

SPEEDING AND RED LIGHT RUNNING • OCCUPANT PROTECTION • CHILD PASSENGER SAFETY • YOUNG DRIVERS • IMPAIRED DRIVING • DISTRACTED DRIVING

IT'S GO-TIME FOR SAFER ROADS



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

2026 ROADMAP TO SAFETY



“NJM’s partnership with Advocates is to ensure that everyone who uses our roadways always returns home safely. This year’s *Roadmap to Safety* report shows us that with action, we can move closer to that goal. Thank you to the team at Advocates for dedicating yourselves to such a meaningful endeavor.”

ERICA ROSSO, NJM INSURANCE GROUP, 2026 INSURANCE CO-CHAIR

“There are few organizations that have as much of a direct impact on public safety as Advocates for Highway and Auto Safety. I have seen far too many preventable crashes in my time in law enforcement, but the solutions in the *Roadmap to Safety* give me hope that we can achieve an end to these tragedies.”

CHRIS OLSON, CHIEF OF POLICE, THE UNIVERSITY OF ARIZONA, MEMBER OF THE INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE (IACP), 2026 CONSUMER CO-CHAIR

“The *Roadmap to Safety* provides a clear, data-driven path to reducing preventable crashes and saving lives. Liberty Mutual is proud to support Advocates’ leadership in advancing policies that protect all road users and help safeguard communities across the country.”

BILL LYNCH, LIBERTY MUTUAL, 2026 INSURANCE VICE CHAIR

“For decades, the Center for Auto Safety has partnered with Advocates in our quest for safer vehicles and safer roadways. The *Roadmap to Safety* turns evidence into action by showing policymakers exactly what works to prevent crashes and save lives. We are proud to stand with Advocates in calling for the adoption of these lifesaving measures.”

MICHAEL BROOKS, EXECUTIVE DIRECTOR, CENTER FOR AUTO SAFETY, 2026 CONSUMER VICE CHAIR

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GLOSSARY OF ACRONYMS

ADVOCATES - Advocates for Highway and Auto Safety

AAA - American Automobile Association

AAP - American Academy of Pediatric

ABS - Anti-Lock Braking System

ADS - Automated Driving Systems

AE - Automated Enforcement

AEB - Automatic Emergency Braking

AI - Artificial Intelligence

ASE - Automated Speed Enforcement

AV - Autonomous Vehicle

BAC - Blood Alcohol Concentration

BSD - Blind Spot Detection

CDC - Centers for Disease Control and Prevention

CMV - Commercial Motor Vehicle

CPS - Child Passenger Safety

CRS - Congressional Research Service

DC - District of Columbia

DMS - Driver Monitoring System

DMV - Department of Motor Vehicles

DUI - Driving Under the Influence

DWI - Driving While Intoxicated

FCW - Forward Collision Warning

FMCSA - Federal Motor Carrier Safety Administration

FMVSS - Federal Motor Vehicle Safety Standard

GAO - Government Accountability Office

GDL - Graduated Driver Licensing

GDP - Gross Domestic Product

GHSA - Governors Highway Safety Association

HALT - Honoring Abbas Family Legacy to Terminate Drunk Driving

IACP - International Association of Chiefs of Police

IID - Ignition Interlock Device

IIHS - Insurance Institute for Highway Safety

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

ISA - Intelligent Speed Assistance

ITD - Impact Teen Drivers

LDW - Lane Departure Warning

LKA - Lane Keeping Assist

MADD - Mothers Against Drunk Driving

MPH - Miles Per Hour

NETS - Network of Employers for Traffic Safety

NHTSA - National Highway Traffic Safety Administration

NSC - National Safety Council

NTSB - National Transportation Safety Board

PVPD - Paradise Valley Police Department

SS4A - Safe Streets and Roads for All

SSA - Safe System Approach

U.S. DOT - United States Department of Transportation

V2X - Vehicle-to-Everything

VRU - Vulnerable Road User

IT'S GO-TIME FOR SAFER ROADS



In 2023, 40,901 people were killed in motor vehicle crashes on roadways in the United States. To provide some perspective, that is roughly equivalent to the entire population of cities like Littleton, Colorado; Jefferson City, Missouri; Concord, New Hampshire; or York, Pennsylvania being erased from the map each year. An additional 2.44 million people were injured, more than the entire population of New Mexico. The estimated annual economic cost of motor vehicle crashes this year hit \$439 billion, nearly the entire Real GDP of Tennessee in 2024. And, these tragedies are preventable. Clearly, it's go-time for safer roads.

While the number of deaths on American roadways has decreased slightly in the past few years, they remain 26% higher than their historic low point in 2011, and in several categories, we are headed in the wrong direction. For instance, more motorcycle riders died in 2023 than in the prior year – even more disconcerting – rider fatalities are at an all-time high since these figures started being tracked in 1975. Yet, Alabama, Maryland and West Virginia recently debated repeal of their all-rider helmet laws. The number of young drivers killed in crashes jumped 4.2% in 2023, and in 2025, Kentucky and North Carolina weakened elements of their GDL programs, which are proven to save lives.

In positive news, Virginia and Washington became the first states to pass laws to address speeding through use of ISA. Also, California, Hawaii and Minnesota began using automated enforcement for speeding and Connecticut for red light running. On the federal level, in January 2025, the Final Rule to require a seat belt use warning system for rear seats was issued. While we expect some challenges on the road to implementation, this is a crucial step forward.

But there is so much more that can and must be done. It is time for states to get going on all the leading issues and solutions offered in this report. 534 laws and provisions urgently need to be advanced in state capitals. On the federal level, discussions are already happening on reauthorization of the surface transportation bill set to expire in September 2026. Every reauthorization bill in recent history has included significant safety advances, and this one must as well. The Special Feature in this year's report is dedicated to this critical effort.

Lastly, we would like to acknowledge and thank the advocates we have featured in this year's report and others with whom we partner each year. They include people, organizations and safety groups representing consumers, medical professionals, law enforcement, emergency responders, public health officials, insurers and those who have tragically suffered the loss of someone to a preventable crash or themselves been injured. We are grateful for their perseverance and dedication to improving road safety for all.

Together, we all fervently affirm that it is go-time for safer roads. Lives are on the line. We cannot afford to wait.

A handwritten signature in black ink, appearing to read 'Catherine Chase'.

Catherine Chase
President
Advocates for Highway and Auto Safety

THE ISSUE

All road users should be able to depend on the safety, reliability and accessibility of our nation's roads and highways. Tragically, on average 112 people were killed and nearly 6,700 more were injured in crashes every day in 2023, the most recent year with finalized data. This amounted to a toll of 40,901 fatalities and 2.44 million injuries. While the fatality numbers have decreased slightly from the previous year, the number of injuries increased by 2.5%. Notable increases in fatalities occurred in several categories from 2022 to 2023, including bicyclists (4.4%), motorcycle riders (1.3%) and crashes involving young drivers (4.2%).

The number of fatalities remained historically high in 2024, as early estimates show 39,345 people were killed on U.S. roadways. While this is a much needed estimated decrease of 3.8% from the prior year, the fatality total is 20% higher than a decade earlier in 2014.

Speeding, impairment, distraction and not buckling up continue to be major factors contributing to crashes.

THE IMPACT

When compared internationally, in 2022, the U.S. had the third highest motor vehicle crash death rate (12.8 per 100,000 population) among 35 similarly developed countries. A study of 2023 fatalities of 24 similarly developed countries found the U.S. to be one of only five that experienced an increase in road deaths compared to the 2017-2019 annual average. A 2025 IIHS study compared roadway safety in Canada versus the U.S. between 2011 and 2021. It concluded that crash fatalities may have been lower in the U.S. had comparative laws targeting distracted driving, seat belt usage and more widespread use of speed safety cameras, been as widespread during those years as they were in Canada.

In addition to the enormous physical and emotional ramifications of motor vehicle crashes, the annual economic cost was \$340 billion in 2019 dollars. Updated for inflation only, that number rises to \$429 billion in 2025. When loss of life, pain and decreased quality of life are added to economic costs, it is estimated to exceed \$1.73 trillion. Moreover, according to NETS, based on incident data from 2018, motor vehicle crashes cost employers \$72.2 billion in direct crash-related expenses in 2019 dollars. Updated for inflation only, the cost jumps to \$92.5 billion in 2025.

EARLY ESTIMATES SHOW 39,345 PEOPLE WERE KILLED IN MOTOR VEHICLE CRASHES IN 2024

ANNUAL ECONOMIC COST OF MOTOR VEHICLE CRASHES

\$134 BILLION
Lost Workplace and Household Productivity

\$145 BILLION
Property Damage Costs

\$111 BILLION
Other Costs

\$39 BILLION
Present and Future Medical Costs

➔ **TOTAL = \$429 BILLION** ➔

Each person living in the U.S. essentially pays an annual "crash tax" of nearly \$1,258, accounting for inflation and population growth only

Note: These are 2019 figures that have been updated for inflation only

THE SOLUTIONS

Advocates pursues a comprehensive strategy to improve safety, which includes safe vehicles, safe road users, and safe road infrastructure.

SAFE VEHICLES



Safety technologies to prevent or mitigate crashes caused by numerous factors are available. Advancing safety standards for these technologies is one of the most effective strategies for preventing deaths and Injuries. The NHTSA has estimated that “from 1968 through 2019, federal safety standards have prevented more than 860,000 deaths, 49 million nonfatal injuries, and damage to 65 million vehicles.” During that time frame the comprehensive societal benefits amounted to \$17.3 trillion, using 2019 dollars.

The IIHS has demonstrated the effectiveness of vehicle safety technologies including AEB, rear AEB, LDW, BSD and features to ensure driver capability, often referred to as driver support/monitoring. The IIHS also has shown the potential significant benefits of impaired driving prevention technology. The NTSB has recommended driver monitoring systems to curb driver inattention in commercial vehicles, and also to address impaired driving in passenger vehicles.

Leading up to the next surface transportation reauthorization, mandates in current law for safety technologies including AEB, LDW/LKA, impaired driving prevention technology and “hot cars” prevention systems must be completed by the U.S. DOT. While their issuance of a Final Rule for AEB is a safety victory, the excessively long timeline to compliance and other challenges to it are problematic. We must build on the law’s progress and oppose any weakening.

