, data has shown that the average first offender will have driven drunk 87 times before getting arrested for the first time.
- According to the CDC, adult drivers drank too much and got behind the wheel approximately 111 million times in 2016, which equates to more than 300,000 incidents of drinking and driving each day.
- Drivers with a BAC of .08% or higher involved in fatal crashes were nearly five times more likely to have a prior conviction for driving while intoxicated (DWI) than were drivers with no alcohol.

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

.05% BAC Laws

At .05% BAC, a driver exhibits signs of cognitive and physical impairment including reduced coordination and ability to track moving objects, difficulty steering, and diminished response to emergency driving situations. Approximately 100 countries have some type of .05% or lower BAC policy. If all states lowered the BAC limit while driving to .05%, the U.S. could experience an 11% or greater decline in fatal alcohol-involved crashes, saving 1,790 lives annually. Driving at .05% BAC or higher is dangerous and public health researchers, experts, a coalition of safety advocates and the NTSB agree that state laws lowering BAC will reduce the horrific toll of deaths and injuries caused by drunk driving. While not yet rated in this report, all states should adopt a .05% BAC law to prevent drunk driving and save lives.

Marijuana Impaired Driving

States are advancing measures to permit marijuana use, medical, recreational or both. A June 2021 IIHS study found the "combined effect of legalization and retail sales was a statistically significant 5.9% increase in injury crash rates and a nonsignificant 3.8% increase in fatal crash rates." However, similar to prior studies, it only looked at overall fatality rates and did not specifically identify marijuana impaired crashes. While it is definitive that marijuana impairment impacts driving ability, questions regarding the causal link between legalization of marijuana for recreational use and crashes remain. When drug and alcohol use are combined, known as "polyuse," impairment can be amplified. Our priorities to curb impaired driving include requirements for advanced vehicle safety technology; research to identify a causal link between marijuana use, impairment and crashes; improved data collection and analysis; and, the development of verified roadside testing technology and an impairment standard for marijuana (noting that current research does not support a per se level).

IGNITION INTERLOCK DEVICES FOR ALL OFFENDERS

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

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

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

Currently, IIDs are mandatory for all offenders, including first time offenders, in 34 states and DC.

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

Child Endangerment Laws

In 2019, 204 children age 14 and younger were killed in crashes involving an alcohol-impaired driver. It is estimated that 46 million to 102 million drunk driving trips are made each year with children under the age of 15 in the vehicle, according to a national telephone survey sponsored by NHTSA in 1999. According to the AAA Foundation for Traffic Safety, 76.3% of respondents support laws preventing the transport of a minor by a driver who has consumed alcohol.

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

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

Currently, 48 states and DC have enacted child endangerment laws that create a separate offense or increase penalties for people who drive while impaired with children in their vehicle.

Open Container Laws

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

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

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

In an effort to encourage states to comply with the federal law, states that are non-compliant have 2.5% of certain federal highway construction funds diverted to highway safety programs that fund alcohol-impaired driving counter-measures and law enforcement activities. This federal requirement is known as “redirection,” and provides that states do not lose any funding, but some federal funds are diverted to other designated safety programs. Redirection has been ineffective as an incentive for encouraging lagging states to enact strong open container laws compared to federal laws that have withheld federal aid highway construction funds for non-compliance. The use of sanctions resulted in uniform adoption in every state of laws setting a minimum 21 drinking age, zero BAC for underage drinking and driving, and a .08% BAC law.

Currently, 39 states and DC have open container laws that meet federal requirements.

Impaired Driving Laws Rating Chart

Number of new impaired driving laws since January 2021: None.

	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating		All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	Rating
AL	●	●	●	●	MT		●	●	●
AK	●	●		●	NE	●	●	●	●
AZ	●	●	●	●	NV	●	●	●	●
AR	●	●	●	●	NH	●	●	●	●
CA		●	●	●	NJ	●	●	●	●
CO	●	●	●	●	NM	●	●	●	●
CT	●	●		●	NY	●	●	●	●
DE	●	●		●	NC		●	●	●
DC	●	●	●	●	ND		●	●	●
FL		●	●	●	OH		●	●	●
GA		●	●	●	OK	●	●	●	●
HI	●	●		●	OR	●	●	●	●
ID	●	●	●	●	PA		●	●	●
IL	●	●	●	●	RI	●	●	●	●
IN		●	●	●	SC		●	●	●
IA	●	●	●	●	SD			●	●
KS	●	●	●	●	TN	●	●		●
KY	●	●	●	●	TX	●	●	●	●
LA	●	●		●	UT	●	●	●	●
ME	●	●		●	VT	●		●	●
MD	●	●	●	●	VA	●	●		●
MA		●	●	●	WA	●	●	●	●
MI		●	●	●	WV	●	●	●	●
MN		●	●	●	WI		●	●	●
MS	●	●		●	WY		●		●
MO	●	●		●	Total	34+ DC	48+ DC	39+ DC	

STATUS OF STATE LAWS

23 states and DC have all three optimal impaired driving laws.

