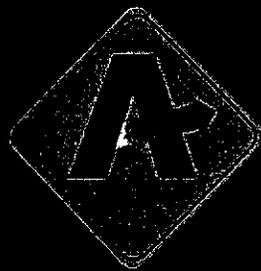
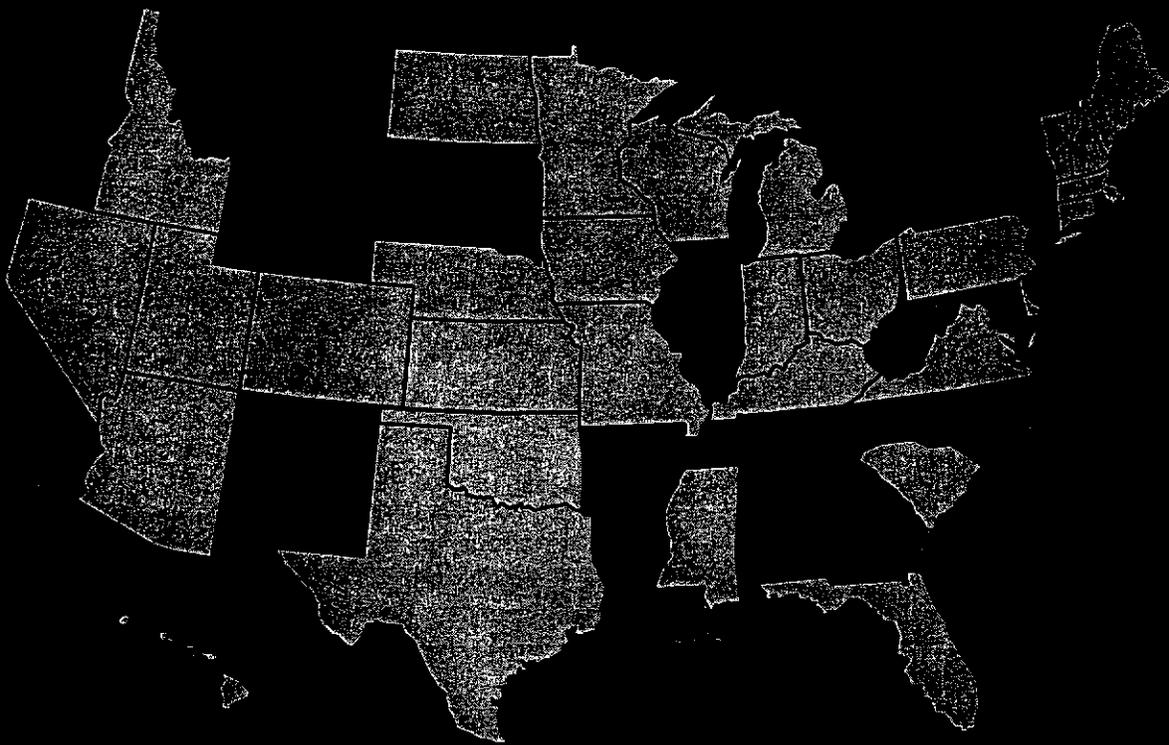


2005 ROADMAP TO STATE HIGHWAY SAFETY LAWS

*Roadwork Ahead:
The Unfinished Safety Agenda*



**ADVOCATES
FOR HIGHWAY
AND AUTO SAFETY**
www.saferoads.org

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A



TEEN DRIVING

*Give Teens More
Time to Learn*

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

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

Teen drivers are far more likely than other drivers to be involved in fatal crashes because they lack driving experience and tend to take greater risks due to their immaturity. According to NHTSA, young drivers (16 to 20 years old) were involved in approximately 1.6 million, or 26 percent of all automobile crashes (6.3 million) in 2003. Additionally, 8,984 people were killed in crashes involving young drivers. Of that number, 3,723 of those killed (41 percent) were the young driver.

National campaigns to increase seat belt use sponsored by the National Transportation Safety Board (NTSB) and NHTSA place specific emphasis on teens and young adults who are the least likely to buckle up and the most likely to die in a motor vehicle crash.

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

Researchers at Johns Hopkins University and the Insurance Institute for Highway Safety (IIHS) have found that passenger restrictions for young drivers could save hundreds of lives

each year. If 100 percent of teen drivers drove alone, rather than driving with other young passengers in the vehicle, 275 lives could be saved each year.

California's GDL program includes a complete learner's stage and a passenger restriction law. Teenage passenger deaths and injuries resulting from crashes involving 16-year-old drivers declined by 40 percent statewide from 1998 through 2000, the first three years of the program.

Also, Oregon's GDL program, which includes the optimal learner's stage and a passenger restriction law, has been effective for male teen drivers. According to NHTSA, those who completed the GDL program experienced 16 percent fewer crashes during their first year of driving than those male teens who had not received their license under the GDL system.

A 2001 Lou Harris Poll showed 92 percent supported a 6-month holding period and 95 percent supported at least 30-50 hours of practice driving with an adult. 74 percent supported passenger restrictions and supervised driving at night. Support for these provisions was surprisingly high among 18-20-year-old respondents.