We also support new requirements for ISA, driver support/monitoring systems, upgrades to prevent frontovers and technology to prevent crashes in blind spots as standard equipment on new vehicles. Many of these will also improve the safety of CMVs as well as comprehensive underride guards and should be standard on new large trucks. Additionally, the safety of school buses should be bolstered through technology and seat belts and requirements for ABS on new motorcycles would significantly reduce the rate of fatal crashes as demonstrated by IIHS.

SAFE ROAD USERS



Advocates’ focus to improve traffic safety laws in all 50 states and D.C. includes the full range of motor vehicle occupants and vulnerable road users outside of vehicles. Our efforts are based on analysis of the latest government, nonprofit and private research, crash data and state experience. Through that analysis, we generate

a recommendation to adopt 18 critical optimal laws and provisions covering adult occupant protection, child passenger safety, teen and young adult novice drivers, impaired driving, distracted driving and automated enforcement to curb speeding and red light running. Our work includes advocating for the enactment of new laws, upgrading existing laws and opposing the repeal or weakening of current laws.

Advocates also supports federal measures designed to spur state action on traffic safety laws including effective federal incentive grant programs with accountability and oversight. When used appropriately, the withholding of state highway funds for inaction also has proven successful in advancing lifesaving upgrades including minimum 21 drinking age, zero tolerance for alcohol for youth, reducing the BAC limit to .08% and commercial driver licensing.

State traffic safety laws focused on curbing the leading crash factors, backed by consistent, clear and fair enforcement have been shown to deter dangerous driving and save lives.

SAFE ROAD INFRASTRUCTURE

SAFEST ROUTE

A comprehensive approach to roadway infrastructure design, safety features, maintenance and operations is required to prevent dangerous interactions and conflicts between road users and reduce the impact of crashes. Policies that take this approach, including a SSA and Complete Streets, have been shown to be effective.

The basis of the SSA is that people make mistakes and their ability to tolerate injury is limited. It focuses on six principles: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive and redundancy is crucial. The SSA focuses on five elements through which critical action should be taken: advancing safe road users, safe vehicles, safe speed, safe roads and post-crash care.

Prioritizing infrastructure improvements consistent with the SSA and Complete Streets policy are essential. Enhancing crosswalk visibility, adding medians and pedestrian refuge islands and implementing protected bike lanes and roundabouts where appropriate can help ensure everyone completes their trip safely. Reducing speed limits and infrastructure-based strategies, such as road diets, speed bumps and rumble strips, further support safer speeds, driver attention and collision reduction. Since its founding 36 years ago, Advocates has championed the core principles of the SSA and pursued a comprehensive approach. Adoption of these life-saving solutions will bring us closer to the ultimate goal of saving lives.

CRITERIA FOR THE 18 OPTIMAL LAWS AND PROVISIONS

Based on research from government, nonprofit and private sector sources as well as crash data and state experience, Advocates has determined the traffic safety laws listed below are critical to reducing deaths and injuries on our roadways. We monitor the latest research and updates to best practices to tailor our criteria accordingly each year. In regard to data, it should be noted that in reporting annual roadway fatalities and injuries, the U.S. DOT does not include non-traffic crashes and non-crash injuries and fatalities. Non-traffic crashes are all those occurring off of public roadways, for example, in private parking lots and driveways. Non-traffic, non-crash injuries and fatalities include occurrences involving vehicles, but not involving a crash, such as “hot car” deaths and carbon monoxide poisoning.

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, nor is credit given for laws subject to secondary enforcement. Similarly, GDL laws that allow driver education programs to replace compliance with provisions do not receive credit. Lastly, credit in the “Permits Automated Speed Enforcement by Law” or “Permits Automated Enforcement for Red Light Running by Law” categories is only given when a state law has been enacted that explicitly permits automated enforcement.



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.



Primary Enforcement Rear Seat Belt Law: Requires that all occupants in the rear seats 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.

All-Rider Motorcycle Helmet Law: Requires all motorcycle riders, regardless of age, to use a helmet that meets U.S. DOT standards.



CHILD PASSENGER SAFETY (CPS)

Rear Facing Through Age 2 or Older 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 attains age two and 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 in a rear seat. This usually occurs when the child is older than age eight and around 57 inches in height. The booster seat should be certified by the manufacturer to meet U.S. DOT safety standards.

Rear Seat Through Age 12 Law: Requires children aged 12 and younger to be properly restrained in a rear seat.



YOUNG DRIVERS

GDL programs allow teen drivers to learn to drive under lower risk conditions, and they consist of a learner’s stage, then an intermediate stage, before being granted an unrestricted license. The learner’s stage typically requires teen drivers to complete a minimum number of hours of adult-supervised driving to move to the next phase and drive unsupervised. The intermediate stage restricts teens from driving in high-risk situations for a specified time period before receiving an unrestricted license. Advocates rates state GDL laws on four key safety components aligned with the IIHS recommendations and identified in research and data analysis:

Minimum Ages for Learner’s Permit and Licensing: A beginning teen driver must be at least 16 years old to obtain a learner’s permit and 17 years old to obtain an unrestricted license.

70 Hours of Supervised Driving Provision: A beginning teen driver must receive at least 70 hours of behind-the-wheel training with an adult licensed driver.

CRITERIA FOR THE 18 OPTIMAL LAWS AND PROVISIONS

Nighttime Driving Restriction Provision: Prohibits unsupervised driving starting at 8 p.m.

Passenger Restriction Provision: Prohibits non-familial teen passengers from riding with a teen driver without adult supervision.



IMPAIRED DRIVING

All-Offender IIDs: Mandates the installation of ignition interlock devices on the vehicles of all convicted drunk driving offenders.

Open Container 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: Prohibits all drivers from writing, sending or reading a text message from any handheld or electronic data communication device, except in an emergency.

GDL Cell Phone Restriction: Prohibits all use of cellular devices (hand-held, hands-free and text messaging) by novice teen drivers, except in an emergency, for the entire duration of the GDL program.



SPEEDING AND RED LIGHT RUNNING

Permits Automated Speed Enforcement by Law: A state receives credit if it has enacted a law permitting the use of automated speed enforcement.



Automated Speed Enforcement in Use: A state receives credit if automated speed enforcement is in use within the jurisdiction.

Permits Automated Enforcement for Red Light Running by Law: A state receives credit if it has enacted a law permitting the use of automated red light camera enforcement.

Automated Red Light Enforcement in Use: A state receives credit if automated red light camera enforcement is in use within the jurisdiction.

STRATEGIES FOR SUCCESS

Advocates is an alliance of consumer, medical, public health, law enforcement and safety groups and insurance companies, trade associations and agents with a mission of preventing motor vehicle crashes, saving lives, reducing injuries and containing costs.

- **Federal Legislative:** Advocates leads efforts on Capitol Hill to advance priority safety measures by engaging Members of Congress, staff and key Congressional committees and proposing, drafting, analyzing and building support for safety legislation. We testify before Congress, submit written statements, prepare witnesses on safety issues, generate group letters and action alerts, lead coalitions and work collaboratively with safety partners, among other activities.
- **Federal Regulatory:** Advocates provides technical comments and safety information during the regulatory process to agencies including the U.S. DOT, NHTSA, FMCSA and others. We seek to influence agency actions and serve as an expert for government agencies.
- **State Legislative:** Advocates conducts extensive organizing and advocacy efforts in all 50 states and DC by meeting with legislators and their staffs, state DOTs and governors' offices, testifying before state legislatures, submitting testimony and letters to legislators and governors, working with coalition partners to develop strategies and coordinate efforts, and advancing other initiatives. Our efforts support positive traffic safety legislation and oppose the rollback of existing traffic safety laws.

All our program areas are supported by our efforts in the media, leadership roles on working groups and committees, and participation in events and conferences. Advocates has earned a reputation as a go-to expert on safety, and we harness opportunities to advance and support our legislative goals. Advocates' expertise is sought by government agencies, professional associations and other groups, and we frequently provide our analysis and recommendations in furtherance of our goals.

2025 ADVOCACY ACTIVITY

FEDERAL LEGISLATIVE

Advocates is sharply focused on ensuring safety improvements are incorporated in the next surface transportation reauthorization bill in anticipation of the IIJA expiring in September 2026, while continuing to protect and advance the safety directives advanced in the IIJA. Congressional committees held hearings on IIJA oversight, DOT and NTSB funding, roadway safety and proven vehicle safety technologies, the use of AI and vehicles equipped with ADS including AVs, trucking, and the next surface transportation reauthorization, for which Advocates testified or submitted letters. Advocates pushed for Congress and the DOT to advance proven safety measures including vehicle safety technologies and adopt safeguards for developing technology including AVs and AI when employed in traffic safety to ensure it is developed and deployed to protect public safety and deliver on promised societal benefits. Advocates also opposed anti-safety proposals to degrade, roll back or repeal existing legislative and regulatory protections, including those targeting Congressionally mandated upgrades and commercial motor vehicle safety rules.

FEDERAL REGULATORY

Advocates filed regulatory comments on issues including vehicle safety recalls, child restraint systems, AVs, FMVSS and commercial driver's license regulations, among others.

STATE LEGISLATIVE

Advocates promoted proven countermeasures to improve adult occupant protection, upgrade motorcycle rider safety, curb speeding and red light running, protect child passengers, advance the safety of teen and young adult novice drivers, prevent impaired driving and restrict use of cell phones and other electronic communications devices to avert distracted driving, while opposing weakening or repeals of such laws. Our efforts are in collaboration with local, state and national coalitions, organizations and victim and survivor advocates. Many bills take multi-session advocacy before advancing. In those instances, Advocates builds momentum for subsequent sessions.



ROAD TO REAUTHORIZATION



SAFETY MUST BE A KEY COMPONENT OF SURFACE TRANSPORTATION REAUTHORIZATION

In September 2026, the surface transportation reauthorization law, the IIJA (Pub. Law 117-58), will expire. Congress is in the process of determining provisions and funding levels in the next major surface transportation reauthorization legislation. This process provides a vital and necessary opportunity to encourage Congress to build on the broad safety progress made in the IIJA.

A comprehensive approach has been the cornerstone of Advocates' traffic safety efforts for more than 35 years. Advancing safety policy that targets the leading traffic safety dangers and employs research-verified solutions is the most effective means to realizing safe road users, safe vehicles and safe roadway environments.