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

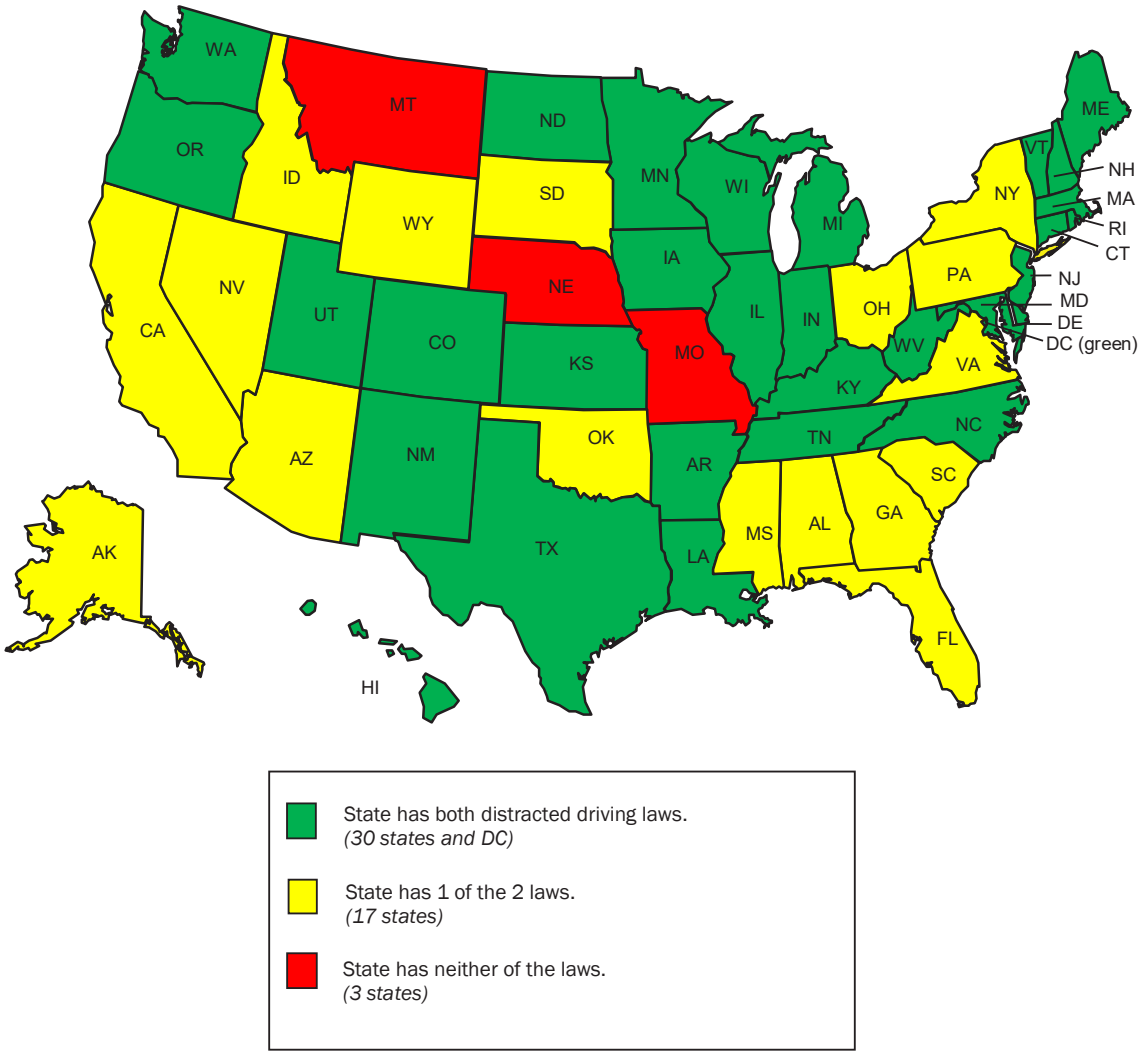
34 states and DC have optimal IID laws; 16 states do not.

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

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

DISTRACTED DRIVING

All-Driver Text Messaging Restriction
GDL Cell Phone Restriction



Note: No credit is given for laws that are subject to secondary enforcement. Please refer to page 14 for law definitions. See "States at a Glance", beginning on page 41 to determine which laws states lack.

DISTRACTED DRIVING LAWS

my central jersey
PART OF THE USA TODAY NETWORK

Opinion: Driver Distraction Requires Solutions
By: Cathy Chase and Jeffrey Beck (Selective Insurance Company of America), April 19, 2021

"As a driver, bicyclist or pedestrian, it's nearly impossible to escape being next to drivers whose eyes are glued to screens instead of the road...distracted driving is a constant, widespread occurrence – a public safety crisis on our roadways."

In 2019, 3,142 people were killed in crashes involving a distracted driver, a 9.9% increase from the previous year. Additionally, crashes in which at least one driver was identified as being distracted imposed an economic cost of $40 billion in 2010, which equates to $48 billion when adjusted for inflation. However, issues with underreporting crashes involving cell phones remain because of gaps in police crash report coding, database limitations, and other challenges. It is clear from an increasing body of research, studies and data that the use of electronic devices for telecommunications (such as mobile phones and text messaging), telematics and entertainment can easily distract drivers from the driving task.

