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Safe Teen and Novice Driver Uniform Protection (STANDUP) Act Introduced In Congress, With New Poll Showing Strong Support From Teens

Parents, Teens and Safety Advocates Join Sponsors and Lobby Congress for Comprehensive Graduated Driver Licensing (GDL) Laws in Every State to Curb #1 Killer of Nation's Youth

WASHINGTON, D.C. (Tuesday, March 8, 2011) – Gathered in a U.S. Capitol meeting room, a coalition of parents, teens, pediatricians, safety advocates, insurance and other business executives joined Senate and House sponsors to support introduction of major national teen driving legislation which will accelerate adoption of model state graduated driver licensing (GDL) laws for beginning teen drivers.

The Safe Teen and Novice Driver Uniform Protection (STANDUP) Act, sponsored by Senators Kirsten E. Gillibrand (D-NY), Klobuchar (D-MN) and others in the U.S. Senate, sets minimum standards for state GDL laws, proven to reduce deaths and injuries among young, inexperienced drivers and those who share the road with them. The STANDUP bill is expected to be introduced this week in the Senate, and soon after in the House, with Rep. Tim Bishop (D-NY) and Rep. Chris Van Hollen (D-MD) as lead sponsors.

“Every teen in every state should be protected by an effective and comprehensive GDL law” said **Jackie Gillan**, vice president of **Advocates for Highway and Auto Safety (Advocates)**. “Over the last five years alone, over 40,000 teens have died in motor vehicle crashes and hundreds of thousands more have suffered debilitating injuries. The economic and emotional costs for parents, family and friends are unacceptable and unnecessary. Studies show that the annual cost of teen crashes is over \$30 billion. We could use that money to pay the four year tuition of over a million teens at a four year public university. That’s equal to the entire teen population in the State of Illinois. We can’t afford the cost or the horrific loss of so many young lives any longer. It’s time for action.”

To lend support for STANDUP and to lobby their Senators and Representatives, a broad and representative group of parents who have lost their children in teen-related motor vehicle crashes traveled to Congress from states around the country.. Also in support and attending the U.S. Capitol press conference were two high school teens from South Dakota and New York, both active in student campaigns to improve teen driving practices and laws. Another young man from the State of Washington participated who survived a teen driving crash when he was 14 years old that resulted in lifelong brain trauma.

Jerry Assa of Plainview, **New York**, lost his 16-year-old son, Brian, in a January 2008 crash. “It’s been three years since Brian’s crash, the shock of it seems like yesterday, and it probably always will,”

Assa said. “I speak to teens across New York about the importance of thinking before acting dangerously. However, passing STANDUP will lead to enactment of tougher teen driving laws in every state, the most important and successful strategy in protecting our children’s lives.”

Alan Brown, from Kennesaw, **Georgia**, has successfully raised funds with his wife through the Joshua Brown Foundation to support his son’s former high school driver education program. Joshua was killed when he was 17 years old, in July of 2003. “Nothing will bring Joshua back, but improving programs and driving laws for millions of teens is the best tribute to Joshua and gives meaning to our terrible and tragic loss.”

Marlene Case, of Pottstown, **Pennsylvania**, said “words will never describe the profound and permanent depth of the death of my 17-year-old son, Andrew. He was one of five teen passengers in a car driven by a 16-year-old that crashed in November, 2009. I have worked in the Pennsylvania Legislature,” she continued, “to change Pennsylvania’s teen driving laws, but I do not think the states are moving fast enough. This is why I am speaking out in favor of passing the STANDUP Act, and will be talking to my Congressional delegation to join this national lifesaving effort.”

Sherry Chapman of Hartford, **Connecticut**, formed Mourning Parents Act (or !MPACT) shortly after Ryan Ramirez, her 19-year-old son, was killed in a crash caused by a teen driver in December 2002. She has played a key role in upgrading Connecticut’s laws and has been an avid supporter of federal leadership to accelerate state passage of strong teen driving laws. “No parent should have to suffer the loss of a child when we know how to prevent it. All of the parents here today with me represent only a handful of the thousands of parents who bury a teen son or daughter every year because of a car crash,” Chapman said. “Our lives have been changed forever and it’s time to stop the highway carnage.”

Megan Daugherty of Mamaroneck, **New York**, is a 17-year-old senior at Rye Neck High School and an active member of her school’s SADD Chapter (Students Against Destructive Decisions). “When a high school classmate is killed or suffers a lifelong injury from an auto crash, it gets our attention,” she said. “But teens are fearless and we never think it’s going to happen to me or a friend. Strong teen driving laws with restrictions on passengers, night time driving and cell phone use help us deal with peer pressure and we know will make us safer drivers. It is no surprise that three-quarters of teens support the lifesaving provisions required in the STANDUP Act.”

Captain Tom Didone is 5th District Commander of the Montgomery County (**Maryland**) Police Department. Ryan, his 15-year-old son, was killed in October of 2008, while riding with four other youths when the teen driver lost control and hit a tree. “I am committed to seeing enactment of the STANDUP Act in memory of Ryan. As a law enforcement officer I know the benefit of strong teen driving laws and as a father, I know the heartbreak of losing a young man I loved who would have made a tremendous contribution to society. I urge Senators and Representatives to make adoption of this bill a priority.” Didone, who is a leading advocate for the bill, said. “Every year over 5,600 people died in crashes involving teen drivers. Enough is enough. Let’s pass this bill.”

Elliot Johnson, a 16-year-old sophomore at Brookings (**South Dakota**) High School, traveled to Washington to express his support for the STANDUP Act and served as a teen spokesperson at the press conference, reporting results of a survey of teens conducted by Allstate Insurance. He said, based on the study, “Clearly teens support the key components of the STANDUP Act. Who knew you could get 74

percent of teens to agree on anything!” He also pointed out that his own state of South Dakota has numerous rural roads that are especially hazardous for teen drivers.

Eilene Okerblom of Santa Maria, **California** lost her 19-year-old son, Eric, when the bicycle he was riding was hit by a distracted teen driver in July of 2009. “As we gather here today on this very important occasion, my husband, Dr. Robert Okerblom, is riding his bicycle across the country to bring awareness to the issue of distracted driving,” she said. “I am here to express our family’s strong support for the STANDUP Act because it will change the driving behavior of teens, it will address the deadly problem of distracted driving and it will save lives. Eric died needlessly and I urge you to please pass this commonsense law.”

Jim Portell from Davenport, **Florida**, calls his daughter Jamie, his best friend. Jamie, at age 15, was killed in a car crash in October of 2002 when the teen driver overcorrected and rolled over several times. Jim has been active in advocating for primary seat belt laws, stronger vehicle safety standards to protect occupants in rollover crashes as well as better graduated driver licensing (GDL) laws. “There isn’t a day that goes by that I don’t think about and miss Jamie,” Portell said. “She would probably be proud of my advocacy, but I won’t be proud until we see the STANDUP Act passed, so that every state will meet minimum standards in their GDL programs.”

Tyler Presnell lives in Vancouver, **Washington**, survived a teen-driver car crash in 1999 but suffered brain and other injuries, resulting in more than 10 years of surgeries and adjustments to every day life. This is his second trip to Washington, DC to advocate for the STANDUP Act. “One of the most important things Congress can do this year is pass the STANDUP Act,” he said. “I am one of those statistics, a person whose life has been dramatically changed because a teenager behind the wheel was inexperienced and made the wrong decisions. Weak teen driving laws contribute to severe crashes that kill, maim and cost us billions of dollars every year.”

Ray Sanderbeck, Medina, **Ohio**, lost his daughter, Michelle, when she died in a car crash at age 15 in March of 2006. Michelle was one of five passengers when the teen driver lost control of the car. Sanderbeck said, “Michelle would have turned 21 next month and her life was filled with hope and promise. It was a life that would have continued to make a contribution to society and touch the hearts and souls of everyone she met. Her loss is a terrible family nightmare, but we want our tragic loss to result in something positive for other families. We ask that you please support the STANDUP Act and don’t let another Michelle needlessly die because these tragedies can be prevented.”