Our focus remains on accelerating adoption of proven vehicle safety improvements, compelling states to pass comprehensive traffic safety laws — either by incentivizing them to do so with funds or, when incentives cease to be effective, withholding a portion of certain federal awards — and ensuring robust funding for roadway safety infrastructure improvements. This infrastructure funding should include direct access for localities to make improvements consistent with Complete Streets policy and the SSA, as has been demonstrated by grant programs such as the SS4A, among others.

While reductions in quarterly traffic fatalities have been consistent, data clearly illustrates urgency for prioritization of safety advances. More than 40,000 people were killed in traffic crashes in 2023, and early estimates for 2024 note a similar level.

As Congress identifies and advances their priorities for reauthorization, we urge the safety of all road users to be the leading concern in transportation policy initiatives. Congress must seize this opportunity to perpetuate the robust funding directed to lifesaving roadway infrastructure improvements, incentivize the adoption of proven traffic safety laws and build on vehicle safety gains, while rejecting measures to weaken or repeal essential safety laws and regulations. A comprehensive solution is necessary and timely to ensure meaningful reductions in traffic fatalities, injuries and costs. All road users deserve safe transportation.



ROAD TO REAUTHORIZATION

VEHICLES EQUIPPED WITH ADS, INCLUDING AVs

Looking to the future, vehicles equipped with an ADS and AVs may one day safely operate on public roads and realize potential societal benefits. However, to date this is far from being accomplished. To ensure that AVs are developed and deployed to support the safety of the public on public roads, to realize societal benefits and to mitigate known as well as foreseeable issues, Advocates led a broad group of stakeholders in the development of the AV Tenets. The AV Tenets are a people-and-safety-first approach and should be the basis of AV policy. These commonsense safeguards establish a baseline for safety upon which innovation can flourish.

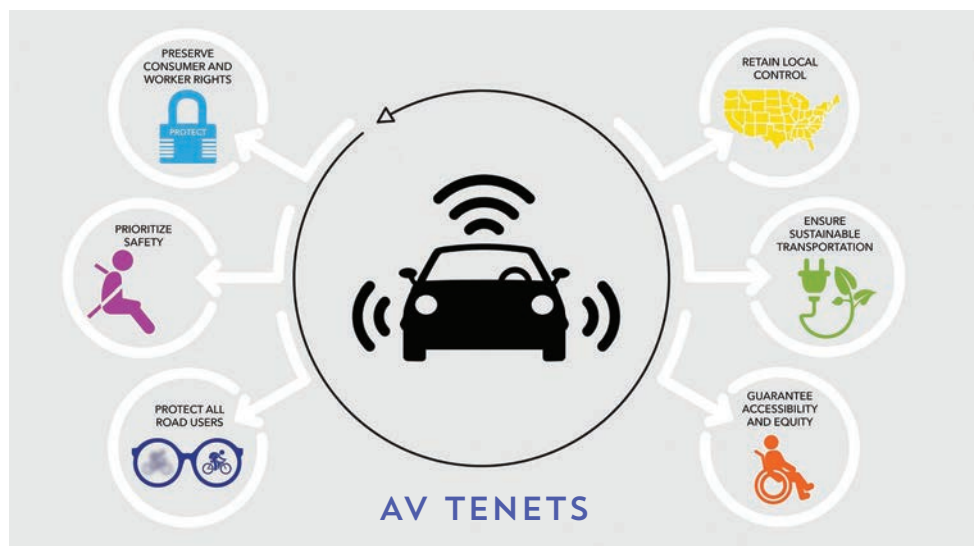
Federal AV Policy Dos

- Prioritize the safety of all road users.
- Guarantee accessibility for all.
- Preserve consumer and worker rights.
- Ensure local control and sustainable transportation.

Federal AV Policy Do Nots

- Exempt tens of thousands of AVs from current federal safety standards prior to issuance of new safety standards for the ADS and related issues including cybersecurity.
- Allow essential safety systems to be “turned off.”
- Fail to require adequate information be provided to regulators and the public.
- Preempt state laws and regulations in the absence of federal regulations.
- Lack safeguards to ensure promised societal benefits such as improved safety, mobility, equity and environmental outcomes, while protecting workers.
- Omit proper oversight for testing.
- Leave people with disabilities and older adults without an assurance of access and safety.
- Relegate action to advisory committees.

Diverse groups from across the country support the approach of AV Tenets. The public has repeatedly noted their concerns, but also affirm that their concerns could be adequately addressed by minimum government safety requirements. Let’s work together to ensure a safe future on our nation’s roadways.





OCCUPANT PROTECTION

PRIMARY ENFORCEMENT SEAT BELT LAWS

Issue

Seat belt use, reinforced by effective safety belt laws, is a proven lifesaver. Seat belts serve as the first line of defense against injury or death for vehicle occupants when crashes occur.

Impact

In 2023, nearly 24,000 passenger vehicle occupants died in motor vehicle crashes. Among passenger vehicle occupant fatalities that year, it is estimated that nearly half were unrestrained.

Solutions

Laws, Technology and Roadway Safety Infrastructure

Primary Enforcement Seat Belt Laws for All Occupants

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB and rear-cross traffic alert should be required.
- Rear seat belt reminders.

Road Safety Infrastructure Improvements and the SSA

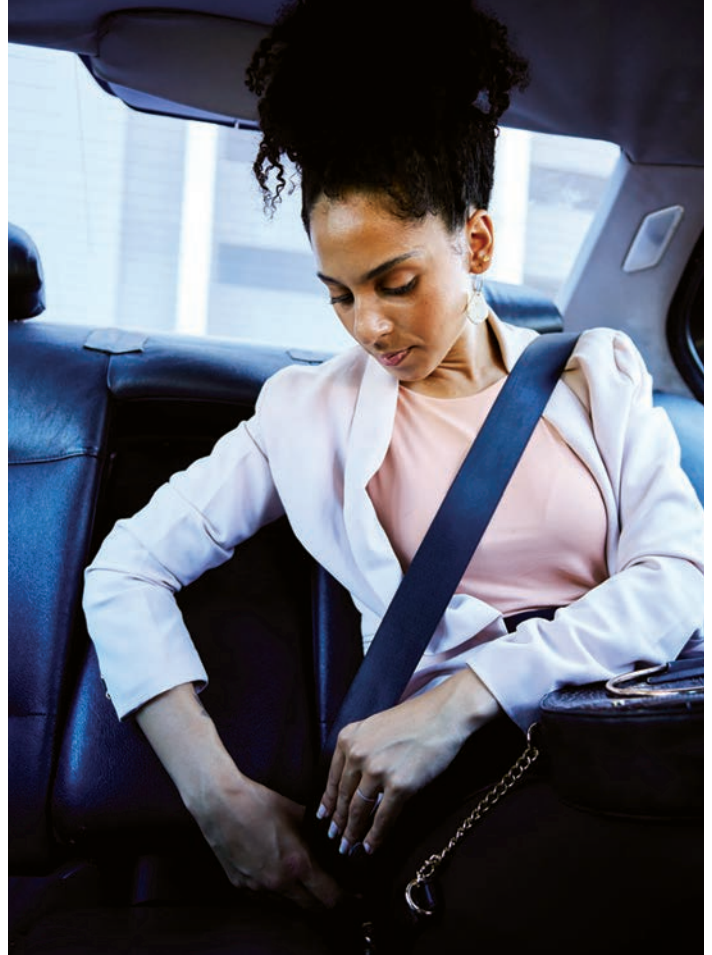


OCCUPANT PROTECTION

PRIMARY ENFORCEMENT SEAT BELT LAWS

The Facts

- From 1975 to 2019, seat belts saved over 403,000 lives and over \$2.5 trillion in economic costs.
- The NHTSA estimated that needless deaths and injuries resulting from non-use of seat belts cost society more than \$11 billion annually in medical care, lost productivity and other injury-related costs based on 2019 data. Updated for inflation alone, in 2025, the economic costs would be nearly \$13.9 billion.
- Non-restraint use 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. Updated for inflation only, costs to employers in 2025 dollars would be over \$9.3 billion.
- In 2023, among passenger vehicle occupant fatalities with known restraint use, 48% seated in the front row and 59% of those in the second row were unrestrained.
- In fatal crashes in 2023, 82% of passenger vehicle occupants who were totally ejected from the vehicle, were killed. Only 1% of the occupants reported to have been using restraints was totally ejected, compared with 25% of the unrestrained occupants.
- For passengers who survived fatal crashes in 2023, only 14% were unrestrained, whereas 49% of those who died lacked restraint use.
- NHTSA has identified a lack of seat belt use as one of “three major behavioral factors” contributing to the death toll on U.S. roads.
- The use of seat belts in passenger vehicles saved an estimated 14,653 lives nationwide in 2019. An additional 2,398 lives would have been saved in 2019 if all unrestrained passenger vehicle occupants had worn their seat belts.
- Rear seat passengers are more than twice as likely to die in a crash if they are unbelted.
- Passenger vehicle occupants are not buckling up in the rear seat as much as they are in the front seat, with rear seat belt use over 10% lower than in the front seat, according to data from 2023.
- An IIHS poll found nearly 40% of people surveyed sometimes did not buckle up in the rear seat because no law requires it. If such a law existed, 60% of poll respondents said it would convince them to use seat belts in the back seat.



- Where restraint use was known, in 2023, rear seat restraint use by passenger vehicle occupants killed in traffic crashes (41%) was lower than front seat restraint use (52%). Unbelted rear seat passengers pose a serious threat to the driver and other vehicle occupants, as well as themselves. Unbelted rear seat passengers are referred to as “back seat bullets” because 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.
- The chance of death for a belted driver seated directly in front of an unrestrained passenger in a serious head-on crash was 2.27 times higher than if seated in front of a restrained passenger.

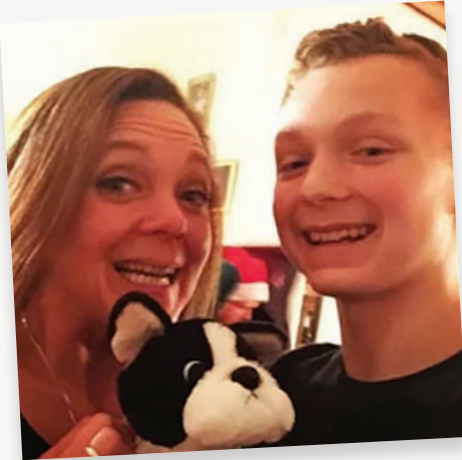


OCCUPANT PROTECTION

PRIMARY ENFORCEMENT SEAT BELT LAWS

Advocacy

Mother Fights to Keep All Passengers Safe



Left: Christy King and Christopher King. Center: Christopher. Right: Christopher and friends.