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

- Research has shown that because of cognitive distraction, the behavior of drivers using mobile phones (hand-held or hands-free) is equivalent to the behavior of drivers at the threshold of the legal limit for alcohol. Further, research has shown mental distraction can last up to 27 seconds after dialing or texting.
- Sending or receiving a text message causes the driver's eyes to be off the road for an average of 4.6 seconds. When driving 55 miles per hour, this is the equivalent of driving blind the entire length of a football field.
- Nearly 9% of fatalities in crashes in 2019 were reported as distraction-affected crashes. However, as noted above, there are problems with underreporting.
- A 2016 survey conducted by State Farm found that accessing the internet, reading and updating social media networks on a cell phone while driving more than doubled from 2009 to 2016. Additionally, about 10% of those surveyed in 2016 also were playing games on a cell phone while driving.
- Four out of ten respondents claimed to have been hit or nearly hit as a result of a distracted driver, according to a survey by Nationwide Insurance.
- Nine percent of drivers 15- to 20-years-old involved in a fatal crash were reported distracted at the time of the crash in 2019, the latest year for which data is available. This age group has the largest proportion of drivers who were distracted.
- More than 80% of teens said they use their smartphones while driving, according to a report by State Farm.
- The CDC's Youth Risk Behavior Surveillance System found that nearly 40% of high school students who drove in the past 30 days reported sending a text or email while driving in 2019.
- When answering a survey, 92% of respondents supported state laws banning texting or emailing while driving.

Currently, 46 states and DC ban text messaging for all drivers.

Given the rapid growth of smart phone capability and usage and the broadening range of distracting electronic communication platforms and options (including apps, social media, gaming, video chatting), device use may now be accomplished without holding or consistently physically engaging with a device (voice-to-text and/or dash mounted option). Laws that ban hand-held device use yet broadly permit hands-free use, including distracted viewing activities, exacerbate cognitive and visual distraction and are a growing concern. Advocates is undertaking a detailed analysis and review of state distracted driving laws that may affect our ratings in future Roadmap Reports. Additionally, we are reanalyzing past state action on distracted driving laws to ensure continued compliance with Advocates' optimal law criteria.

31 states and DC have a GDL cell phone restriction.

DISTRACTED DRIVING LAWS RATING CHART

Number of new distracted driving laws since January 2021: None.

	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction	Rating		All-Driver Text Messaging Restriction	GDL Cell Phone Restriction	Rating
AL	●		🟡	MT			🔴
AK	●		🟡	NE			🔴
AZ	●		🟡	NV	●		🟡
AR	●	●	🟢	NH	●	●	🟢
CA	●		🟡	NJ	●	●	🟢
CO	●	●	🟢	NM	●	●	🟢
CT	●	●	🟢	NY	●		🟡
DE	●	●	🟢	NC	●	●	🟢
DC	●	●	🟢	ND	●	●	🟢
FL	●		🟡	OH		●	🟡
GA	●		🟡	OK	●		🟡
HI	●	●	🟢	OR	●	●	🟢
ID	●		🟡	PA	●		🟡
IL	●	●	🟢	RI	●	●	🟢
IN	●	●	🟢	SC	●		🟡
IA	●	●	🟢	SD	●		🟡
KS	●	●	🟢	TN	●	●	🟢
KY	●	●	🟢	TX	●	●	🟢
LA	●	●	🟢	UT	●	●	🟢
ME	●	●	🟢	VT	●	●	🟢
MD	●	●	🟢	VA	●		🟡
MA	●	●	🟢	WA	●	●	🟢
MI	●	●	🟢	WV	●	●	🟢
MN	●	●	🟢	WI	●	●	🟢
MS	●		🟡	WY	●		🟡
MO			🔴	Total	46+ DC	31+ DC	

STATUS OF STATE LAWS

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

Two states have yet to adopt an all-driver text messaging restriction (MO and MT) and two states have laws that are only subject to secondary enforcement (NE and OH).

31 states and DC have an optimal GDL cell phone restriction.

● = Optimal law
🟢 = Good (both laws)
🟡 = Caution (one of the two laws)
🔴 = Danger (neither law)

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

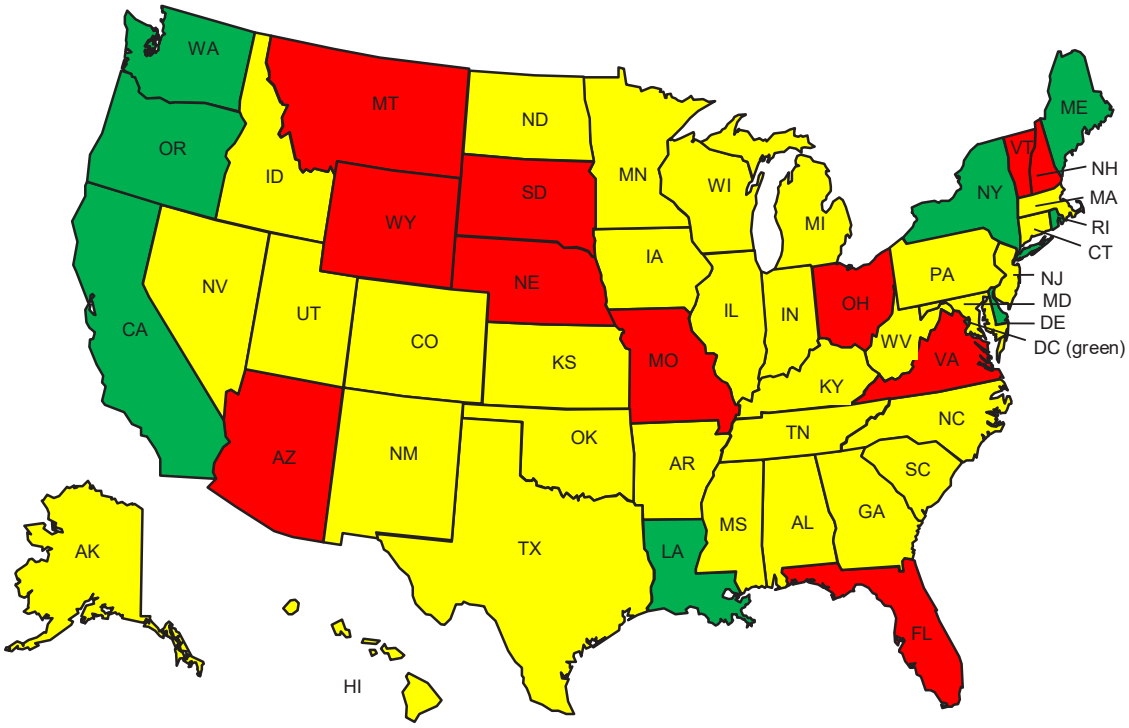
Overall State Ratings Based on Number of Laws