Susan Vavala, Wilmington, **Delaware**, has been active for over 15 years as a leading advocate for stronger GDL laws, in her home state and in the U.S. Congress, following the death of her daughter, Kim, age 15, in a teen driving crash in 1995 less than two miles from her house. “It’s too late for Kim, but it is not too late for the rest of us,” she said. “All who share the road with teen drivers are potential victims of their inexperience. The purpose of GDL and the STANDUP Act is not to punish but to protect, by gradually introducing young drivers to the responsibilities and skills of driving. We know that these laws save lives, yet not all states have them. It is our responsibility as adults, as parents and legislators, to teach and protect our children. Delaware’s experience with GDL demonstrates the lifesaving potential. Since the state of Delaware enacted our strong GDL law in June 1999, crashes involving 16-year-old drivers have been reduced by almost 60%.”

Bill Walter, Perry Hall, **Maryland**, spoke publicly for the first time in the fall of 2010 about the loss of his 17-year-old son, Matt, from injuries sustained in an April 1999 teen-driver crash. “The 12th anniversary of that terrible day is approaching, but the pain never goes away,” Walter said. “Perhaps by telling Matt’s story and that of our family’s unspeakable loss we can do some good and prevent others from going through what we endure every day of our lives. STANDUP needs to be the law of the land, so states will upgrade their laws and fewer teens will be lost in these senseless and preventable tragedies.”

Also speaking at the press conference and representing the **American Academy of Pediatrics** was **Dr. Joseph L. Wright**, Sr. Vice President, Child Health Advocacy Institute and Vice Chairman of Pediatrics at Children’s National Medical Center in Washington, D.C. “As an emergency physician,” Dr. Wright said, “I can tell you first-hand about the heartbreaking toll of auto crashes among our nation’s youth. These statistics and stories are tragic, but they should also galvanize us all to action. Teen driving crashes represent a major and costly public health crisis, but it that has a ready treatment -- prevention. I speak today as a pediatrician, an emergency room physician, and most importantly, as a father, when I call on Congress to pass the STANDUP Act to protect our children, our families and our communities.”

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An ELECTRONIC PRESS KIT is available for download at both www.saferoads.org and www.saferoads4teens.org

**Saferoads4teens Coalition News Conference on the
Safe Teen And Novice Driver Uniform Protection Act
United States Capitol, Washington, D.C.
March 8, 2011**

Featured Speakers

- **Senator Kirsten Gillibrand (D-NY)**, sponsor of the Senate STANDUP Act
- **Congressman Tim Bishop (D-1-NY)**, sponsor of the House STANDUP Act
- **Senator Amy Klobuchar (D-MN)**, original co-sponsor of the Senate STANDUP Act
- **Congressman Chris Van Hollen (D-8-MD)**, original co-sponsor of the House STANDUP Act
- **Jackie Gillan**, Vice President, Advocates for Highway and Auto Safety, on behalf of the Saferoads4teens Coalition
- **Elliot Johnson** of Brookings, South Dakota, high school student; active member of Family, Career, and Community Leaders of America (FCCLA) and member of the National Organization for Youth Safety (NOYS) Teen Distracted Driving Prevention Leadership Team
- **Megan Daugherty** of Mamaroneck, New York, high school student; active member of Students Against Destructive Decisions (SADD)
- **Jerry Assa** of Plainview, New York; father of Brian Assa
- **Dr. Joseph Wright**, MD, MPH, Senior Vice President, Child Health Advocacy Institute; Faculty, Emergency Medicine and Trauma; National Medical Center in Washington, D.C.; member of the American Academy of Pediatrics

Remarks of Jackie Gillan
Vice-President, Advocates for Highway and Auto Safety
Press Conference on the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act
March 8, 2011
U.S. Capitol, Washington, D.C.

Good afternoon, my name is Jackie Gillan, and I am Vice President of Advocates for Highway and Auto Safety (Advocates). Today I want to talk about a major public health problem that is killing our children – teen driving crashes – and a sensible and cost-effective solution – federal legislation to ensure strong teen driving laws are in place in every state.

At one time, I thought that the scariest day of my life was when I, a new mother walked through the front door of our house holding my new infant daughter. I was wrong. The scariest day of my life was when my new teenage driver walked out the front door of our house holding the car keys.

Today, motor vehicle crashes are the leading cause of death for teenagers. In 2009 alone, over 5,600 people lost their lives in crashes involving young drivers ages 15 to 20, and tens of thousands more were injured. Nearly a third of the victims of crashes caused by teen drivers are the occupants of other vehicles, pedestrians, and bicyclists.

Research, studies and real-world experience have shown that a comprehensive Graduated Driver Licensing or GDL program is an effective strategy for protecting teen drivers. Unfortunately, teen driving laws vary from state to state. While several states have strong teen driving laws, many states have weak ones and most states have gaps. The Safe Teen and Novice Driver Uniform Protection Act, or the STANDUP Act that we are here to support this morning is a vaccine for saving teen lives. When passed, the STANDUP Act will set minimum standards for teen driving laws so that *every teen in every state* is protected.

According to a AAA study, teen crashes (ages 15-17) cost American society \$34 billion in medical expenses, property damage, lost productivity and other related costs in 2006. This is a staggering price tag for a problem that can be prevented. These wasted dollars could be spent providing over a million teens with a fully paid four-year education at a public university. The financial cost of teen crashes could pay the four year college tuition at a public university for every teen in Illinois, or for every teen residing in Pennsylvania. Indeed, the total number of teens currently living in the 12 states including Wyoming, Vermont, Alaska, South Dakota, Delaware, Montana, Rhode Island, Hawaii, Maine, New Hampshire, Idaho and West Virginia could receive a college degree, at public expense, with the billions of dollars that teen crashes cost us for a single year.

In the last 25 years there have been many examples of Congress passing federal legislation encouraging state adoption of critical, lifesaving highway safety laws when there was as a compelling problem and a successful solution at hand. In 1984, Congress passed legislation establishing a National Minimum 21 Drinking Age signed into law by President Ronald Reagan. Again, in 1986, a federal law was enacted directing states to adopt uniform standards for obtaining a commercial driver license for truck and buses drivers. During the Clinton Administration Congress enacted legislation that resulted in every state adopting a zero tolerance

BAC law to address underage drinking and driving and a national .08 percent BAC law. All of these laws gave the states a reasonable time to pass the law or lose a portion of highway construction money as a penalty.

In each of these examples when Congress acted the states responded. Every state passed the safety law, no state lost a single dollar of federal aid and thousands of lives were saved.

The STANDUP Act is supported by the Saferoads4teens Coalition, a diverse group made up of parents, teens, and more than 110 national, state and local public health and safety organizations, law enforcement and businesses including insurance companies and the auto industry. Today's survey conducted by the Allstate Foundation shows overwhelming teen support for strong GDL laws. Other recent surveys show that parents support these laws. It's time for Congress to act.

On behalf of Advocates and the Saferoads4teens Coalition, I want to express our appreciation to the Senate and House supporters including Senator Gillibrand (D-NY) and Senator Klobuchar (D-MN) as well as Representative Bishop (D-NY), Representative Van Hollen (D-MD) and several other Members of Congress who could not join us today but who have agreed to co-sponsor this important legislation. We thank you for your leadership, your concern for our children and your commitment to save lives.

Remarks of Stacy Sharpe
Assistant Vice-President for Federal Affairs, Allstate Insurance Company
Press Conference on the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act
March 8, 2011
U.S. Capitol, Washington, D.C.

Allstate has been inspired by the courage of these families who have lost a child in a teen-related car crash. We would like to thank these parents for being here today. My name is Stacy Sharpe. I am Assistant Vice President of Federal Affairs for Allstate. Allstate is proud to stand with the other insurance companies that are also committed to curbing the staggering number of teen driving fatalities.

Our friends at Advocates, and our fellow members of the Safe Roads for Teens Coalition, deserve thanks for their tireless work to create stronger graduated driver licensing laws. Of course, we would not be here today but for the sponsors of the STANDUP Act. We applaud Senator Gillibrand and Congressman Bishop for their leadership in carrying this issue into the new Congress.