Turning Tragedy into Change: Christy King's Fight for Seat Belt Safety

Christopher King, the beloved 18-year-old son of Christy King, was known for his outgoing personality and big heart. Just after graduating high school in 2020, he spent the 4th of July holiday camping and fishing with friends. During the trip, a friend arrived with a new convertible Mustang, and the group eagerly piled in for a ride. The driver, however, was high, was not wearing his glasses and was on probation. He then drove 40 mph over the speed limit when he lost control and hit a ditch. Christopher did not have his seat belt on and was thrown from the vehicle and died. The three other vehicle occupants were wearing their seatbelts and survived.

Christy King has channeled her grief into advocacy, working tirelessly to champion laws that require seat belt usage for all vehicle occupants. Her work includes visiting schools to speak with teens and lobbying lawmakers at the state capitol for safety upgrades. Virginia did not require

adults in the back seat to buckle up and Christy set out to change that. Thanks to her unwavering efforts, The Christopher King Seatbelt Law was enacted on March 24, 2025, and went into effect on July 1, 2025, days before the fifth anniversary of Christopher's death. The law requires rear seat passengers to wear a seat belt just as front seat occupants have long been required to do so.

Looking to 2026

Each year, thousands of people like Christopher King lose their lives due to injuries sustained in crashes while not wearing a seat belt and thousands more suffer debilitating injuries. To prevent these tragedies, Christy continues to advocate for seat belt requirements and educate the public about the new law while sharing her family's story. She will continue to look for opportunities to partner with organizations, including Advocates, to promote traffic safety solutions, including taking the next step to upgrade Virginia's seat belt law to primary enforcement.



"After Tragic Losses, Mothers Push for Stronger Driving Laws in Virginia"

1/31/25



OCCUPANT PROTECTION

ALL-RIDER MOTORCYCLE HELMET LAWS

Issue

Motorcycles are the most hazardous form of motor vehicle transportation.

Impact

In 2023, 6,335 motorcycle riders were killed. This is the highest fatality total in a single year since data collection began in 1975.

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

All-Rider Helmet Requirements Are Effective, Reduce Costs and are Supported by the Public—— According to a GAO report, “laws requiring all motorcyclists to wear helmets are the only strategy proved to be effective in reducing motorcyclist fatalities.”

Safety Technology to Prevent Motorcycle Crashes

- Proven collision avoidance systems in vehicles including AEB, LDW, BSD, rear AEB and rear-cross traffic alert should be required to detect and safely respond, as appropriate, to VRUs including motorcycle riders.
- Motorcycle (ABS) were associated with a 22% reduction in the rate of fatal crash involvements, according to IIHS research, and should be required as standard equipment.

Road Safety Infrastructure Improvements and the SSA



OCCUPANT PROTECTION

ALL-RIDER MOTORCYCLE HELMET LAWS

The Facts

- In 2023, when helmet use was known, 35% of motorcycle riders killed were not wearing a helmet.
- IIHS calculated that between 1976 and 2022, over 22,000 additional lives could have been saved if all states had all-rider motorcycle helmet laws.
- The observed use rate of U.S. DOT-compliant helmets among motorcycle riders was nearly 83% in states with all-rider helmet laws, compared to only 66% in other states in 2023.
- Motorcycle helmets reduce the risk of head injury by 69% and the risk of death by 42%.
- Annually, motorcycle crashes cost nearly \$17 billion in economic impacts and \$107 billion in societal harm as measured by comprehensive costs based on 2019 data. Updated for inflation alone, in 2025, the economic costs would be over \$21 billion in economic impacts, and over \$135 billion in societal harm.
- Serious injuries and fatalities accounted for 83% of total comprehensive costs of motorcycle crashes, compared to 60% of the total comprehensive costs of all motor vehicle crashes.
- According to NHTSA, in 2023, there were 8.6 times as many unhelmeted fatalities (1,937) in states without a universal helmet law compared to states with a universal helmet law (225).
- In states without all-rider helmet laws, 51.1% of motorcycle riders killed in 2023 were not wearing helmets, compared to 9.7% in states with such laws.
- In Michigan, which repealed its all-rider helmet law in 2012, there would have been 26 fewer motorcycle crash deaths (a 21% reduction) that year if the helmet mandate was still in place, according to the University of Michigan Transportation Research Institute. Additionally, in the remainder of the year after the helmet repeal was enacted, only 74% of motorcycle riders involved in crashes were helmeted, compared to 98% in the same time period of the previous four years.



- According to the American Academy of Pediatrics, in states with only youth-specific helmet laws, helmet use has decreased, and youth mortality has increased. Serious traumatic brain injury among young riders was 38% higher in states with only age-specific laws compared to states with all-rider helmet laws.
- All-rider motorcycle helmet law repeal efforts, which promote motorcycle education and training requirements, fail to meet the safety benefit provided by a universal helmet law. There is no scientific evidence that motorcycle rider training reduces crash risk.



OCCUPANT PROTECTION

ALL-RIDER MOTORCYCLE HELMET LAWS

Advocacy

Crunching the Numbers to Reduce Motorcycle Fatalities and Injuries



Researcher Identifies Safety Solutions

Eric Teoh loves a challenge. Despite viewing math as intimidating while in high school, the Alabama native chose mathematics as his major at the University of Alabama at Birmingham. He thrived and in just four years had both a bachelor's and master's degree in the subject.

In 2006, Eric joined the IIHS, which is an independent, nonprofit scientific and educational organization dedicated to reducing deaths, injuries and property damage from motor vehicle crashes through research and evaluation and through education of consumers, policymakers and safety professionals. He is now the director of statistical services at IIHS.

Some of the most vital research Eric has done is on motorcycle safety. His 2024 study "The human cost of allowing unhelmeted motorcycling in the United States" found that if every state had all-rider motorcycle helmet laws from 1976 to 2022, over 22,000 lives would have been saved. He also has conducted studies on the effectiveness

of ABS on motorcycles. The most recent one in 2022, found that ABS was associated with a 22% reduction in the rate of motorcycle driver fatal crash involvements.

Saving lives is the lodestar for Eric's work. He also notes that there is no single panacea for traffic safety, so every countermeasure is important.

Looking to 2026

In 2026, Eric will continue his safety research and promoting IIHS's 30x30 vision to reduce fatalities 30% by 2030 (www.iihs.org/30x30). While IIHS does not engage in lobbying, Advocates frequently uses their research in our outreach efforts, particularly when advocating for enactment of all-rider motorcycle helmet use laws and opposing their repeal at the state level, and in seeking a requirement and performance standard for ABS on new motorcycles at the federal level. IIHS previously submitted petitions for rulemaking to NHTSA in 2013 and 2023 on this topic. We look forward to new research from Eric and our continued collaboration with the IIHS team.

Newsweek

"Study Suggests Stricter Motorcycle Helmet Laws Would Have Prevented Deaths"

10/16/24



CHILD PASSENGER SAFETY

Issue

The best way to protect child passengers is to place them in the back seat, restrained by a properly installed child safety seat, booster seat or safety belt, as appropriate for their age, size and development.

Impact

In 2023, 1,019 children, defined as age 14 and younger, were killed in traffic crashes. Motor vehicle crashes are among the leading causes of death for children in the U.S.

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

Comprehensive State Laws to Incentivize Proper Child Safety Seat and Seat Belt Use

Safety Technologies and Improved Safety Standards Can Protect Children and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW/LKA, BSD with intervention, rear AEB and rear-cross traffic alert should be required to detect and safely respond, as appropriate, to VRUs including children.
- Occupant detection and alert technology to prevent hot car incidents.
- Rear seat belt reminders.
- Technology to prevent frontovers and vehicle changes to improve direct vision. A frontover can occur when a driver cannot see a VRU including children and hits or drives over them at a low speed. Updated hood and bumper standards to make crashes with VRUs more survivable for those outside the vehicle and changes to improve a driver's direct vision of the roadway environment are needed.
- An updated safety standard to prevent seatback collapse.
- Side impact protection for children.

Road Safety Infrastructure Improvements and the SSA



CHILD PASSENGER SAFETY

The Facts



- Across all age groups, injury risk is lowest (less than 2%) when children are placed in an age-appropriate restraint in the rear seat.
- When used properly, child safety seats reduce fatal injury by 71% for infants and 54% for toddlers in passenger cars.
- Appropriate child safety seats and restraints are very effective in preventing fatalities and injuries:
 - 47% effective in preventing fatalities for ages 1-3 in all crashes;
 - 43% effective in preventing fatalities for ages 3-5 in all crashes; and,
 - 67% effective in preventing serious to critical injuries for ages 5-8 in all crashes.
- According to the AAP, infants and toddlers are at a particularly high risk of head and spine injuries in motor vehicle crashes because of their relatively large heads and structural features of the neck and spine. By supporting the entire head and spine, a rear-facing car seat provides optimal support during a crash.
- 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 45%, according to the Children's Hospital of Philadelphia Center for Injury Research and Prevention, and the Center for Clinical Epidemiology and Biostatistics at the University of Pennsylvania.
- Once a child has outgrown a child safety seat and can properly use the vehicle's seat belt, they should remain buckled in the rear seat through age 12. This is consistent with recommendations from groups including American Academy of Pediatrics, CDC, IIHS and NHTSA.
- A December 2024 poll commissioned by Advocates found that 62% of respondents are "extremely" or "very concerned" about a lack of seat belt or child safety seat use on our roadways.



CHILD PASSENGER SAFETY

Advocacy

State Representative Leads Fight to Save Young Lives



Rep. Marc Lee Champions Child Safety with Education and Reform

Representative Marc Lee embodies the values of public service, bringing over 30 years of experience as a firefighter, child passenger safety technician and community leader to the Montana Legislature. As a founding member of the Butte-Silver Bow Fire Department’s Child Passenger Safety Program, Rep. Lee educates families, first responders and health professionals about the importance of properly restraining children in vehicles.

That commitment culminated in the enactment of House Bill (HB) 586, which Rep. Lee sponsored and worked with colleagues in both chambers to pass. HB 586 updates Montana’s child passenger safety law, to better reflect best practices which take into account a child’s growth and development. The new law provides guidelines based on age, size and developmental needs, and includes a requirement that the youngest passengers, ages two and younger, ride in a rear facing safety seat, which research shows is safest for that age group.