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

Credit is given *only* when the law meets Advocates' optimal law recommendations (see pages 13-14 for law definitions). No credit is given for laws that are subject to secondary enforcement or have a driver education exemption.

The overall rating takes into consideration whether a state has the recommended occupant protection laws. No state without a primary enforcement seat belt law covering passengers in all seating positions (front and rear), or that has repealed an existing all-rider motorcycle helmet law within the previous 10 years, is eligible for a green overall rating, regardless of the number of other laws it has. This weighting is to emphasize the significance of comprehensive primary enforcement seat belt laws and all-rider motorcycle helmet laws in saving lives and reducing injuries.

Overall State Ratings Based on Number of Laws



Ratings Chart		
Color	**Number of Laws**	**Definition**
Green *(8 states and DC)*	11 to 16, with both (front and rear) primary enforcement seat belt laws, ***or*** 9 or more, with both (front and rear) primary enforcement laws and all-rider helmet law	State is significantly advanced toward adopting all of Advocates' recommended optimal laws
Yellow *(31 states)*	6 to 10, with both (front and rear) primary enforcement seat belt laws, ***or*** 7 and above, without both (front and rear) primary enforcement seat belt laws	State needs improvement because of gaps in Advocates' recommended optimal laws
Red *(11 states)*	Fewer than 7, without both (front and rear) primary enforcement seat belt laws	State falls dangerously behind in adoption of Advocates' recommended optimal laws

Overall State Ratings Based on Number of Laws

	Occ. Protection			CPS		Teen Driving Laws						Impaired Driving			Distraction			
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction	Total Number of Laws 2022	Overall Safety Rating 2022
Alabama	●		●				●			●		●	●	●	●		8	
Alaska	●	●					●			●		●	●		●		7	
Arizona							●					●	●	●	●		5	
Arkansas	●						●			●	●	●	●	●	●	●	9	
California	●	●	●	●	●		●	●					●	●	●		10	
Colorado							●	●				●	●	●	●	●	7	
Connecticut	●			●		●				●		●	●		●	●	8	
Delaware	●	●				●	●	●	●	●		●	●		●	●	11	
District of Columbia	●	●	●	●		●	●			●		●	●	●	●	●	12	
Florida	●						●	●					●	●	●		6	
Georgia	●		●		●		●						●	●	●		7	
Hawaii	●	●					●	●				●	●		●	●	8	
Idaho							●	●	●			●	●	●	●		7	
Illinois	●	●		●			●	●				●	●	●	●	●	10	
Indiana	●	●					●	●		●			●	●	●	●	9	
Iowa	●						●					●	●	●	●	●	7	
Kansas	●						●	●	●			●	●	●	●	●	9	
Kentucky	●	●				●	●	●				●	●	●	●	●	10	
Louisiana	●	●	●	●			●	●				●	●		●	●	10	
Maine	●	●		●	●		●	●		●		●	●		●	●	11	
Maryland	●		●		●		●	●				●	●	●	●	●	10	
Massachusetts			●		●	●	●						●	●	●	●	8	
Michigan	●				●		●	●	●	●			●	●	●	●	10	
Minnesota	●	●			●		●						●	●	●	●	8	
Mississippi	●	●	●				●					●	●		●		7	
Missouri							●					●	●				3	
Montana							●	●					●	●			4	

● = Optimal law

Overall State Ratings Based on Number of Laws

	Occ. Protection			CPS		Teen Driving Laws						Impaired Driving			Distraction			
	Primary Enforcement Front Seat Belt Law	Primary Enforcement Rear Seat Belt Law	All-Rider Motorcycle Helmet Law	Rear Facing Through Age 2 Law	Booster Seat Law	Minimum Age 16 for Learner's Permit	6 Mo. Holding Period Provision	50 Hours of Supervised Driving Provision	Nighttime Driving Restriction Provision	Passenger Restriction Provision	Age 18 Unrestricted License	All-Offender Ignition Interlocks	Child Endangerment Law	Open Container Law	All-Driver Text Messaging Restriction	GDL Cell Phone Restriction	Total Number of Laws 2022	Overall Safety Rating 2022
Nebraska			●	●			●					●	●	●			6	●
Nevada			●	●			●					●	●	●	●		7	●
New Hampshire										●		●	●	●	●	●	6	●
New Jersey	●		●	●	●	●	●			●	●	●	●	●	●	●	13	●
New Mexico	●	●					●	●		●		●	●	●	●	●	10	●
New York	●	●	●	●		●	●	●	●	●		●	●	●	●		13	●
North Carolina	●		●				●	●	●	●			●	●	●	●	10	●
North Dakota					●		●		●				●	●	●	●	7	●
Ohio							●	●		●			●	●		●	6	●
Oklahoma	●			●			●	●	●	●		●	●	●	●		10	●
Oregon	●	●	●	●	●		●					●	●	●	●	●	11	●
Pennsylvania				●		●	●	●					●	●	●		7	●
Rhode Island	●	●		●	●	●	●	●		●		●	●	●	●	●	13	●
South Carolina	●	●		●			●		●				●	●	●		8	●
South Dakota							●	●	●	●				●	●		6	●
Tennessee	●		●				●	●		●		●	●		●	●	9	●
Texas	●	●			●		●					●	●	●	●	●	9	●
Utah	●	●			●		●					●	●	●	●	●	9	●
Vermont			●				●					●		●	●	●	6	●
Virginia			●	●			●					●	●		●		6	●
Washington	●	●	●	●			●	●				●	●	●	●	●	11	●
West Virginia	●		●		●		●		●			●	●	●	●	●	10	●
Wisconsin	●	●					●	●		●			●	●	●	●	9	●
Wyoming								●					●		●		3	●
Total Number with Optimal Law	34+ DC	20+ DC	18+ DC	16+ DC	14	8+ DC	47+ DC	27	11	19+ DC	2	34+ DC	48+ DC	39+ DC	46+ DC	31 +DC		
Total Number Missing Optimal Law	16	30	32	34	36+ DC	42	3	23+ DC	39+ DC	31	48+ DC	16	2	11	4	19		