Teen auto accidents penetrate every corner of America and are a threat to all American families. By the time this day ends, an average of 11 teens will have died because of inexperience or distraction behind the wheel. We must work together to save those 11. A strong graduated driver licensing law like the STANDUP Act will help us do that. Not only will this law save lives, it will arm moms and dads across the country with tools to help their teens become better drivers. And teens want to see this too.

An overwhelming majority of teens – 74 percent to be exact – approve of a national comprehensive graduated driver licensing law. This finding comes from a recent survey commissioned by The Allstate Foundation, where nearly 1,400 teens were asked their opinion on tougher driving standards. We were pleasantly surprised to see that three-fourths of them said that having one single graduated driver licensing law like the STANDUP Act made sense. The consistency of these results cuts across age, gender, geographic location and race. Our leaders should heed the broad-based support of our youth on a matter that so directly impacts them.

Two teens who continue to show strong support for better laws are Elliott Johnson from Brookings, South Dakota and Megan Daugherty from Mamaroneck, New York. Elliott has been a tireless advocate for safe teen driving as a member of a national Teen Distracted Driving Prevention Leadership Team. His leadership is inspiring. In fact, Senator and Congressman, I wouldn't be surprised to see him back here in this building as a colleague of yours one day. Megan is a leader in her own right. She is an officer in her school's Students Against Destructive Decisions (SADD) chapter and she brings a unique leadership perspective as a volunteer with her local community Emergency Medical Service. With that, it is my pleasure to turn the podium over to true leaders in this cause, Elliott Johnson and Megan Daugherty. Elliott and Megan ...

Remarks of Elliot Johnson and Megan Daugherty
Press Conference on the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act
March 8, 2011
U.S. Capitol, Washington, D.C.

Thank you, Stacy. Hello, my name is Elliot Johnson, and I am from Brookings, South Dakota

And I am Megan Daugherty, from Mamaroneck, New York.

Both Megan and I have been working hard at our schools and throughout our communities to educate teens and adults about safer driving. Our goal is to eliminate teen deaths and injuries caused by car crashes. This is especially important where I'm from, South Dakota, which has rural roads that are especially hazardous for teen drivers. But this is something that needs to be addressed not just in our towns or just the states of South Dakota and New York, but across the nation.

As a teenager, it's scary to know that more young people die from car crashes than any other kind of accident or disease, more than homicide, suicide and cancer *combined*. I know if there was a vaccine that could reduce teen cancer deaths by up to 40%, no one would hesitate to distribute it to every teen in every state. Well, there is a vaccine that can prevent teen crashes, injuries and deaths. Strong Graduated Driver Licensing laws, or GDL, have been proven to keep teens safer.

Another one of the benefits of Graduated Driver Licensing is that it gives us a framework for making good driving decisions. And it helps us fight peer pressure, too. It's a lot easier to say "It's against the law," than it is to say "We can't have this many kids in the car" or "I can't drive at that time of night."

So, I ask you this: if GDL has been proven to work, why doesn't every state have strong GDL program? Why should teens in one state be safer than teens in another state? Each and every state should do everything they can to protect teen drivers no matter where he or she lives. If we wait years for states to act on their own, thousands of kids in my generation are at risk of crashing, being injured, or even dying. We deserve better. We are here today to ask members of Congress to provide the leadership needed now, to push states toward much-needed changes now, so lives can be saved starting now.

Now if a teen from South Dakota and a teen from New York can agree on this, it makes you wonder just how strong support for GDL is among teens?

We know the answer thanks to The Allstate Foundation's survey on teen attitudes toward graduated driver licensing and the STANDUP Act.

For Megan and me, representing teens on the important issue of teen driving is both a tremendous opportunity and a little bit intimidating. After all, can any one or two individuals really speak for more than 20 million diverse young people?

But, after reviewing the results of the survey, I think I can say with confidence that teens today are more in sync with our ideas and opinions on driving than ever before.

In a survey conducted last November, when 15 to 18 year olds were asked for their view of a single law that includes: a learner period starting at age 16, limits on late night driving, passenger limits for new drivers, prohibitions on cell phone use and texting while driving, and the need to wait until 18 years old to get a full, unrestricted license. An overwhelming majority – 74 percent – of teens approved. Who knew you could get 74 percent of teens to agree on anything!?

Despite what our parents and teachers sometimes think, the vast majority of teens are responsible. So I wasn't surprised to read the following statistics from the survey:

78 percent of teens approved of night time driving restrictions.

57 percent were in favor of passenger restrictions.

85 percent approved of cell phone bans.

93 percent were in favor of texting bans.

Clearly, teens support the key components of the STANDUP Act.

Through my work at home in New York and through Elliot's work in South Dakota and with other teens throughout the nation, we've talked to a lot of young people. At the end of the day, we all want the same thing: the chance to live a long, fulfilling life with our friends and family members by our side.

That's why graduated driver licensing laws like the STANDUP Act are good. They help us better understand the risks on the road. They are a resource to lean on when peer pressure tempts us to make risky driving decisions. They protect us. But, more importantly, they keep our brothers, our sisters, our friends and our classmates safe and a part of our lives.

I don't want my family, or the family of anyone I know to have to go through what Jerry's family and the other families here today continue to endure. The STANDUP Act offers protection for every teen, every family in every state.

So, on behalf of our fellow teens across the nation, we'd like to thank Senator Gillibrand, Congressman Bishop, Advocates for Highway and Auto Safety and all the members of the Saferoads4teens Coalition for playing a leadership role in supporting STANDUP.

And, I'd like to thank The Allstate Foundation for educating the public about the value of stronger teen driving laws. It's nice to see adults listening to teens!

Thank you for the chance to speak today and send this message – from teens, about teen driving – to Congress and lawmakers in all 50 states. It would be even better if more legislators would respect their young constituents. It's time for our nation's leaders to demonstrate that they can work together on a simple issue like public safety and show teens they really do care about our futures. The young people of this nation are watching. Thank you.

Remarks of Joseph L. Wright, MD MPH FAAP
Press Conference on the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act
March 8, 2011
U.S. Capitol, Washington, D.C.

Good afternoon. My name is Dr. Joseph Wright, and I am pleased to be here representing the American Academy of Pediatrics. I am a member of AAP's Committee on Pediatric Emergency Medicine and former member of the AAP's Committee on Injury, Violence, and Poison Prevention.

I am also Senior Vice President for the Child Health Advocacy Institute and Vice Chairman of Pediatrics at Children's National Medical Center here in Washington, D.C

Motor vehicle crashes are, far and away, the leading cause of death for teenagers. In fact, motor vehicle crashes are responsible for double the number of injury deaths over the next leading cause of injury. Car crashes kill more adolescents each year than suicide, cancer, birth defects, diabetes, influenza and pneumonia combined.

In 2009 alone, more than 3,000 young adults age 15 to 19 were killed in a car crash and more than 350,000 were treated in emergency departments for injuries suffered in a crash.^{i ii} In the last ten years, nearly 81,000 people have been killed in the United States as a result of crashes involving teen drivers.

Although every driver is at some risk for a crash, we know that that teenagers and novice drivers are much more likely to have a crash than more mature and experienced drivers. The risk of motor vehicle crash is higher among teens than among any other age group.

Per mile driven, teen drivers are four times more likely to crash than older drivers. The crash risk is particularly high for younger drivers and especially during the first year that teenagers are eligible to drive.ⁱⁱⁱ In fact, the crash rate for 16 year olds is much higher than even for 17 year olds. Each year a teen waits to get a driver's license results in a decrease in likelihood of a crash.

As an emergency physician, I can tell you first-hand about the heartbreaking toll of auto crashes among our nation's youth.

These statistics and stories are tragic, but they should also galvanize us all to action. Teen driving crashes represent a public health crisis, but it is one where we already have a proven treatment for preventing thousands of deaths and injuries every year.

Research shows that comprehensive graduated drivers licensing (or GDL) programs reduce the number of automobile crashes among teens. Many states have some sort of GDL law today. But unfortunately, state GDL laws are inconsistent and provide only a patchwork of safety for our nation's youth.