Looking to 2026

As Montanans are now required to follow the new law, which took effect in October, Rep. Lee remains focused on making child passenger safety a priority through robust public education and continued legislative progress. In 2026 he will work closely with the Montana Department of Transportation and law enforcement agencies to ensure widespread awareness of the importance of the new requirements. His goal is not just compliance, but also cultural change—helping families across Montana understand that the way children are restrained in vehicles can mean the difference between life and death.

Looking ahead to the next legislative session, Rep. Lee is exploring ways to strengthen Montana’s overall road safety framework, including improving seat belt laws and revisiting distracted driving legislation. He also hopes to build on the success of HB 586 by promoting policies that reflect the latest data and technology in injury prevention. With a lifetime of public service and a deep commitment to protecting the most vulnerable, Rep. Lee will continue to advocate for commonsense laws that save lives.

Daily **Montanan**

“Montana Updates Child Car Seat Laws to Include Different Ages, Stages”

5/29/25



YOUNG DRIVERS

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

Issue

Teen and young adult novice drivers are more likely to be involved in fatal crashes because they lack driving experience and tend to take greater risks.

Impact

In 2023, motor vehicle crashes were the leading killer of teens in the U.S. In crashes involving young drivers (age 15-20), fatalities totaled 5,588, an increase of 27.3% from before the recent pandemic (2019).

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

GDL programs introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- IIHS has found that if all vehicles in crashes with teen drivers were equipped with front crash prevention FCW and/or AEB, LDW/LKA and blind spot monitoring, 32% of crashes involving a teen driver, 27% of injured teen drivers and 36% of teen driver deaths could be prevented.

Road Safety Infrastructure Improvements and the SSA



YOUNG DRIVERS

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

The Facts

- The estimated economic cost of police-reported crashes involving young drivers 15-20 years old was \$40.8 billion in 2002. Updated for inflation alone, in 2025, the economic costs would be \$72.1 billion.
- The fatal crash rate per mile driven is nearly three times as high for 16- to 19-year-olds as it is for ages 20 and over. Risk is highest at ages 16-17.
- Nearly 66% of teenage motor vehicle crash deaths in 2023 occurred between the hours of 3 p.m. and 3 a.m. The hours of 9 p.m. to midnight accounted for 20% of fatalities alone, the period of 6 p.m. to 9 p.m. accounted for 16%, and the period of midnight to 3 a.m. accounted for 16%.
- In states which have adopted GDL programs, studies have found overall crash reductions among teen drivers of about 10 to 30%.
- Compared to GDL programs without any of the seven GDL components evaluated by NHTSA (minimum age for a learner permit, mandatory waiting period before applying for intermediate license, minimum hours of supervised driving, minimum age for intermediate license, nighttime restriction, passenger restriction and minimum age for full licensing), fatal crash involvement rates were 16 to 21% lower in GDL programs that included age requirements plus a three-or-more-month waiting period before the intermediate stage, a nighttime driving restriction and either supervised driving of at least 30 hours or a passenger restriction.



- 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 one-year delay (e.g., from age 15 to 16) reduced the fatal crash rate by 13%.
- A minimum holding period of five to six months reduces fatal crash rates by 9%; however, extending the holding period to between nine months and a year results in a 21% reduction.
- A survey conducted by IIHS shows parents favor GDL laws which are as strict as 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 which incorporates the key elements of GDL programs.

OLDER TEEN AND YOUNG ADULT NOVICE DRIVERS

Studies have shown that GDL programs have contributed to a decline in teen driver crashes. However, older teen and young adult novice drivers need, but are missing out on, the safety benefits of GDL programs. A 2025 survey from Progressive Insurance found that drivers who obtained their license at 16 were more likely than drivers who obtained their license between 17 and 21 to spend 41-60 hours driving with supervision, which reflects current state GDL program requirements. 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 by the AAA Foundation for Traffic Safety shows that, "only 54% of respondents reported they obtained a license before they turned 18." A separate study showed that while GDL programs likely have 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 of novice drivers and may experience additional safety benefits. A 2022 study from the Children's Hospital of Philadelphia Center for Injury Research and Prevention found that, "drivers who were licensed at age 18, making them exempt from comprehensive licensing requirements, had the highest crash rates in the first year of licensure of all those licensed under the age of 25."



YOUNG DRIVERS

GRADUATED DRIVER LICENSING (GDL) PROGRAMS

Advocacy

Advocacy Group Works to Save Lives by Empowering Teens to Be Better Drivers



Be the Change Fellows from high schools in Alhambra, California



ITD staff with victim advocates at presentation in California

Impact Teen Drivers (ITD) is a nonprofit organization committed to ending the leading cause of death for teens in the United States in 2023 - car crashes. ITD was created in 2007 through a partnership among law enforcement, educators and the insurance industry.

Their efforts engage, educate and empower teens through powerful storytelling, interactive resources and peer-to-peer engagement. They offer free evidence-based programs and training workshops for first responders, educators, hospitals and health professionals. ITD’s model doesn’t just teach safe driving behaviors; it empowers local leaders and young people to become change agents in their own communities, creating a ripple effect of safety and responsibility that lasts well beyond a single presentation.

A strong supporter of comprehensive GDL laws in every state, ITD educates teens, parents and schools about key GDL components, like supervised driving, passenger limits, nighttime driving and GDL electronic device restrictions, that help reduce crash risk during a teen’s most vulnerable driving and riding years. ITD also develops interactive education modules that schools and districts can use as part of driver education courses or to issue student parking permits. State DMVs can share ITD’s creative and multilingual educational videos as part of their broader outreach campaigns. For example, the California DMV provides links to ITD’s GDL

modules and animated videos on its teen driving webpage, and Texas requires a course for new drivers that is influenced by ITD’s educational framework.

Every life saved through stronger GDL laws represents more than a statistic, it is a family kept whole, a future preserved, and a community spared from preventable tragedy. Strengthening GDL laws will save lives, and together we can ensure that no more young people die from 100% preventable crashes.

Looking to 2026

Impact Teen Drivers has reached over two million students nationwide and continues to expand its impact through strategic partnerships with traffic safety organizations like Advocates, school districts, state governments, hospitals and parent networks. These partnerships help broaden the movement for safer roads, emphasizing that everyone, from parents to policymakers, has a role to play in protecting young lives.

As lawmakers consider efforts to improve GDL programs and strengthen distracted driving laws, Advocates will be working alongside ITD in 2026. A shared, major focus will be extending the GDL law in California to improve safety for novice drivers up to age 21.



“Santa Maria partners to combat distracted teen driving”
7/14/25



IMPAIRED DRIVING

Issue

Alcohol-impaired driving is a persistent factor in crash fatalities and injuries on our roadways, accounting for 30% of deaths each year on average.

Impact

In 2023, 12,429 people were killed in motor vehicle crashes involving drivers with a BAC of .08% or higher. The fatality rate for alcohol-impaired driving remains 22.6% from before the recent pandemic (2019).

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

IIDs for All-Offenders and Open Container Laws

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- According to research from IIHS, impaired driving prevention technology has the potential to drastically reduce impaired driving fatalities. An updated analysis by IIHS finds that impaired driving prevention systems could save 10,158 lives each year in the U.S., accounting for more than 25% of road fatalities, when all vehicles are equipped with the technology.
- Proven collision avoidance systems in vehicles including AEB, LDW/LKA, BSD with intervention, rear AEB and rear-cross traffic alert should be required.

Road Safety Infrastructure and the SSA



IMPAIRED DRIVING

The Facts

- An average of one alcohol-impaired driving fatality occurred every 42 minutes in 2023.
- In 2019, the total comprehensive cost of drunk driving over the .08% BAC limit was estimated at nearly \$296 billion. Updated for inflation alone, in 2025, the economic costs would be \$373.5 billion.
- Concern about impaired driving is extensive with 77% of respondents “very” or “extremely” concerned about drunk or drug impaired driving, according to a December 2024 opinion poll commissioned by Advocates and conducted by ENGINE Insights.
- A common misconception is that most people who are convicted of their first drunk driving offense are social drinkers who made one mistake. However, studies show that the average first offender will have driven drunk 87 times before getting arrested.
- According to the CDC, adult drivers admitted they drove despite drinking too much approximately 127 million times in 2020, which equals over 347,000 incidents of drinking and driving each day. However, only about 1 million, or approximately 1% of those 127 million episodes resulted in an arrest for driving under the influence that year.
- Nationwide, between 2006 and 2020, IIDs prevented 3.78 million attempts to drive drunk, according to a 2022 report from MADD. This figure included 390,456 attempts in 2020, which is equivalent to more than 1,000 every day.
- There is clear public support for IIDs for all convicted drunk drivers, with surveys showing between 69 and 88% of respondents in favor of requiring IIDs for all convicted driving under the influence (DUI) offenders, even if it’s their first conviction.
- 82% of DUI offenders believe the IID was effective in preventing them from driving after drinking.
- A University of Pennsylvania study found that requiring IIDs for all drunk-driving convictions was associated with 15% fewer alcohol-involved crash deaths, compared with states with less stringent requirements. According to the study, “Interlocks are a life-saving technology that merit wider use.”



- A 2022 MADD poll found:
 - Nine of 10 Americans support technology that is integrated into a car’s electronics to prevent drunk driving.
 - 82% supported a Congressional mandate for drunk driving prevention technology in all new cars.



IMPAIRED DRIVING

The Facts

.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. Employed around the world to curb drunk driving with approximately 100 countries instituting .05% or lower BAC policy, this proven countermeasure remains under-used in the U.S. In 2018, Utah became the first state to enforce a .05% BAC limit. NHTSA's review of the impact of the new law in Utah during the first year that the law went into effect found that between 2016 and 2019, the fatal crash rate decreased by 19.8% and the fatality rate per vehicle miles traveled dropped by 18.3%. Additionally, the number of drivers testing positive for any alcohol declined by 14.6%, and alcohol-impaired driving arrests did not climb sharply. Further, alcohol sales from FY 2012 through 2018 increased and the trend continued in FY 2022. Similar patterns occurred in sales tax revenues from restaurants, rental cars, hotels and resorts, as well as in air travel into the state and state and national park visits. 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. Public health researchers, experts, a coalition of safety advocates and the NTSB agree that driving at .05% BAC or higher is dangerous, and 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.