● = Optimal law

STATES AT A GLANCE

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

- The number of people killed in motor vehicle crashes in each state for the year 2019, as reported by NHTSA;
- The total number of fatalities over the past 10 years, as reported by NHTSA;
- The annual economic cost of motor vehicle crashes to the state, as reported in *The Economic and Societal Impact of Motor Vehicle Crashes, 2010* (NHTSA) and adjusted for inflation, (See chart on page 6);
- The state's background color represents its overall rating (Green, Yellow or Red) based on the chart on pages 39 and 40 of this report; and,
- A list of the optimal lifesaving laws that the state has not enacted, based on Advocates' definitions on pages 13 and 14 as discussed in this report.

States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 13 and 14).

- **Only 8 states and DC** (CA, DE, LA, ME, NY, OR, RI and WA) **received a Green rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.**
- **31 states** (AL, AK, AR, CO, CT, GA, HI, ID, IL, IN, IA, KS, KY, MD, MA, MI, MN, MS, NV, NJ, NM, NC, ND, OK, PA, SC, TN, TX, UT, WV and WI) **received a Yellow rating, indicating that improvement is needed because of gaps in Advocates' recommended optimal laws.**
- **11 states** (AZ, FL, MO, MT, NE, NH, OH, SD, VT, VA and WY) **received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal laws.**

Abbreviation Key (Explanation for Laws Needed):

S = Highway Safety Law is **Secondary** Enforcement
(Advocates gives no credit for any law that is subject to secondary enforcement.)
DE = **Driver Education** exemption included in the GDL provision
(Advocates gives no credit for any GDL provision that is exempted based on driver education.)
Stronger preceding a law = Indicates state has a law but it does not meet optimal criteria

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

ALABAMA

2019 Fatalities: **930**
10-Year Fatality Total: **9,059**
Annual Economic Cost Due to Motor Vehicle Crashes: **$5.400 Billion**

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

ALASKA

2019 Fatalities: **67**
10-Year Fatality Total: **686**
Annual Economic Cost Due to Motor Vehicle Crashes: **$715 Million**

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

ARIZONA

2019 Fatalities: **981**
10-Year Fatality Total: **8,867**
Annual Economic Cost Due to Motor Vehicle Crashes: **$5.050 Billion**

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

ARKANSAS

2019 Fatalities: **505**
10-Year Fatality Total: **5,311**
Annual Economic Cost Due to Motor Vehicle Crashes: **$2.880 Billion**

Highway Safety Laws Needed in Arkansas:
Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction

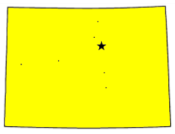
California

2019 Fatalities: **3,606**
10-Year Fatality Total: **33.223**
Annual Economic Cost Due to Motor Vehicle Crashes: **$24.141 Billion**

Highway Safety Laws Needed in California:
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction (Without S)

Colorado

2019 Fatalities: **596**
10-Year Fatality Total: **5,372**
Annual Economic Cost Due to Motor Vehicle Crashes: **$5.038 Billion**



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

Connecticut

2019 Fatalities: **249**
10-Year Fatality Total: **2,736**
Annual Economic Cost Due to Motor Vehicle Crashes: **$5.891 Billion**

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

Delaware

2019 Fatalities: **132**
10-Year Fatality Total: **1,149**
Annual Economic Cost Due to Motor Vehicle Crashes: **$826 Million**

Highway Safety Laws Needed in Delaware:
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Age 18 for Unrestricted License
Open Container Law

District of Columbia

2019 Fatalities: **23**
10-Year Fatality Total: **244**
Annual Economic Cost Due to Motor Vehicle Crashes: **$1.037 Billion**

Highway Safety Laws Needed in Washington, D.C.:
Booster Seat Law
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

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

FLORIDA

2019 Fatalities: **3,183**
10-Year Fatality Total: **27,720**
Annual Economic Cost Due to Motor Vehicle Crashes: **$12.977 Billion**

Highway Safety Laws Needed in Florida:
Primary Enforcement Seat Belt Law (Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

GEORGIA

2019 Fatalities: **1,491**
10-Year Fatality Total: **13,533**
Annual Economic Cost Due to Motor Vehicle Crashes: **$13.022 Billion**