On the following page, the four major provisions of a GDL program are explained. In this report, each provision is counted as its own law. To date, no state has all four optimal provisions recommended by Advocates.

Advocates' Recommendation:

All 4 of the optimal GDL provisions listed on the following page should be adopted by every state to reduce teen deaths and injuries.



TEEN DRIVING

Provisions of Advocates' Optimal Graduated Driver Licensing (GDL) Program

LEARNER'S STAGE

1. Six (6)-Month Holding Period

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

16 states do not have a six-month holding period.

2. 30-50 Hours of Supervised Driving

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

27 states do not require 30-50 hours of supervised driving.

INTERMEDIATE STAGE

3. Nighttime Restriction

Advocates' optimal intermediate stage GDL program restricts teen driving at night. Under this program, unsupervised driving is prohibited from at least 10:00 p.m. to 5:00 a.m. Advocates has not given credit to states that have allowed exemptions to this law including restrictions limited to shorter periods of time.

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

4. Passenger Restriction

A passenger restriction law under the intermediate stage of Advocates' optimal GDL program limits the number of teenage passengers that may accompany a teen driver without adult supervision to one non-familial teenage passenger.

29 states have no optimal passenger restriction.

***Motor vehicle crashes are the #1 killer of
American teenagers.***



TEEN DRIVING

Graduated Driver Licensing (GDL) Program

	6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Teen Driving Law Rating		6-Month Holding Period	30-50 Hrs. Supervised Driving	Nighttime Restriction	Passenger Restriction	Teen Driving Law Rating
AK	●	○	○	○	●	MI					●
AL	●	●	○	●	●	MO		○	○		●
AR	○	○			●	MS	○	●		●	●
AZ	●				●	MT		○	○	●	●
CA	●	●	○	●	●	NC	●		○	●	●
CO	●	●	○		●	ND	●	●	○	●	●
CT	○			●	●	NE	○	○	●	○	●
DE	●		●	○	●	NH	●		●	●	●
FL	●	●	○	●	●	IA	●				●
GA	●	●	○		●	ID	●	●	○		●
HI	○				●	IL	●	●	○	●	●
IA	○	●	●		●	IN	●	●	○		●
IL	○	○	○	●	●	KS	○	●	●	○	●
IN	○		○	●	●	KY	●	●	○	●	●
IA	●	○	○		●	LA	●			●	●
KS		●			●	MA	●		○	●	●
KY	●				●	MD	●	●		●	●
LA	●		○		●	ME	●	●	○	●	●
MA	●	●	○	●	●	MI	●	●		●	●
MD	○	●	○		●	MN	○	●	○	●	●
MA	●	○	○	●	●	MO	●	●	○	●	●
ME	●	●	○		●	NC	●	○	○	○	●
MI	●	●			●	ND	●	●	○	●	●
MN	●	●			●	NE	○				●
MO	●		●		●	NH					●
MS	●		○		●	IA	○				●
MT	●	○	○		●	IL	●				●

Number of Optimal Laws Adopted Since January 2004:
 One new passenger restriction
 One nighttime restriction
 One 30-50 hours supervised driving
 Three 6-month holding period provisions

No state has all 4 provisions of Advocates' optimal GDL program.

5 states have none of Advocates' optimal provisions.

1 state has no provisions for GDL.

17 states have only one of the optimal provisions.

16 states have 2 of 4 optimal provisions.

12 states and DC have 3 of 4 optimal provisions.

Holding Period - 5 states have no holding period; 34 states and DC have optimal provisions.

Supervised Driving - 15 states have no provision; 23 and DC have optimal provisions.

Nighttime Restriction - 13 states have no restrictions; 7 have optimal provisions.

Passenger Restriction - 24 states have no provision; 21 and DC have optimal provisions.

● = Optimal law ○ = Law does not satisfy Advocates' recommendations

● = Good ● = Caution ● = Danger



STATES AT A GLANCE

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

- A listing of the 14 key life-saving laws that the state has or does not have based on the laws defined and discussed in this report.
- The number of people killed in each state for the year 2003, as reported in the Fatality Analysis Reporting System (FARS) of the National Highway Traffic Safety Administration (NHTSA).
- The annual economic cost of motor vehicle crashes to the state, as reported by *The Economic Impact of Motor Vehicle Crashes 2000* (NHTSA) report.
- The state's background color represents its overall rating based on the rating chart on page 35 of this report.

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

- Only 13 states and DC received a "Green" rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.
- 31 states received a "Yellow" rating, showing advancement but with numerous gaps still in its highway safety laws.
- 6 states received a "Red" rating, indicating a dangerous lack of key laws.

MONTANA



HIGHWAY SAFETY LAWS NEEDED IN MONTANA:

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

CURRENT HIGHWAY SAFETY LAWS:

Mandatory BAC Test Law - Drivers Killed
 Mandatory BAC Test Law - Drivers Who Survive
 Repeat Offender Law
 Sobriety Checkpoints Law