MARIJUANA IMPAIRED DRIVING

Efforts will likely continue in the coming years to permit recreational use of marijuana. It is definitive that marijuana use causes impairment, but identifying the causal link between marijuana use, crashes, fatalities and injuries is unresolved. Furthermore, when drug and alcohol use are combined, known as "polyuse," impairment can be amplified. Our priorities to curb impaired driving include: requirements for advanced impaired driving prevention technology and crash avoidance technology as standard in all new cars; acceleration of research to identify a causal link between marijuana use, impairment and crashes; determination of a federal impairment standard for marijuana impaired driving (noting that current research does not support a *per se* level); incentivizing states to extend their open container law to include marijuana products and ensure their zero tolerance laws for drivers under age 21 include marijuana use; development of verified roadside testing technology; improvement of data collection and analysis; and, allocation of adequate resources for labs and law enforcement training.

IMPAIRED DRIVING PREVENTION TECHNOLOGY

For decades, Advocates has worked with MADD and numerous other safety organizations to combat impaired driving. Most recently on the federal level, success was achieved with enactment of the HALT Drunk Driving Act in 2021 as part of the IIJA (Pub. Law 117-58). The HALT Law, which is named in honor of Issam and Rima Abbas and their children Ali, Isabella and Giselle, a Michigan family killed by a wrong-way drunk driver in Lexington, KY, directed NHTSA to issue a new FMVSS by November 2024 requiring all new passenger vehicles to include advanced, passive, impaired-driving prevention systems. IIHS has estimated that more than 10,000 lives would be saved annually once the technology is fully deployed. Despite the clear and compelling lifesaving benefits, the rulemaking remains unfinished. NHTSA should move with urgency to issue a Final Rule.



IMPAIRED DRIVING

Advocacy

Bipartisan Members of Congress Team Up to Reduce Drunk Driving



“The United States loses an average of 37 Americans each day to intoxicated driving. By requiring intoxicated driving offenders to use an ignition interlock device for six months after their first offense, we reduce the likelihood of individuals becoming repeat offenders. Statistics show this prevention practice reduces recidivism by as much as 70% among first-time, repeat, and high-risk offenders. Implementing this standard nationwide will make America’s roads safer while protecting the lives of innocent Americans from harm.”

– **U. S. Rep. Tracey Mann (R-KS)**



“Every life lost to impaired driving is a tragedy and a preventable death. We must better address drunk driving and strengthen efforts to prevent repeated offenses. New Hampshire and others are leading the way with mandatory first-time offender ignition interlock laws which reduces repeated drunk driving. This bipartisan legislation would help create a national ignition interlock standard to safeguard our roadways across the nation. I’ll keep working to pass this bill to make roads safer for drivers, passengers, and everyone on them.”

– **U. S. Rep. Chris Pappas (D-NH)**

Drunk driving is one of the biggest threats to motorists and other road users. In 2023 alone, 12,429 people died in crashes involving drunk driving. Action is needed, proven solutions are available, and U. S. Representatives Tracey Mann (R-KS) and Chris Pappas (D-NH) are stepping up to curb drunk driving and enhance traffic safety.

The Congressmen are co-sponsoring the End Driving While Intoxicated (DWI) Act, H.R. 2788, in the U.S. House of Representatives and have since been joined by bipartisan cosponsors across the nation. The legislation incentivizes states to enact laws requiring all convicted drunk driving offenders to install and utilize an IID for at least 180 days and be violation-free for a minimum period before removing the IID. Noncompliance in upgrading IID laws could result in withholding of a percentage of federal funds. This approach has been very effective in adopting traffic

safety law upgrades including the national .08 percent BAC while driving limit and the national minimum drinking age, while no state ultimately lost funding in the process. Currently, only 24 states and the District of Columbia meet the standard in the bill, and there is ample opportunity for improvement.

Looking to 2026

Ensuring the bill advances will be a top priority of both Representatives Mann and Pappas leading up to the next big surface transportation reauthorization bill; the current law expires in September 2026. Advocates applauds the Congressmen for leading this lifesaving legislation and will continue our work with coalition partners to educate members of Congress about the need to enact the End DWI Act to help keep families safe.

Little Apple Times

“U.S. Representatives reintroduce bill to establish national ignition interlock standard”

4/10/25



D I S T R A C T E D D R I V I N G

Issue

Distracted driving is a major contributor to motor vehicle crashes, deaths and injuries on our roads. The use of electronic devices for communications (such as text messaging and video calls) and entertainment (such as apps and video streaming) can readily distract drivers from the driving task as found by safety research, studies and data.

Impact

In 2023, 3,275 people were killed in crashes involving a distracted driver according to NHTSA, accounting for 8% of all crash fatalities. Nonoccupants (pedestrians, pedalcyclists, and others) accounted for almost 19% (611) of distraction-affected fatalities in 2023.

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

Comprehensive State Laws to Deter Distracted Driving

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW/LKA, BSD with intervention, rear AEB and rear-cross traffic alert should be required.
- Driver monitoring systems (DMS), also referred to as driver support systems among other names, for passenger motor vehicles can help to prevent and/or mitigate crashes caused by impairment, fatigue, distraction, driver disengagement, automation complacency and the foreseeable misuse of partial driver automation systems.

Road Safety Infrastructure Improvements and the SSA



DISTRACTED DRIVING

The Facts

- Crashes in which at least one driver was identified as being distracted imposed an economic cost of \$98.2 billion in 2019. Updated for inflation alone, in 2025, the economic cost would be nearly \$124 billion.
- According to a report from the NETS that used incident data from 2018, distracted driving crashes cost employers nearly \$19 billion in 2019 dollars. Updated for inflation alone, in 2025, the economic cost would be \$23.98 billion.
- The true impact of distracted driving remains unclear due to issues with the underreporting of crashes involving distraction, including differences in police crash report coding and database limitations.
- Crash risk increases dramatically—as much as four times higher—when a driver is using a mobile phone, with no significant safety difference between handheld and hands-free phone use observed in many studies.
- 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 mph, this is the equivalent of driving the entire length of a football field with your eyes closed.
- According to NHTSA, the percentage of drivers visibly manipulating handheld devices while driving increased by 36.4% between 2014 and 2023.
- A February 2022 survey commissioned by State Farm found that among licensed drivers:
 - 55% “always” or “often” read or send text messages while driving.
 - 51% “always” or “often” hold the phone while talking.
 - 49% “always” or “often” interact with cell phone apps.
- A March 2022 survey commissioned by Advocates and Selective Insurance Group found:
 - 70% of licensed drivers have used a mobile device while driving for personal reasons in the last 90 days.
 - Nearly one in three Americans (31%) have either been in or know someone who has been in a crash that occurred while a driver was using a mobile device.
 - More than half of Americans have seen people driving while distracted by a mobile device in the past two weeks (56%).
 - When asked about strategies to effectively reduce distracted driving or its impacts, 58% indicated advanced safety technologies and 50% affirmed comprehensive state laws.





DISTRACTED DRIVING

Advocacy

South Carolina Grandmother and Nurse Adopts Title of Safety Advocate to Honor Late Husband

A Nurse on a Mission

June 29, 2017, seemed like an ordinary summer day. Kelly Willenberg's husband, Dale Willenberg, a nurse like Kelly, left home and biked to work at the hospital as he normally did. Dale always used a helmet, headlights and rode in bike lanes to maximize safety, but that day, a distracted driver veered into the bike lane and struck him without warning. Sadly, Dale passed away the next day in the same hospital where he worked. The driver did not have a license or insurance but did have numerous prior moving violations and fled the scene. Eventually, he turned himself into the police. He later plead guilty to a hit-and-run with a death and is currently serving a lengthy jail sentence.

By January 2018, Kelly had turned her tragedy into advocacy. While helping to care for a new grandchild with a congenital heart condition in Boston, Massachusetts, she also partnered with State Representative Bill Taylor (R) and the Palmetto Cycling Coalition to try to pass distracted driving prevention legislation in South Carolina. She testified at several hearings that year and helped finance the publicity campaign.

Despite a lack of progress, Kelly and her safety partners refused to give up, even in sessions when legislators opted not to even schedule a hearing on the pending bill. After nearly eight years of persistence and the driving force of Rep. Taylor, the South Carolina Hands-Free and Distracted Driving Act was passed in May of 2025 and took effect in September of the same year.

Looking to 2026

Kelly will be continuing her advocacy and interest in other traffic safety issues in South Carolina, including promoting ISA legislation to stop super speeders and improving training and education for young and novice drivers. Advocates is excited to engage on new safety measures with Kelly as they are introduced in South Carolina.



South Carolina DAILY GAZETTE

“SC’s new hands-free driving law goes into effect Sept. 1”

7/31/25

Top: Kelly Willenberg, with her daughter Mariel Norton, and grandson, Dale Norton, at the ceremonial bill signing on July 31, 2025.

Center: Kelly and her late husband, Dale.

Bottom: Memorial poster for Dale.



SPEEDING AND RED LIGHT RUNNING

Issue

Excess speed can contribute to both the frequency and severity of motor vehicle crashes. Red light running can result in preventable and often serious crashes.

Impact

In 2023, 11,775 people were killed in speeding-related crashes, accounting for 29% of total crash fatalities. In the same year, 1,086 people died in crashes involving red light running.

Solutions

Laws, Technology
and Roadway Safety
Infrastructure

Automated Enforcement Programs Augment Traditional Enforcement and are Effective in Deterring Excessive Speed on Our Roadways

Safety Technologies and Improved Safety Standards Can Protect Vehicle Occupants and Other Road Users

- Proven collision avoidance systems in vehicles including AEB, LDW/LKS, BSD with intervention, rear AEB, and rear-cross traffic alert should be required.
- Speed assistance systems, such as ISA, can provide information to drivers about present speed limits, warn drivers when a car's speed is above the limit, prevent a car from exceeding the speed limit, or maintain a set speed. A new study on a pilot program with New York City owned fleet vehicles equipped with ISA has shown it is effective at reducing incidences of speeding. A recent survey from IIHS finds strong public support for ISA technology in personal vehicles.
- V2X technology offers the potential to improve safety by relaying signals to the vehicle about upcoming traffic lights and speed limits, among other messaging.