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

HAWAII

2019 Fatalities: **108**
10-Year Fatality Total: **1,080**
Annual Economic Cost Due to Motor Vehicle Crashes: **$697 Million**

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

IDAHO

2019 Fatalities: **224**
10-Year Fatality Total: **2,132**
Annual Economic Cost Due to Motor Vehicle Crashes: **$1.070 Billion**

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

ILLINOIS

2019 Fatalities: **1,009**
10-Year Fatality Total: **9,926**
Annual Economic Cost Due to Motor Vehicle Crashes: **$13.140 Billion**

Highway Safety Laws Needed in Illinois:
All-Rider Motorcycle Helmet Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

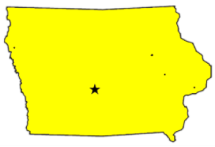
INDIANA

2019 Fatalities: **809**
10-Year Fatality Total: **8,046**
Annual Economic Cost Due to Motor Vehicle Crashes: **$7.696 Billion**

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

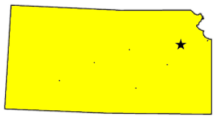
IOWA

2019 Fatalities: **336**
10-Year Fatality Total: **3,461**
Annual Economic Cost Due to Motor Vehicle Crashes: **$2.641 Billion**



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

KANSAS



2019 Fatalities: **411**
10-Year Fatality Total: **4,018**
Annual Economic Cost Due to Motor Vehicle Crashes: **$2.952 Billion**

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

KENTUCKY

2019 Fatalities: **732**
10-Year Fatality Total: **7,369**
Annual Economic Cost Due to Motor Vehicle Crashes: **$5.267 Billion**

Highway Safety Laws Needed in Kentucky:
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

LOUISIANA

2019 Fatalities: **727**
10-Year Fatality Total: **7,344**
Annual Economic Cost Due to Motor Vehicle Crashes: **$6.870 Billion**

Highway Safety Laws Needed in Louisiana:
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

MAINE

2019 Fatalities: **157**
10-Year Fatality Total: **1,518**
Annual Economic Cost Due to Motor Vehicle Crashes: **$1.573 Billion**

Highway Safety Laws Needed in Maine:
All-Rider Motorcycle Helmet Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

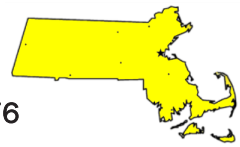
MARYLAND

2019 Fatalities: **521**
10-Year Fatality Total: **5,032**
Annual Economic Cost Due to Motor Vehicle Crashes: **$5.403 Billion**

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

MASSACHUSETTS

2019 Fatalities: **334**
10-Year Fatality Total: **3,576**
Annual Economic Cost Due to Motor Vehicle Crashes: **$7.044 Billion**



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

MICHIGAN

2019 Fatalities: **985**
10-Year Fatality Total: **9,644**
Annual Economic Cost Due to Motor Vehicle Crashes: **$11.588 Billion**

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

MINNESOTA

2019 Fatalities: **364**
10-Year Fatality Total: **3,828**
Annual Economic Cost Due to Motor Vehicle Crashes: **$3.690 Billion**

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

MISSISSIPPI

2019 Fatalities: **643**
10-Year Fatality Total: **6,428**
Annual Economic Cost Due to Motor Vehicle Crashes: **$3.281 Billion**

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

MISSOURI

2019 Fatalities: **880**
10-Year Fatality Total: **8,506**
Annual Economic Cost Due to Motor Vehicle Crashes: **$6.712 Billion**

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

MONTANA

2019 Fatalities: **184**
10-Year Fatality Total: **1,989**
Annual Economic Cost Due to Motor Vehicle Crashes: **$1.084 Billion**

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

NEBRASKA

2019 Fatalities: **248**
10-Year Fatality Total: **2,189**
Annual Economic Cost Due to Motor Vehicle Crashes: **$1.563 Billion**

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

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

NEVADA

2019 Fatalities: **304**
10-Year Fatality Total: **2,920**
Annual Economic Cost Due to Motor Vehicle Crashes: **$2.388 Billion**

Highway Safety Laws Needed in Nevada:
Primary Enforcement Seat Belt Law (Front & Rear)
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Nighttime Restriction (Without S)
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
GDL Cell Phone Restriction

NEW HAMPSHIRE

2019 Fatalities: **101**
10-Year Fatality Total: **1,156**
Annual Economic Cost Due to Motor Vehicle Crashes: **$1.659 Billion**

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

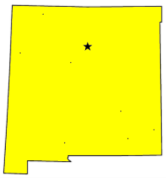
NEW JERSEY

2019 Fatalities: **559**
10-Year Fatality Total: **5,779**
Annual Economic Cost Due to Motor Vehicle Crashes: **$15.468 Billion**

Highway Safety Laws Needed in New Jersey:
Primary Enforcement Seat Belt Law (Rear)
GDL - Supervised Driving Requirement
GDL - Stronger Nighttime Restriction

NEW MEXICO

2019 Fatalities: **424**
10-Year Fatality Total: **3,661**
Annual Economic Cost Due to Motor Vehicle Crashes: **$2.136 Billion**



Highway Safety Laws Needed in New Mexico:
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

NEW YORK

2019 Fatalities: **931**
10-Year Fatality Total: **10,873**
Annual Economic Cost Due to Motor Vehicle Crashes: **$18.405 Billion**

Highway Safety Laws Needed in New York:
Booster Seat Law
GDL - Age 18 for Unrestricted License (Without DE Exemption)
GDL Cell Phone Restriction