Passage of the STAND UP Act will assure that every new driver, whether he lives in Washington, D.C. or Washington state, will have the same training, the same laws, and the same protection. This bill will save lives.

The American Academy of Pediatrics is proud to have a long history of advocacy on safe driving issues. For years, the AAP has been involved in encouraging states and the federal government to require more drivers' education, increased restrictions for new drivers, child restraints for younger passengers, and seat belts requirements for all passengers. Every day, thousands of pediatricians around the country counsel parents and teenagers on safe driving.

I'd like to take this opportunity to thank Senator Gillibrand and Representative Bishop for their outstanding leadership and initiative on the critical public health and safety issue of preventing deaths and injuries among teen drivers.

I'd also like to thank the parents and students who are with us today. The perils of teen driving have affected each of them on a very personal level. Their support and their voices will be critical in passing the STANDUP Act this year.

As a pediatrician, an emergency room physician, and most importantly, as a father, I am here today on behalf of the American Academy of Pediatrics to call on Congress to pass the STAND UP Act to protect our nation's greatest resource: our children.

Again, I'd like to thank the bill's sponsors for inviting us here today. We look forward to working with you to pass this life-saving bill.

ⁱ Centers for Disease Control and Prevention. Web-based Injury Statistics Query and Reporting System (WISQARS) [Online] 2010. National Center for Injury Prevention and Control, Centers for Disease Control and Prevention. Available from URL: www.cdc.gov/injury/wisqars.

ⁱⁱ National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS) [Online] 2009. National Center for Statistics and Analysis, National Highway Traffic Safety Administration. Available from URL: www-fars.nhtsa.dot.gov/Main/index.aspx

ⁱⁱⁱ Insurance Institute for Highway Safety (IIHS). Fatality facts: Teenagers 2008. Arlington (VA): The Institute; 2009. Available from URL: www.iihs.org/research/fatality_facts_2008/teenagers.html

Remarks of Jerry Assa
Press Conference on the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act
March 8, 2011
U.S. Capitol, Washington, D.C.

Hello, my name is Jerry Assa, and I'm from Plainview, New York.

I'm here today to talk about my son Brian.

Brian was a wonderful son. He was loved by his family and his many friends. He loved playing soccer, and he played it well, mastering his skills at multiple positions. He was looking forward to a bright future.

Like most 16-year-old kids, Brian was excited about driving. He was doing well as a novice driver. I had spoken with Brian many times about driving safely and cautioned him about the dangers of speeding when behind the wheel of a car. I tried to be a good role model as a driver, and I gave him advice on ways I practice safety when I drive. The lessons and the advice seemed to sink in. Brian was a cautious driver, and I was proud of him.

Brian was in many ways a typical teenager, spirited and fun loving. But also like a typical teenager, Brian didn't always consider the consequences of his actions, and he had those feelings of invincibility so common in boys that age.

Unfortunately, no one is invincible.

Brian was killed in a crash on January 19, 2008. A passenger, Brian's friend David, was critically injured. Brian had been driving the car at a high rate of speed. Neither drugs nor alcohol played a role in the crash. It was purely a case of poor judgment.

Not only did Brian lose his life that night, but his family and friends will suffer as long as we live.

Sadly, parents across the nation, in all 50 states, share my experience. Several of them are here with me today. As we know all too well, the tragedy of teen driving crashes can affect anyone, regardless of where they live. It doesn't make any sense at all to have different teen driving laws in every state. The number of teen fatalities, as well as other deaths resulting from crashes involving teen drivers, is over 5,600 people every year in this country. One death is too many, but when there are thousands of families, year in and year out, going through what my family – and the other families here today – have suffered, and will suffer, it's time to do whatever we can to solve this tragic problem.

It is time for every state to protect every teen driver no matter where he or she lives. A federal law is needed to encourage states to adopt the best and strongest laws to protect our teens. That is why I support the STANDUP Act, a congressional action that will lead to state adoption of these important laws.

What are we waiting for?

Since Brian's crash, my plea to everyone, particularly teens, is "please take the time to think first and avoid destructive decisions, especially when you're behind the wheel of a car." Today, my plea to members of Congress is this: "You can prevent thousands of teens from dying every year. You can ensure that thousands of families don't suffer the loss that our family feels every day. Now is the time to take action by passing the STANDUP Act."

**STANDUP Act Parent, Teen, and Victim Advocates
STANDUP Act Press Conference
March 8, 2011**

Jerry Assa (Plainview, New York)

Jerry lost his 16-year-old son, Brian, in a crash on January 19, 2008. Jerry has created a non-profit foundation in memory of his son. He also speaks to youth and others about safe teen driving and the importance of thinking before acting dangerously.

Alan Brown (Kennesaw, Georgia)

Alan lost his 17-year-old son, Joshua, in a crash on July 1, 2003. He and his wife have since founded the Joshua Brown Foundation that has successfully raised funds to provide driving simulators and training to Joshua's former high school; developed a technologically advanced program to provide drivers education for every teen; and, helped pass Joshua's Law in the Georgia General Assembly during one session with overwhelming support.

Marlene Case (Pottstown, Pennsylvania)

Marlene is an emergency room nurse who lost her 17-year old son, Andrew, a passenger in a car crash on November 23, 2009 with a 16-year old driver, and a total of six teens in the car. Just months after losing her son, she began working for teen driving law reform. She has spoken to many legislators about her son's crash and is dedicated to changing public policy.

Sherry Chapman (Hartford, Connecticut)

Sherry cofounded Mourning Parents Act (!MPACT) after her son, Ryan Ramirez (19), was killed in a crash caused by a teen driver on December 7, 2002. She and other !MPACT members manage an active program speaking in Connecticut schools and advocating for improved GDL laws at the state and federal levels.

Megan Daugherty (Mamaroneck, New York)

Megan (17) is a senior at Rye Neck High School, where she is the Treasurer of their chapter of Students Against Destructive Decisions (SADD). She serves as a volunteer for local emergency medical services, which has strengthened her support for strong teen driving laws.

Captain Tom Didone (Montgomery County, Maryland)

Captain Didone is 5th District Commander of the Montgomery County Police Department. He lost his 15-year-old son Ryan on October 21, 2008. Ryan was riding in a car with 4 other passengers when the driver lost control of the car and hit a tree. Captain Didone has become a leading advocate for passage of the STANDUP Act.

Elliot Johnson (Brookings, South Dakota)

Elliott is a sophomore at Brookings High School, a member of the National Organizations for Youth Safety "Teen Distracted Driving Prevention Leadership Team" and Vice-President of Public Relations for his school chapter of Family, Career and Community Leaders of America (FCCLA).

Eilene Okerblom (Santa Maria, California)

Eilene lost her 19-year-old son, Eric, who was struck by a distracted teen driver while he was riding his bicycle on July 25, 2009. Eilene and her husband, Dr. Robert Okerblom, have become very involved in advocating for strong teen driving laws and laws against distracted driving. Dr. Okerblom is currently on a cross-country bicycle ride aimed at bringing awareness to the issue of distracted driving.

Jim Portell (Davenport, Florida)

Jim's daughter, Jamie (15), was killed in a crash on October 4, 2002 when the teenage driver drove into a grassy median and the car flipped numerous times. Since Jamie's death, Jim has become involved in advocating for primary seat belt laws, stronger regulations on roof crush standards for sport utility vehicles, and improvements to graduated driver licensing laws.

Tyler Presnell (Vancouver, Washington)

Tyler suffered life-altering injuries in a teen driving crash as a 15-year old on November 21, 1999. More than 10 years later he is still undergoing surgeries and suffering the long-term effects from brain trauma but using his story to educate teen drivers about risks and encourages passage of safety legislation.

Ray Sanderbeck (Medina, Ohio)

Ray's daughter, Michelle (15), was killed in a car crash on March 4, 2006. She was one of five passengers in a car when the teen driver lost control. The Sanderbeck family has since set up the Michelle's Leading Star Foundation that encourages safe teen driving. Ray has also been active in advocating for stronger teen driving laws.