Road Safety Infrastructure Improvements and the SSA



SPEEDING AND RED LIGHT RUNNING

The Facts

- NHTSA has identified speeding as one of “three major behavioral factors” that contribute to motor vehicle crashes.
- Small changes in speed can have a big impact on safety. Crash tests conducted in 2019 showed that modest 5-10 mph increases in speed can have a severe impact on a driver’s risk of injury or death.
- Speed increases have major implications for pedestrians. The average risk of death for a pedestrian is 10% at an impact speed of 23 mph, 25% at 32 mph and 50% at 42 mph.
- Speed-related crashes caused \$46.4 billion in economic costs and \$225 billion in comprehensive costs in 2019. This accounts for 14% of all economic costs and 16% of all societal harm (measured as comprehensive costs) from motor vehicle crashes. Updated for inflation alone, in 2025, the economic costs would be \$58.56 billion and comprehensive costs would be nearly \$284 billion.
- Drivers acknowledge that excess speed is dangerous, yet there is a disconnect in their actions. According to a 2024 AAA Foundation report:
 - Approximately half (49.2%) of drivers surveyed drove 15 mph over the speed limit on a freeway in the past month, even though 79.8% of those surveyed say doing so is moderately to extremely dangerous.
 - About 36% of drivers surveyed drove 10 mph over the speed limit on a residential street in the past month, even though 87% of those surveyed believe doing so is moderately to extremely dangerous.
- 70% of respondents in a December 2024 survey said they are “extremely” or “very” concerned about speeding, according to an opinion poll commissioned by Advocates and conducted by ENGINE Insights using the CARAVAN survey.
- A 2020 review by the CRS found that speed safety camera programs are effective in reducing speeding and/or crashes near cameras.
- A study in Maryland found that speed safety cameras alone resulted in a 19% reduction in the likelihood that a crash resulted in a fatal or incapacitating injury.
- A study by Carnegie Mellon University of speed safety cameras in Philadelphia found a 90% reduction in speeding and an approximately 50% decrease in crashes and injuries relative to the most similar arterials, all arterials and local roads in Philadelphia.
- Intersection crashes caused \$179 billion in economic costs and \$639 billion in comprehensive costs in 2019. Updated for inflation only, these costs would equate to nearly \$226 billion in economic costs and over \$806 billion in comprehensive costs in 2025.
- IIHS found that red light cameras reduced fatal red light running crashes by 14% and all fatal crashes at signalized intersections by 21%.
- Cities that took down their red light cameras experienced a 30% increase in deadly red light running crashes and a 16% increase in fatal crashes at signalized intersections overall.
- Drivers recognize that running a red light is dangerous but continue to do so. A 2022 survey by the AAA Foundation found that 83% of drivers said that doing so is very or extremely dangerous but 25% admitted to running a red light in the past 30 days.

In 2021, AAA, Advocates, GHSA, IIHS and the NSC jointly released the **Automated Enforcement (AE) Checklist** to convey their support for the proven technology and to help communities implement successful AE programs by ensuring the focus is on safety and transparency and includes equity considerations, among other improvements. View the checklist at [SafeRoads.org](https://www.SafeRoads.org)

INTELLIGENT SPEED ASSISTANCE

ISA is a vehicle safety technology that helps drivers comply with speed limits by using GPS data, cameras, digital maps or some combination thereof to detect the legal speed at a vehicle’s location. Depending on the system, ISA can warn the driver when they exceed the limit, resist further acceleration or physically prevent the vehicle from going over the speed limit. The goal is to reduce speeding and crash severity by providing real-time speed feedback or intervention. In the European Union, ISA is now mandatory in all new vehicles. In the U.S., a trio of jurisdictions have enacted ISA laws for repeat and/or extreme speeding offenders. In 2024, Washington, D.C. enacted the nation’s first law to require ISA for certain offenders. Virginia became the first state to enact a law for ISA use in 2025, and Washington State followed shortly thereafter. Similar legislation was considered this year in Arizona, California, Georgia, Maryland and New York. These efforts reflect a growing recognition that technology like ISA can play a vital role in curbing speeding and improving road safety.



SPEEDING AND RED LIGHT RUNNING

Advocacy

Paradise Valley Police Fight Ban on Crucial Speed Safety Tools

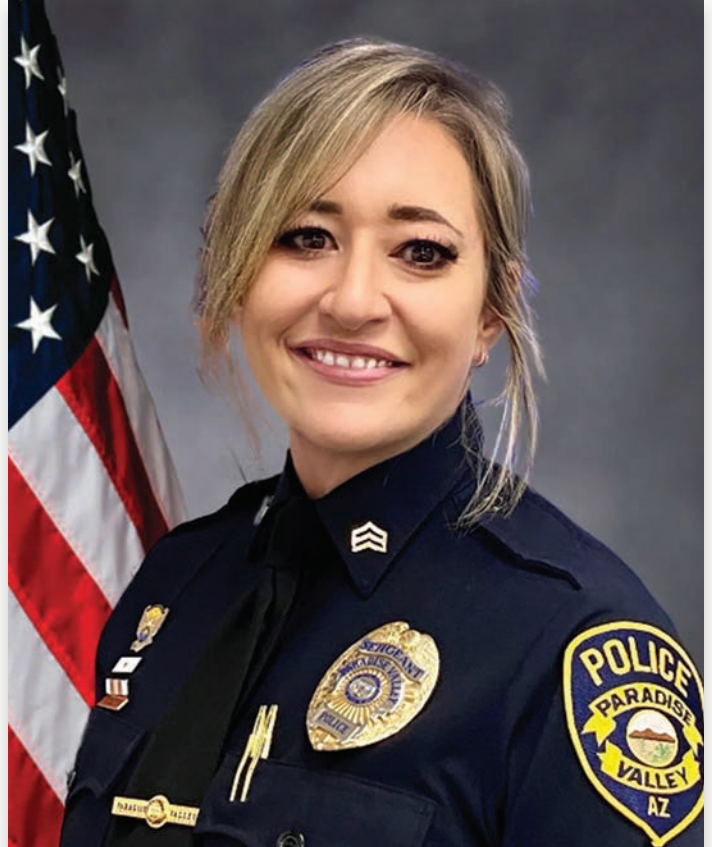
Native Arizona Cop Works to Keep Her Community Safe

Sergeant Kelly Ingram of the Paradise Valley Police Department (PVPD) in Arizona has dedicated her career to public safety and follows in the footsteps of her father, a police officer and her mother, a firefighter. Her job provides a firsthand vantage point into the risks that members of her community face, and high on that list are traffic crashes.

Having previously worked as a collision reconstruction specialist for the Flagstaff, Arizona Police Department, Sgt. Ingram witnessed both the physical and emotional toll inflicted by traffic crashes. Early in her career, two fatal crashes left a lasting impression. One crash resulted in the death of a young man in his 20s whose car was struck by a vehicle traveling over 80 mph in a 40-mph zone. The collision created a debris field over several miles. The second tragedy was the death of a bicyclist, a college senior, who was hit by a vehicle driven at twice the posted speed limit. Both crashes and losses of life were entirely preventable.

Sgt. Ingram reflects on these and other crashes regularly. Her experience, including a move to Paradise Valley and a promotion to sergeant, proved to her that speed and red light safety cameras are an essential tool to reduce deadly speeding and save lives.

In 2025, Sgt. Ingram represented the PVPD to testify in opposition to legislation to ban photo radar, also known as automated enforcement, along with Paradise Valley Mayor Mark Stanton. In her testimony, she argued that speed kills and photo radar works to complement, not replace, traditional law enforcement. Sgt. Ingram notes that photo radar has worked well in Paradise Valley and is popular with residents who understand the dangers of speeding and want proven solutions.



Looking to 2026

In 2026, Sgt. Ingram and the PVPD will continue to prioritize the safety of those they are sworn to protect. This includes informing them about photo radar and its benefits. While legislation to repeal this safety tool was vetoed by Gov. Katie Hobbs in 2023 and 2025, Sgt. Ingram is prepared to advocate against the effort if proposed again in 2026. Advocates proudly counts Sgt. Ingram as a safety ally in Arizona.


INDEPENDENT

“Paradise Valley opposes state Senate bills banning photo radar enforcement”

2/20/25



OVERALL STATE LAWS RATING CHART AND MAP

Based on Advocates' safety recommendations, states need to adopt 534 countermeasures:

- 15 states need an optimal primary enforcement seat belt law for front seat passengers.
- 29 states need an optimal primary enforcement seat belt law for rear seat passengers.
- 33 states need an optimal all-rider motorcycle helmet law.
- 25 states need a rear facing through age 2 or older child passenger safety law.
- 36 states and DC need an optimal booster seat law.
- 45 states and DC need an optimal rear seat through age 12 law.
- 187 GDL laws need to be adopted to ensure the safety of novice drivers – no state meets all the criteria recommended in this report.
- 32 critical impaired driving laws are needed in 28 states.
- 5 states need an optimal all-driver text messaging restriction.
- 24 states need a GDL cell phone restriction.
- 27 states need to permit red light cameras by law.
- 28 states do not have red light cameras in use.
- 21 states need to permit automated speed enforcement by law.
- 25 states do not have automated speed enforcement in use.



STATES AT A GLANCE



On the following pages, each state and DC are represented in alphabetical order with the following information:

- The number of people killed in motor vehicle crashes in each state for the year 2024, 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, 2019* (NHTSA).
- The state's rating represents its overall rating (Green, Yellow or Red) based on the chart on page 42 of this report.
- A list of the optimal lifesaving laws that the state has adopted and those that are still needed.
- States are credited with having laws only if their laws meet Advocates' optimal criteria (definitions on pages 8 and 9).
- Only 5 states (MD, NY, OR, RI, WA) and DC received a Green rating, showing significant advancement toward adopting all of Advocates' recommended optimal laws.
- 36 states (AL, AK, AZ, AR, CA, CO, CT, DE, FL, GA, HI, IL, IN, IA, KS, KY, LA, MA, ME, MN, MS, NH, NJ, NM, NC, ND, OH, PA, SC, TN, TX, UT, VT, VA, WV, WI) received a Yellow rating, indicating that improvement is needed because of gaps in Advocates' recommended optimal laws.
- 9 states (ID, MI, MO, MT, NE, NV, OK, SD, WY) received a Red rating, indicating these states fall dangerously behind in adoption of Advocates' recommended optimal laws.

NOTE: On the following pages...

- Advocates gives no credit for any law that is subject to secondary enforcement.
- Advocates gives no credit for any GDL provision that is exempted based on driver education.