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

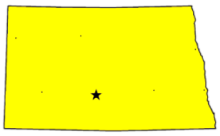
North Carolina

2019 Fatalities: **1,373**
10-Year Fatality Total: **13,473**
Annual Economic Cost Due to Motor Vehicle Crashes: **$9.548 Billion**

Highway Safety Laws Needed in North Carolina:
Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders

North Dakota

2019 Fatalities: **100**
10-Year Fatality Total: **1,271**
Annual Economic Cost Due to Motor Vehicle Crashes: **$852 Million**



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

Ohio

2019 Fatalities: **1,153**
10-Year Fatality Total: **10,855**
Annual Economic Cost Due to Motor Vehicle Crashes: **$12.223 Billion**

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

Oklahoma

2019 Fatalities: **640**
10-Year Fatality Total: **6,704**
Annual Economic Cost Due to Motor Vehicle Crashes: **$3.513 Billion**

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

Oregon

2019 Fatalities: **489**
10-Year Fatality Total: **4,029**
Annual Economic Cost Due to Motor Vehicle Crashes: **$2.134 Billion**

Highway Safety Laws Needed in Oregon:
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Nighttime Restriction
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License

S = Secondary Enforcement

Pennsylvania

2019 Fatalities: **1,059**
10-Year Fatality Total: **12,099**
Annual Economic Cost Due to Motor Vehicle Crashes: **$7.063 Billion**

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

Rhode Island

2019 Fatalities: **57**
10-Year Fatality Total: **609**
Annual Economic Cost Due to Motor Vehicle Crashes: **$1.930 Billion**

Highway Safety Laws Needed in Rhode Island:
All-Rider Motorcycle Helmet Law
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License

South Carolina

2019 Fatalities: **1,001**
10-Year Fatality Total: **9,115**
Annual Economic Cost Due to Motor Vehicle Crashes: **$4.883 Billion**

Highway Safety Laws Needed in South Carolina:
All-Rider Motorcycle Helmet Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Supervised Driving Requirement
GDL - Stronger Passenger Restriction
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
GDL Cell Phone Restriction

South Dakota

2019 Fatalities: **102**
10-Year Fatality Total: **1,266**
Annual Economic Cost Due to Motor Vehicle Crashes: **$869 Million**

Highway Safety Laws Needed in South Dakota:
Primary Enforcement Seat Belt Law (Front & Rear)
All-Rider Motorcycle Helmet Law
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Age 18 for Unrestricted License
Ignition Interlocks for All Offenders
Child Endangerment Law
GDL Cell Phone Restriction (Without S)

S = Secondary Enforcement

TENNESSEE

2019 Fatalities: **1,135**
10-Year Fatality Total: **10,140**
Annual Economic Cost Due to Motor Vehicle Crashes: **$6.841 Billion**

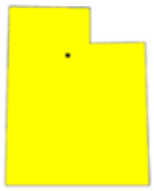
Highway Safety Laws Needed in Tennessee:
Primary Enforcement Seat Belt Law (Rear)
Rear Facing Through Age 2 Law
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Stronger Nighttime Restriction
GDL - Age 18 for Unrestricted License
Open Container Law

TEXAS

2019 Fatalities: **3,615**
10-Year Fatality Total: **34,784**
Annual Economic Cost Due to Motor Vehicle Crashes: **$20.575 Billion**

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

UTAH



2019 Fatalities: **248**
10-Year Fatality Total: **2,529**
Annual Economic Cost Due to Motor Vehicle Crashes: **$2.082 Billion**

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

VERMONT

2019 Fatalities: **47**
10-Year Fatality Total: **619**
Annual Economic Cost Due to Motor Vehicle Crashes: **$649 Million**

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

VIRGINIA

2019 Fatalities: **831**
10-Year Fatality Total: **7,727**
Annual Economic Cost Due to Motor Vehicle Crashes: **$6.034 Billion**

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

S = Secondary Enforcement

WASHINGTON

2019 Fatalities: **519**
10-Year Fatality Total: **4,958**
Annual Economic Cost Due to Motor Vehicle Crashes: **$5.395 Billion**

Highway Safety Laws Needed in Washington:
Booster Seat Law
GDL - Minimum Age 16 for Learner's Permit
GDL - Nighttime Restriction
GDL - Passenger Restriction
GDL - Age 18 for Unrestricted License

WEST VIRGINIA

2019 Fatalities: **260**
10-Year Fatality Total: **2,991**
Annual Economic Cost Due to Motor Vehicle Crashes: **$1.789 Billion**

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

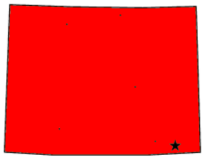
WISCONSIN

2019 Fatalities: **566**
10-Year Fatality Total: **5,759**
Annual Economic Cost Due to Motor Vehicle Crashes: **$5.488 Billion**

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

WYOMING

2019 Fatalities: **147**
10-Year Fatality Total: **1,288**
Annual Economic Cost Due to Motor Vehicle Crashes: **$951 Million**



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

DE = Driver Education

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SOURCE INFORMATION (CONT'D)

Thanks to the many individuals and organizations whose websites and staff provided background and state law information for the 2022 Roadmap of State Highway Safety Laws, including:

American Academy of Pediatrics (AAP)
www.aap.org

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

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

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

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

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

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

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

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

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

National Safety Council (NSC)
www.nsc.org

National Transportation Safety Board (NTSB)
www.ntsb.gov

Students Against Destructive Decisions (SADD)
www.sadd.org

U.S. Centers for Disease Control and Prevention (CDC)
www.cdc.gov

U.S. Department of Transportation (DOT)
www.transportation.gov

Advocates would like to recognize the dedication and commitment of our Board of Directors. Their support and safety leadership have resulted in adoption of laws, regulations and programs that are saving lives, preventing injuries and containing costs resulting from motor vehicle crashes.