Susan Vavala (Wilmington, Delaware)

Susan's daughter, Kim (15), was killed on June 12, 1995 in a teen driving incident less than two miles from her house when her friend lost control of the car. She was just shy of her 16th birthday. In the years following Kim's death, Susan has become a leading advocate for stronger graduated driver licensing laws in her home state of Delaware and, more recently, in Washington, D.C.

Bill Walter (Perry Hall, Maryland)

Bill's son 17-year old, Matt, was killed as the result of injuries sustained in a crash with a teen driver on April 5, 1999 when the car crashed into a utility pole. Matt died six weeks later from a ventricular aneurysm, resulting from crash-related injuries. Bill now advocates for strong laws protecting teen drivers.

The Allstate Foundation Teen Driving Laws Survey Fact Sheet

About the Survey

The Allstate Foundation commissioned a survey to determine teen licensing rates, interest in early licensure, and potential reasons for licensing delay. In addition, the survey explored teen opinions about licensing policies, especially key provisions in graduated driver licensing (GDL). The national survey is comprised of 1,383 online interviews of teens between the ages of 15 and 18. The survey was conducted in November 2010 by Knowledge Networks, under the direction of Dr. Allan Williams, former chief scientist at the Insurance Institute for Highway Safety.

Survey Highlights

- **One national GDL law** – Almost three-quarters (74 percent) of teens approve of a single, comprehensive law that incorporates the key elements of graduated driver licensing (a learner period starting at age 16, limits on late night driving and passenger limits for new drivers, prohibition of cell phones and texting, and age 18 for a full, unrestricted license).
 - Approval rate was consistent regardless of gender, age, license status category, geographic region, urban or rural resident status, race or ethnicity.
- **Night restrictions** – The vast majority of teens (78 percent) approved of night restrictions. Of those who approved of the restrictions, 49 percent thought the start time for the night restriction should be 10 p.m. or earlier; 25 percent thought 9 p.m. or earlier.
- **Passenger restrictions** – The majority of teens (57 percent) were in favor of passenger restrictions. Twenty-eight percent of those in favor thought no passengers should be allowed in the car; 69 percent thought up to one passenger should be permitted.
- **Cell phone restrictions** – Bans on cell phone use and texting for young beginners were strongly endorsed. Eighty-five percent approved of cell phone bans; 93 percent were in favor of texting bans.
- **Licensing** – At 16 years old, there was equal division among teens who had a restricted or full license, those in the learner stage of licensing, and those who had not started the licensing process. At 18 years old, 62 percent of the teens surveyed had full licenses; 22 percent had not started the licensing process.
 - Leading reasons for delaying licensing included no car, costs, parent availability, ability to travel without a car, and being busy with other activities.

About GDL

Graduated driver licensing, or GDL, lets a novice teen driver get on-the-road driving experience gradually, under lower-risk conditions. GDL laws vary by state but typical provisions include:

- Extended periods of supervised driving before a full license is granted;
- Required hours of adult supervision during learner periods;
- Restrictions on late-night driving during initial months after teen gets a license;
- Restrictions on driving with teen passengers.

For more information about the survey, visit www.AllstateFoundation.org/teen-licensing-survey

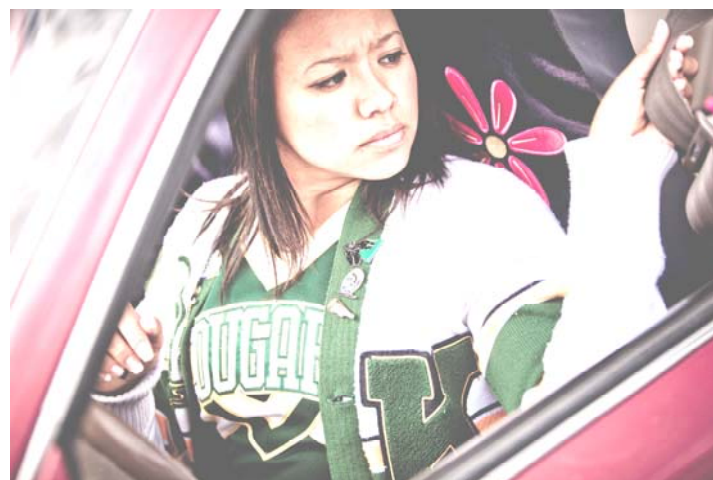
The Allstate Foundation Teen Licensing Survey

- Teens responded favorably to the concept of a single law that incorporates the common elements of GDL.
- The great majority (74%) of teens approved, 34% strongly approving, 40% somewhat approving, 18% somewhat disapproving and only 9% strongly disapproving of a single law.
- Approval rate was consistent regardless of gender, age, license status category, geographic region, urban or rural resident status, race or ethnicity.



Results Continued...

- The vast majority of teens (78%) approved of night restrictions. Of those who approved of the restrictions, 49% thought the start time for the night restriction should be 10 p.m. or earlier; 25% thought 9 p.m. or earlier.
- More than half of teens (57%) were in favor of passenger restrictions. Twenty-eight percent of those in favor thought no passengers should be allowed in the car; 69 percent thought up to one passenger should be permitted.
- Bans on cell phone use and texting for young beginners were strongly endorsed. Eighty-five percent approved of cell phone bans (56% strongly approving); and 93% were in favor of texting bans (75% strongly approving).



About the Survey

- The Allstate Foundation commissioned a survey to determine teen licensing rates, interest in early licensure, and potential reasons for licensing delay. In addition, the survey explored teen opinions about licensing policies, especially key provisions in graduated driver licensing (GDL). The national survey is comprised of 1,383 online interviews of teens between the ages of 15 and 18. The survey was conducted in November 2010 by Knowledge Networks, under the direction of Dr. Allan Williams, former chief scientist at the Insurance Institute for Highway Safety.



NEWS

FOR IMMEDIATE RELEASE

Contact: Kate Hollcraft
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Allstate Hails Renewed Push to Pass Stronger Teen Driving Laws STANDUP Act would empower states, parents to save lives; teens strongly agree

NORTHBROOK, Ill., March 8, 2011 – Allstate Insurance Company issued the following statement in support of the introduction of the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act in the 112th Congress by Sen. Kirsten Gillibrand (D-NY) and Rep. Tim Bishop (D-NY).

“No subject bears as much life-threatening consequence to a mom or dad as putting their son or daughter behind the wheel of a car. An average of 11 American teens are killed each day as a result of preventable car crashes. More should be done to help parents prepare their children for a lifetime of safe driving.

“We can make parents’ jobs a little easier by arming them with the resources of proven graduated driver licensing (GDL) programs. These tools give new drivers valuable experience under supervised conditions. Not every state’s GDL program is as strong as it can be, which is why we believe resources and guidelines at the national level are critical. Now, a new survey by The Allstate Foundation found that the overwhelming majority of teens – 74 percent – also approve of a national GDL law.

“Allstate proudly stands by Senator Gillibrand and Congressman Bishop in once again leading the charge to pass the STANDUP Act. Building on the support we generated last year puts us in a strong position to turn this idea into action. In fact, through Allstate’s [Save 11 Campaign](#), more than 60,000 Americans have already added their voice to a growing chorus of citizens urging Congress to pass this bill.

“We owe it to the parents of the thousands of teens we’ve lost to keep the momentum going, pass the STANDUP Act, and save more lives.”

The Allstate Corporation (NYSE: ALL) is the nation’s largest publicly held personal lines insurer. Widely known through the “You’re In Good Hands With Allstate®” slogan, Allstate is reinventing protection and retirement to help nearly 16 million households insure what they have today and better prepare for tomorrow. Consumers access Allstate insurance products (auto, home, life and retirement) and services through Allstate agencies, independent agencies, and Allstate exclusive financial representatives in the U.S. and Canada, as well as via www.allstate.com and 1-800 Allstate®.

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NEWS



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FOR IMMEDIATE RELEASE
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APHA Lauds U.S. Senate for Support of STANDUP Act

Washington, D.C., March 8, 2011 – The American Public Health Association commends Sens. Kirsten Gillibrand (D-N.Y.) today for introducing the Safe Teen and Novice Driver Uniform Protection Act (STANDUP), legislation that would dramatically reduce teen motor vehicle crashes, the leading cause of death among teens.