STATES AT A GLANCE

ALABAMA

9,619 = Ten-year fatality total
976 = 2024 fatalities
\$6.437 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- Open Container Law
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

ALASKA

718 = Ten-year fatality total
70 = 2024 fatalities
\$627 Million = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction Permits Red Light Cameras
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

ARIZONA

10,929 = Ten-year fatality total
1,250 = 2024 fatalities
\$5.946 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction



STATES AT A GLANCE

ARKANSAS

5,837 = Ten-year fatality total
606 = 2024 fatalities
\$3.142 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use

CALIFORNIA

38,940 = Ten-year fatality total
3,807 = 2024 fatalities
\$29.098 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction

COLORADO

6,515 = Ten-year fatality total
687 = 2024 fatalities
\$6.028 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction



STATES AT A GLANCE

CONNECTICUT

2,987 = Ten-year fatality total
330 = 2024 fatalities
\$6.104 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner's Permit and Licensing
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Open Container Law

DELAWARE

1,288 = Ten-year fatality total
127 = 2024 fatalities
\$1.478 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law

DC

335 = Ten-year fatality total
47 = 2024 fatalities
\$832 Million = Annual cost due to motor vehicle crashes

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner's Permit and Licensing
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision



STATES AT A GLANCE

FLORIDA

32,731 = Ten-year fatality total
3,188 = 2024 fatalities
\$20.019 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction

GEORGIA

15,820 = Ten-year fatality total
1,423 = 2024 fatalities
\$18.697 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction

HAWAII

1,035 = Ten-year fatality total
102 = 2024 fatalities
\$580 Million = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law



STATES AT A GLANCE

IDAHO

2,387 = Ten-year fatality total
240 = 2024 fatalities
\$1.355 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

ILLINOIS

11,455 = Ten-year fatality total
1,208 = 2024 fatalities
\$13.977 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks

INDIANA

8,734 = Ten-year fatality total
827 = 2024 fatalities
\$8.540 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Passenger Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- Permits Red Light Cameras by Law
- Red Light Cameras in Use



STATES AT A GLANCE

IOWA

3,473 = Ten-year fatality total
358 = 2024 fatalities
\$2.794 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law

KANSAS

4,050 = Ten-year fatality total
342 = 2024 fatalities
\$2.984 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

KENTUCKY

7,691 = Ten-year fatality total
714 = 2024 fatalities
\$6.157 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Speed Enforcement by Law

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Automated Speed Enforcement in Use



STATES AT A GLANCE

LOUISIANA

8,040 = Ten-year fatality total
746 = 2024 fatalities
\$6.570 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- All-Offender Ignition Interlocks
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

MAINE

1,595 = Ten-year fatality total
179 = 2024 fatalities
\$1.876 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- 70 Hours of Supervised Driving Provision
- Passenger Restriction Provision
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

MARYLAND

5,525 = Ten-year fatality total
579 = 2024 fatalities
\$5.910 Billion = Annual cost due to motor vehicle crashes

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision



STATES AT A GLANCE

MASSACHUSETTS

3,672 = Ten-year fatality total
368 = 2024 fatalities
\$7.389 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

MICHIGAN

10,510 = Ten-year fatality total
1,047 = 2024 fatalities
\$12.305 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Automated Speed Enforcement by Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Automated Speed Enforcement in Use

MINNESOTA

4,119 = Ten-year fatality total
478 = 2024 fatalities
\$3.803 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Red Light Cameras in Use



STATES AT A GLANCE

MISSISSIPPI

7,037 = Ten-year fatality total
723 = 2024 fatalities
\$2.533 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

MISSOURI

9,566 = Ten-year fatality total
965 = 2024 fatalities
\$6.778 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

(None)

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

MONTANA

2,043 = Ten-year fatality total
205 = 2024 fatalities
\$1.095 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- Open Container Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use



STATES AT A GLANCE

NEBRASKA

2,345 = Ten-year fatality total
250 = 2024 fatalities
\$1.726 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

NEVADA

3,526 = Ten-year fatality total
420 = 2024 fatalities
\$2.645 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Open Container Law
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

NEW HAMPSHIRE

1,233 = Ten-year fatality total
135 = 2024 fatalities
\$1.664 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use



STATES AT A GLANCE

NEW JERSEY

6,178 = Ten-year fatality total
695 = 2024 fatalities
\$14.008 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

NEW MEXICO

4,081 = Ten-year fatality total
400 = 2024 fatalities
\$2.173 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law

NEW YORK

10,675 = Ten-year fatality total
1,105 = 2024 fatalities
\$23.616 Billion = Annual cost due to motor vehicle crashes

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner's Permit and Licensing
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction



STATES AT A GLANCE

NORTH CAROLINA

15,101 = Ten-year fatality total
1,659 = 2024 fatalities
\$12.039 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Permits Automated Speed Enforcement by Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Red Light Cameras in Use
- Automated Speed Enforcement in Use

NORTH DAKOTA

1,060 = Ten-year fatality total
90 = 2024 fatalities
\$735 Million = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

OHIO

11,903 = Ten-year fatality total
1,160 = 2024 fatalities
\$12.108 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law



STATES AT A GLANCE

OKLAHOMA

6,768 = Ten-year fatality total
642 = 2024 fatalities
\$3.420 Billion = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

OREGON

5,208 = Ten-year fatality total
539 = 2024 fatalities
\$2.822 Billion = Annual cost due to motor vehicle crashes

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision

PENNSYLVANIA

11,662 = Ten-year fatality total
1,139 = 2024 fatalities
\$6.663 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Rear Facing Through Age 2 or Older Law
- Minimum Ages for Learner's Permit and Licensing
- Open Container Law
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction



STATES AT A GLANCE

RHODE ISLAND

601 = Ten-year fatality total
52 = 2024 fatalities
\$2.105 Billion = Annual cost due to motor vehicle crashes

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks

SOUTH CAROLINA

10,469 = Ten-year fatality total
1,041 = 2024 fatalities
\$6.269 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

SOUTH DAKOTA

1,323 = Ten-year fatality total
146 = 2024 fatalities
\$941 Million = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- Passenger Restriction Provision
- Open Container Law
- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- All-Offender Ignition Interlocks
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use



STATES AT A GLANCE

TENNESSEE

11,581 = Ten-year fatality total
1,202 = 2024 fatalities
\$10.050 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law

TEXAS

39,607 = Ten-year fatality total
4,162 = 2024 fatalities
\$28.939 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- Red Light Cameras in Use

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

UTAH

2,823 = Ten-year fatality total
280 = 2024 fatalities
\$2.803 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Speed Enforcement by Law

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Automated Speed Enforcement in Use



STATES AT A GLANCE

VERMONT

643 = Ten-year fatality total
59 = 2024 fatalities
\$625 Million = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Automated Speed Enforcement by Law

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Automated Speed Enforcement in Use

VIRGINIA

8,658 = Ten-year fatality total
910 = 2024 fatalities
\$6.455 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- All-Offender Ignition Interlocks
- All-Driver Text Messaging Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- Open Container Law
- GDL Cell Phone Restriction

WASHINGTON

6,211 = Ten-year fatality total
730 = 2024 fatalities
\$6.337 Billion = Annual cost due to motor vehicle crashes

GOOD

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

HIGHWAY LAWS NEEDED

- Booster Seat Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision



STATES AT A GLANCE

WEST VIRGINIA

2,721 = Ten-year fatality total
255 = 2024 fatalities
\$1.460 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Booster Seat Law
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Rear Seat Belt Law
- Rear Facing Through Age 2 or Older Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

WISCONSIN

5,929 = Ten-year fatality total
575 = 2024 fatalities
\$6.310 Billion = Annual cost due to motor vehicle crashes

CAUTION

HIGHWAY LAWS ADOPTED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- Open Container Law
- All-Driver Text Messaging Restriction
- GDL Cell Phone Restriction

HIGHWAY LAWS NEEDED

- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

WYOMING

1,260 = Ten-year fatality total
107 = 2024 fatalities
\$844 Million = Annual cost due to motor vehicle crashes

DANGER

HIGHWAY LAWS ADOPTED

- All-Driver Text Messaging Restriction

HIGHWAY LAWS NEEDED

- Primary Enforcement Front Seat Belt Law
- Primary Enforcement Rear Seat Belt Law
- All-Rider Motorcycle Helmet Law
- Rear Facing Through Age 2 or Older Law
- Booster Seat Law
- Rear Seat Through Age 12 Law
- Minimum Ages for Learner's Permit and Licensing
- 70 Hours of Supervised Driving Provision
- Nighttime Driving Restriction Provision
- Passenger Restriction Provision
- All-Offender Ignition Interlocks
- Open Container Law
- GDL Cell Phone Restriction
- Permits Red Light Cameras by Law
- Red Light Cameras in Use
- Permits Automated Speed Enforcement by Law
- Automated Speed Enforcement in Use

ACKNOWLEDGMENTS

Advocates would like to recognize the dedication and commitment of our Board of Directors. Their support and safety leadership have resulted in the 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 Shane Austin, Cathy Barzey, Lisa Drew, Tara Gill, Shaun Kildare, Peter Kurdock, Kim Levinson, Omar Masood and Ava Slivinski for their contributions to the 2026 Roadmap to Safety. A special shout out to Kit Kennedy, Kiran Kildare, Samira Kildare and Joey Kurdock for being our CPS “models.” Also, special thanks to Jamie Douglas of Douglas Strategic Media Arts for designing the report and report cover, Bill Bronrott of Bronrott Communications for assisting with publicity and media relations, and WindRose Media for event production.

We also would like to convey our admiration and appreciation for the traffic safety advocates who worked with us to create the advocacy pages, including Christy King, Eric Teoh, Montana State Representative Marc Lee (D), Kelly Browning and Carol Green of Impact Teen Drivers, U.S. Representatives Tracey Mann (R-KS) and Chris Pappas (D-NH), Kelly Willenberg and Sergeant Kelly Ingram.

ABOUT ADVOCATES FOR HIGHWAY AND AUTO SAFETY

Advocates for Highway and Auto Safety is an alliance of consumer, public health, safety and law enforcement groups and insurance companies and agents working together to make roads safe in the U.S. Advocates encourages adoption of federal and state laws, policies and programs that save lives and reduce injuries. By joining its resources with others, Advocates helps build coalitions to increase participation of a wide array of groups and stakeholders in policy initiatives which advance roadway and auto safety. For more information, please visit saferoads.org.

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