Advocates would like to thank Cathy Barzey, Pete Daniels, Lisa Drew, Tara Gill, Allison Kennedy, Shaun Kildare, Peter Kurdock, and Kim Levinson for their contributions to the 2022 Roadmap of State Highway Safety Laws.

Also, special thanks to Jamie Douglas of DAYLIGHT for the cover design, Bill Bronrott of Bronrott Communications for assisting with publicity and media relations, and WindRose Media for event production.

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Advocates for Highway and Auto Safety
750 First Street, NE, Suite 1130
Washington, D.C. 20002
202-408-1711
Follow us on Twitter: @SafeRoadsNow

Key Area: Impaired Driving Prevention

The Impaired Driving Prevention Key Area will track strategies and action steps directly related to the prevention of fatalities and serious injuries due to alcohol- and drug-impaired driving.

Chair: Shannon Bryant, Nevada Traffic Safety Resource Prosecutor (TSRP)

Key Areas

	Safer Roads	Vulnerable Road Users	Safer Drivers and Passengers	Impaired Driving Prevention
Emphasis Areas	Safe Speed*	Pedestrians*	Occupant Protection*	Impaired Driving*
	Lane Departures*	Motorcyclists*	Older Drivers*	
	Intersections*	Bicyclists	Young Drivers*	
	Work Zones	Micromobility	Distracted Driving	
Emphasis Areas				

* = Critical Emphasis Area

Impaired Driving Action Plan

Chair: Shannon Bryant, Nevada Traffic Safety Resource Prosecutor

Vice Chair: Meg Matta, DPS-OTS

Strategy #1

Enhance driving under the influence (DUI) deterrence through improved criminal justice system response.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Rob Honea, OTS	DRE Call-out Program.	Program development, number of times implemented, cumulative statistics.
1.2	Doug Hedger, Nevada Judicial Outreach Liaison	Pursue legislation or rule change to mandate substance abuse assessments for all DUI offenders.	Legislative or rule change to implement.
1.3	Dani Hafeman, OTS	Expand ignition interlock usage by DUI offenders and revise requirements to eliminate loopholes in sanction application.	Number of DUI offenders installing ignition interlocks. Revise ignition interlock requirements.
1.4	Rob Honea, OTS	Expand 24/7 Sobriety Program to Clark County.	Implementation of a 24/7 program in Clark County.
1.5	Meg Matta, OTS	Support capacity of DUI Courts in Nevada and support education on best practices.	Recidivism rates
1.6	Shannon Bryant, TSRP	Improve the ability of the criminal justice system to effectively and appropriately manage impaired driving cases through coordination and education directed to prosecutors, toxicologists, law enforcement, and judges.	Conduct trainings for law enforcement, prosecutors, joint law enforcement/ prosecutors. Work with JOL to train judges. Develop online database of recorded and printed media (video presentations and brief banks). Present to judicial conferences.
1.7	Meg Matta, OTS	Work together with NHTSA Region 8 JOL to strengthen ties with the Nevada DUI Courts.	Increase meetings and collabroation.
1.8	Meg Matta, OTS	Establish and support a Nevada State JOL position.	Establishment of new program.
1.9	Meg Matta, OTS	Establish and support a Tribal Court Liaison.	Establishment of new program.
1.10	Shannon Bryant, TSRP	Implement recommendations from the 2020 Nevada Forensic Toxicoloy Lab Assessment.	Implement recommendations.

Strategy #2

Support training and education for law enforcement agencies and commit to high-visibility DUI enforcement.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Meg Matta, OTS; Carrie Krupp, OTS	Continue HVE DUI saturation patrols.	Number of HVE saturations. Increase number of arrests.
2.2	Carrie Krupp, OTS	Continue Joining Forces integrated impaired driving and seatbelt enforcement.	Number of integrated enforcement efforts. Increased arrests.
2.3	Rob Honea, OTS	Enhance law enforcement training in alcohol and drug detection and equipment training. Support and expand DRE and ARIDE training.	Number of officers trained in DRE and ARIDE.
2.4	TBD	Public awareness of impaired driving enforcement efforts.	Track public information or outreach efforts that focus on impaired driving.
2.5	OTS	Sustain Law Enforcement Liaison (LEL) program.	LEL Program is maintained.

Strategy #3

Improve understanding of impaired driving issues through better data.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Meg Matta, OTS	Improve alcohol- and drug-impaired driving data and testing.	Establish a process to collect more alcohol and drug related data.
3.2	Jan Morris, National Tribal Judicial Center	Obtain DUI court data on caseloads and recidivism.	Improved data on DUI court outcomes, or clarity on the overall percentage of DUI cases referred to specialty court.

Strategy #4

Improve primary prevention efforts aimed at driving under the influence or riding with an impaired driver.

Action Step #	Action Step Leader	Description	Output Measure
4.1	Meg Matta, OTS	Expand programmatic efforts toward DUI prevention.	Implement additional programs to address prevention.
4.2	Nick Nordyke, OTS	Provide education to young drivers regarding impaired driving.	Prevention efforts aimed at populations and areas at greatest risk.