The legislation would establish minimum federal requirements for state Graduated Driver Licensing (GDL) laws and encourage all states to adopt GDL laws that meet those minimum requirements within three years.

According to the Centers for Disease Control and Prevention (CDC), if every state had strong GDL programs to help new drivers gain skills under low-risk conditions, 175 lives would be saved and about 350,000 injuries prevented each year. Although the National Highway Traffic Safety Administration reports that 46 states and the District of Columbia have some components of a GDL program, no state meets all optimal guidelines.

“Assuring that our nation’s teens are smart, safe drivers is one of the most important steps we can take to protect their safety and the safety of others on the road,” said Georges C. Benjamin, MD, FACP, FACEP, (E), executive director of APHA. “The STANDUP Act is essential legislation that would limit the toll of injuries and lives senselessly lost due to traffic-related crashes.”

APHA also applauds the collective commitment of Reps. Tim Bishop (D-N.Y.) and Chris Van Hollen (D-M.D.) who plan to co-sponsor the House version of the bill, ensuring all teens across the country are protected by effective GDL laws.

Preventing injuries will be the focus of National Public Health Week April 4-10, an annual observance organized by APHA that highlights public health achievements and raises awareness of issues integral to improving the nation's health. This year, in partnership with CDC's National Center for Injury Prevention and Control, APHA will continue its broad vision to make America the healthiest nation in one generation by addressing the importance of injury and violence prevention through the theme "**Safety is No Accident: Live Injury-free.**" Please join us in celebrating NPHW and helping create a safer, healthier nation.

To raise awareness and engage communities across the nation on the issue, APHA has produced comprehensive resources for planning, organizing and outreach in a new online toolkit. The toolkit includes suggested events, legislative information and media resources to use before, during and after the week. The 2011 Partner Toolkit is available at www.nphw.org.

For more about APHA, visit www.apha.org.

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Founded in 1872, the APHA is the oldest and most diverse organization of public health professionals in the world. The association aims to protect all Americans and their communities from preventable, serious health threats and strives to assure community-based health promotion and disease prevention activities and preventive health services are universally accessible in the United States. APHA represents a broad array of health providers, educators, environmentalists, policy-makers and health officials at all levels working both within and outside governmental organizations and educational institutions. More information is available at www.apha.org.



March 8, 2011

STATEMENT OF SUPPORT FOR PASSAGE OF THE STANDUP ACT

“Enacting STANDUP is paramount to fulfilling our collective responsibility to preserve the safety of young drivers across America. Encouraging gains have been made in reducing teen crashes and their resulting tragedy in states with effective graduated licensing laws, and we fully support legislation that raises the bar for all states to enforce consistent training standards and restrictions aimed at helping novice drivers safely gain experience behind the wheel.”

- Tim Sweeney, president, Personal Markets, Liberty Mutual Insurance

Liberty Mutual media contact:

Glenn Greenberg, 617-574-5874, glenn.greenberg@libertymutual.com



Nationwide[®]
On Your Side

FOR IMMEDIATE RELEASE
March 8, 2010

Contact:

Nancy Smeltzer 614-249-4491

smeltzn@nationwide.com

Nationwide Insurance urges passage of STANDUP Act

Awareness, stricter driving laws for teens at heart of proposed law

Columbus, Ohio— Nationwide Mutual Insurance Company today re-emphasized its support for the STANDUP Act, which, if passed, would establish minimum requirements for state Graduated Driver's License (GDL) laws that emphasize progressively introducing new teen drivers to the responsibility and skills involved in operating a motor vehicle.

Sen. Kirsten Gillibrand (D-NY), one of several sponsors of the bill, has introduced the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act that promotes action with incentive grant funds, and imposes sanctions on states that fail to meet those requirements after three years.

Rep. Timothy H. Bishop (D-NY) and Rep. Chris Van Hollen (D-MD) are co-sponsoring a similar bill that will be introduced in the House of Representatives next week.

“This is a safety measure that will save lives,” said Bill Windsor, Nationwide’s Consumer Safety Officer. “Since 2000, nearly 81,000 people have been killed in the United States as a result of crashes involving teen drivers. The GDL is a promising remedy for removing the crash risk of young drivers.”

Nationwide believes that better public awareness of teen driving issues and greater involvement of parents in teaching and coaching new teen drivers can make a large impact on this road crisis.

Teen drivers ages 16 to 19 have a fatality rate four times the rate of drivers ages 25 to 69. Sixteen-year-old drivers have a crash rate three times more than 17-year-olds, five times greater than 18-year-olds, and two times that of 85-year-olds. These statistics are from the National Highway Traffic Safety Administration.

As a member of the Saferoads4teens Coalition, an alliance representing consumer, health, safety, insurance, and medical organizations, Nationwide supports GDL laws as an integral part of the solution.

“The number one cause of death and serious injuries for teens are traffic crashes,” Windsor said. “Strong parental involvement supported by good GDL laws can save lives and reduce crashes.”

About Nationwide

Nationwide, based in Columbus, Ohio, is one of the largest and strongest diversified insurance and financial services organizations in the U.S. and is rated A+ by A.M. Best. The company provides a full range of personalized insurance and financial services, including auto insurance, motorcycle, boat, homeowners, life insurance, farm, commercial insurance, administrative services, annuities, mortgages, mutual funds, pensions, long-term savings plans and health and productivity services. For more information, visit www.nationwide.com.

Nationwide, the Nationwide frame mark, and On Your Side are service marks of Nationwide Mutual Insurance Company.



News Release

National Safety Council · 1121 Spring Lake Drive · Itasca, IL 60143 · media@nsc.org

FOR IMMEDIATE RELEASE
March 8, 2011

Contact: Amy Williams
Communications Director
Phone: (630) 775-2307

National Safety Council Strongly Supports Comprehensive Graduated Driver Licensing *GDL Most Effective Method for Saving Teen Lives*

Itasca, IL – Motor vehicle crashes are the leading cause of death for American teens between the ages of 15 and 20. More teens die annually in traffic crashes than the next three leading causes of death combined: homicide, suicide and cancer. Teen driving safety is one of the most important National Safety Council initiatives. NSC believes comprehensive Graduated Driver Licensing (GDL) is the most effective way to make an immediate, positive impact on these terrible statistics.

Although 49 states in America have some form of GDL, only a handful have comprehensive licensing systems that allow teens to learn to drive in lower-risk situations, which gives them the best opportunity to learn the difficult skill of driving.

“We strongly support and applaud U.S. Sen. Kirsten Gillibrand and Rep. Tim Bishop’s leadership in sponsoring the Safe Teen and Novice Driver Uniform Protection (STANDUP) Act, which encourages states to adopt comprehensive GDL laws,” said Janet Froetscher, NSC president and CEO. “A substantial body of evidence demonstrates these laws reduce crashes and save lives among teen drivers, their passengers and others who share the roads.”

The National Safety Council (www.nsc.org) saves lives by preventing injuries and deaths at work, in homes, communities and on the roads through leadership, research, education and advocacy.

Connect with NSC:



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FOR IMMEDIATE RELEASE

March 7, 2011

Contact: Deborah Burke Henderson

508-481-3568

dbhenderson@sadd.org

**STATEMENT OF SUPPORT
FOR SAFE TEEN AND NOVICE DRIVER UNIFORM PROTECTION ACT
(STANDUP ACT)**

Statement of Penny Wells, SADD President and Executive Director

SADD (Students Against Destructive Decisions) is proud to support the Safe Teen and Novice Driver Uniform Protection Act (STANDUP Act).

Motor vehicle crashes remain the #1 killer of American teens. In 2007 alone, more than 7,600 people lost their lives in crashes involving young drivers ages 16 to 20. These are unacceptable statistics that demand attention. SADD chapters remain dedicated to addressing safe teen driving as the paramount safety issue for teens.

SADD recognizes Graduated Driver Licensing (GDL) as an effective system that will reduce young driver crash fatalities. Unfortunately, state GDL laws vary widely with regard to the components included and the strength of the restrictions. This has resulted in an uneven patchwork of stronger and weaker GDL laws across the nation. SADD supports measures, such as the STANDUP Act, that will speed up the process of passing state laws and create a uniform safety policy across all 50 states and the District of Columbia.

SADD students, their adult advisors, their families and the entire SADD network are committed to safe teen driving. We offer our support to passage of this important law.

Founded as Students Against Driving Drunk in 1981, SADD has broadened its name and safety message to include serious challenges in teen lives: alcohol and other drug use; impaired, reckless and distracted driving; and violence and suicide. Today, SADD has become the nation's leading peer-to-peer youth education, prevention and activism organization with thousands of chapters in middle schools, high schools and colleges. More information is available at sadd.org.

SADD, Inc.

255 Main Street | Marlborough, MA 01752 | www.sadd.org

877-SADD-INC TOLL-FREE | 508-481-3568 | 508-481-5759 FAX

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FARMERS

March 8, 2011

Statement In Support of the Safe Teen and Novice Driver Uniform Protection Act (The
STANDUP Act)

The United States has seen a decline in fatal accidents over the last two decades of more than 25%. These improvements are, in part, a result of efforts to make vehicles and roads safer. Each mile driven by our families and friends has less risk. Consumers now think about safety when they drive or buy cars. Research and regulations that identify dangerous behavior have helped all of us drive and ride with less fear.

The progress we have made indicates the potential for more. Over the last five years, improvements in safety outside the United States outpace our own. We are challenged to be leaders, not followers, when it comes to protecting our citizens from the unsafe behaviors of a few.

Improving driver, auto and highway safety nationally is why Farmers Insurance Group of Companies, and our affiliated companies, including Zurich, support organizations that promote research and advocacy. We support the Insurance Institute for Highway Safety and the Institute for Business and Home Safety. As an insurance industry leader and co-chair of the Advocates for Auto and Highway Safety - an organization that leads efforts dedicated to reduce driver and highway accidents - Farmers, and its affiliated companies, endorse the bill and applaud the introduction of the STANDUP Act. Insurers and consumers are aligned in support of laws - such as this legislation - that protect our communities, children, customers and constituents from unsafe situations that they cannot avoid themselves.

Driving continues to be a leading cause of death and permanent injury for teenagers. Newly licensed drivers are a disproportionate danger to those of us who share the road with them. This danger persists in spite of known ways to reduce the potential for such trauma. The STANDUP Act introduced today attempts to reduce accidents that happens three times as often when a driver has less than three years experience behind the wheel.

Critics have cited the sanctions and the incentive spending as fatal flaws in this bill. However, if there is no penalty or benefit to improving GDL laws, then this law will have no effect.

Graduated licensing laws (GDL) work. Regulation supporting safety innovations such as vehicle construction standards, seat belts, airbags and electronic stability control have followed similar paths. Drivers enjoy up to a 20% drop in teen accidents (versus control groups) where the strongest laws have been enforced. The debate on effectiveness of GDLs should be over. Our chance to protect drivers is here.

Thank you Senator Kristen Gillibrand and Representative Tim Bishop for introducing this important legislation. We urge Congress to consider this measure and pass the STANDUP Act.



Contact: Roger Wildermuth
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USAA on Twitter: @usaa

March 8, 2011

USAA backs federal law urging teen driving laws

STANDUP Act would give grants to states with tough teen driving laws, withhold highway funds from states without such laws

SAN ANTONIO – USAA announced today it supports federal legislation urging states to create graduated drivers licensing laws that include restrictions on nighttime driving, non-family passengers and the use of communications devices while driving.

“Motor vehicle crashes are the No. 1 killer of American teens,” said Stuart Parker, president of USAA Property & Casualty Insurance Group. “USAA strongly believes that graduated drivers license laws save lives and make our roads safer. Being a new driver is challenging enough, but driving at night, with friends or while using cell phones increases the risk for new drivers and those of us that share the road with them.”

The Safe Teen And Novice Driver Uniform Protection (STANDUP) Act would provide grants to states that adopt laws meeting the minimum standards identified by the bill. States that do not adopt laws meeting those standards would lose a percentage of federal highway construction funds.

“States can and should establish laws to improve safety and give new drivers time to focus on the core skills of driving,” Parker said. “This bill gives states the standards they need to craft reasonable laws and make real improvements in traffic safety.”

About USAA

USAA provides insurance, banking, investment and retirement products and services to 8 million members of the U.S. military and their families. Known for its legendary commitment to its members, USAA is consistently recognized for outstanding service, employee well-being and financial strength. USAA membership is open to all who are serving or have honorably served our nation in the U.S. military – and their families. For more information about USAA, or to learn more about membership, visit usaa.com.

The Safe Teen and Novice Driver Uniform Protection Act (The STANDUP Act)

A public health crisis

Motor vehicle crashes are the #1 killer of American teens. On average, more than 10 teens are killed in the United States each day as a result of motor vehicle crashes. In 2009 alone, more than 5,600 people lost their lives in crashes involving young drivers ages 15 to 20. More than 2,300 of these deaths were young drivers, and more than 1,400 were passengers of young drivers. Since 2000, nearly 81,000 people have been killed in the United States as a result of crashes involving teen drivers.

A promising remedy

Research has shown that a Graduated Driver Licensing (GDL) program is an effective method for reducing the crash risk of new drivers. GDL programs introduce teens to the driving experience gradually by phasing in full driving privileges over time and in lower risk settings. Optimal GDL laws have multiple components, including a three-stage licensing process and restrictions on nighttime driving, number and age of passengers, and cell phone usage. Research shows that states with strong GDL laws have experienced a reduction in teen driver crashes of up to 40%.

The need for federal action

State GDL laws vary widely with regard to the components included and the strength of the restrictions. This has resulted in an uneven patchwork of stronger and weaker GDL laws across the nation. The federal practice of withholding a percentage of Highway Trust Fund monies from states until they have adopted key lifesaving highway safety laws – known as “sanctions” – has worked effectively to speed up the process of passing state laws and create a uniform safety policy across all 50 states and D.C. This practice has been successful on a number of important issues, such as establishing 21 as the minimum legal drinking age; establishing the allowable blood alcohol concentration level for drivers at .08%; and establishing a zero tolerance policy for underage drinking and driving. With the use of federal sanctions, all 50 states passed these laws in the time allowed, and no state lost money. Even more importantly, these laws are credited with saving more than 25,000 lives. Using this approach to improve state GDL laws would ultimately lead to a reduction in teen driver crashes and related deaths.

The Safe Teen and Novice Driver Uniform Protection Act (STANDUP Act) would establish minimum requirements for state GDL laws:

- A 3-stage licensing process (learner’s permit and intermediate stage before unrestricted driver’s license);
- A prohibition on nighttime driving during the learner’s permit and intermediate stages;
- A passenger restriction during the learner’s permit and intermediate stage (no more than 1 non-familial passenger under the age of 21 unless a licensed driver over 21 years of age is in the vehicle);
- A prohibition on non-emergency use of cell phones and other communication devices, including text messaging, during the learner’s permit and intermediate stages;
- Age 16 for issuance of learner’s permit and age 18 for lifting of all restrictions on newly-licensed teen drivers;
- Any other requirement adopted by the Secretary of Transportation, including learner’s permit holding period at least 6 months; intermediate stage at least 6 months; at least 30 hours behind-the-wheel, supervised driving by licensed driver 21 years of age or older; automatic delay of full licensure if permit holder commits an offense, such as DWI, misrepresentation of true age, reckless driving, unbelted driving, speeding, or other violations as determined by the Secretary.

The STANDUP Act

The purpose of the STANDUP Act is to provide safety grants to states with qualifying GDL laws and urge all states to adopt GDL laws that meet specific minimum requirements within 3 years.

For 3 years following enactment of the STANDUP Act, states complying with the defined minimum requirements will receive grants based on the same ratio used to apportion funds under the Section 402 highway safety program. The annual authorization level is \$25 million.

For States that do not comply with the minimum requirements section within three years of enactment, the Secretary shall withhold a percentage of certain federal highway construction program funds otherwise required to be apportioned to that State. The withholding percentage increases each year for the first three years after the incentive grant program ends. Funds withheld for noncompliance in the first two fiscal years of withholding will be returned to States that later come into compliance within three years following the year for which funds were withheld. Withheld funds that are not recovered by a State within the three-year period, and any other funds withheld for other fiscal years, will be returned to the U.S. Treasury.

The Safe Teen and Novice Driver Uniform Protection Act (The STANDUP Act)

Summary of Provisions

Section 1: Short title

Section 2: Findings

Section 3: State Graduated Driver Licensing Laws

MINIMUM REQUIREMENTS: A state complies if it has a GDL law that includes, for novice drivers under the age of 21, the following –

- A **3-stage licensing process** (learner’s permit stage of at least 6 months and intermediate stage of at least 6 months before unrestricted driver’s license granted starting at age 18;
- A **prohibition on nighttime driving** during the learner’s permit and intermediate stages;
- A **passenger restriction** during the learner’s permit and intermediate stage (no more than 1 non-familial passenger under the age of 21 unless a licensed driver over 21 years of age is in the vehicle);
- A **prohibition on non-emergency use of cell phones** and other communication devices during the learner’s permit and intermediate stages;
- Age for issuance of **learner’s permit is 16** and **unrestricted license at 18**;

DISCRETIONARY REQUIREMENTS:

- **Any other requirement adopted by the Secretary of Transportation**, including at least 40 hours behind-the-wheel, supervised driving by licensed driver 21 years of age or older; participation in a driver training course; automatic delay of full licensure if permit holder commits offense, such as DWI, misrepresentation of true age, reckless driving, unbelted driving, speeding, or other violations as determined by the Secretary.

RULEMAKING: The Secretary shall issue regulations to implement this section.

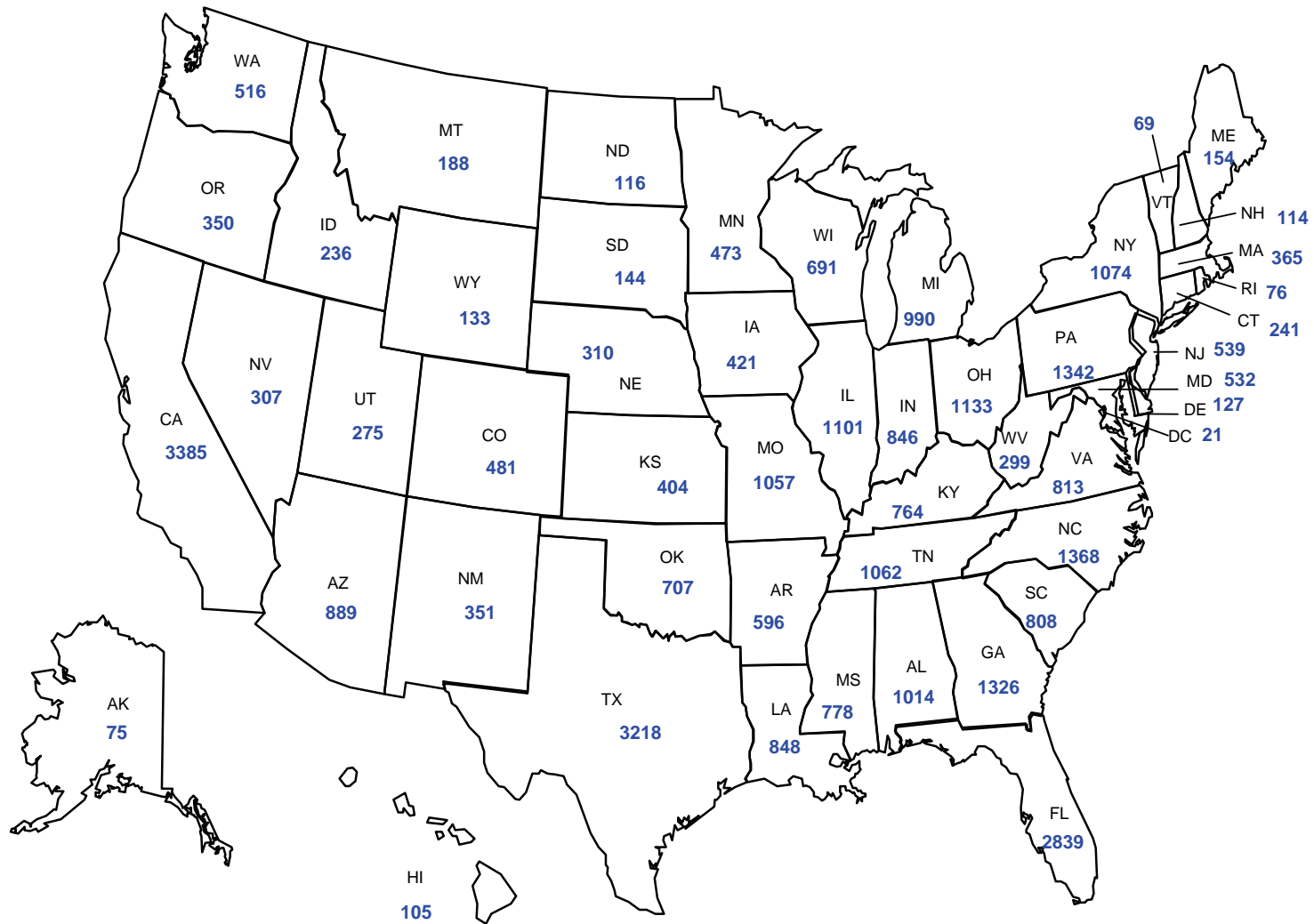
Section 4: Incentive Grants

For **3 fiscal years** following enactment, States complying with the Minimum Requirements section will receive grants based on the same ratio used to apportion funds under the section 402 highway safety program. The annual authorization level is \$25 million for each of the first three fiscal years beginning after the date of enactment, to be taken **from the Highway Trust Fund**.

Section 5: Withholding of Funds for Non-Compliance

For States that do not comply with the minimum requirements section by the fourth fiscal year beginning after the date of enactment, the Secretary shall withhold a percentage of certain federal highway construction program funds otherwise required to be apportioned to that State. The withholding percentage increases each year for the first three years after the incentive grant program ends. Funds withheld for noncompliance in the first two fiscal years of withholding will be returned to States that later come into compliance within three years following the year for which funds were withheld. Withheld funds that are not recovered by a State within the three-year period, and any other funds withheld for other fiscal years, will be returned to the U.S. Treasury.

FATALITIES IN MOTOR VEHICLE CRASHES INVOLVING TEEN DRIVERS 2005-2009



Sources: Advocates for Highway and Auto Safety;
National Highway Traffic Safety Administration

March 2011

Sanctions are Successful in Getting Every State to Act

21 Minimum Drinking Age (1984) →	22 states already had a 21 minimum drinking age law in 1984	Every state adopted a 21 minimum drinking age law by 1987 after federal sanction
Zero Alcohol Tolerance (1995) →	24 states and D.C. already had a zero tolerance law for youth under the age of 21 in 1995	Every state adopted a zero tolerance law by 1998 after federal sanction
Commercial Driver's License (CDL) (1986) →	Each state had its own CDL system in 1986	Every state upgraded their law to federal requirements by 1992 after federal sanction

Sanctions are More Effective than Incentives

Section 2011: Child Safety and Child Booster Seat Incentive Grants (SAFETEA-LU, 2005) →	18 states and D.C. already had had a booster seat law in 2005	Only 5 states qualified for funding by adopting a booster seat law (through age 7) (2005-2009)	Total funds for those 5 states: \$1,553,268	23 states still need an optimal booster seat law (through age 7)
Section 406: Primary Belt Law Incentive Grants (SAFETEA-LU, 2005) →	19 states and D.C. already had a primary seat belt law in 2005	Only 10 states qualified for funding by adopting a primary seat belt law (2005-2009)*	Total funds for those 10 states: \$128,202,335	19 states still need a primary enforcement seat belt law
Section 163: .08% BAC Law Incentive Grants (TEA-21, 1998) →	15 states already had a .08% BAC law in 1998	Only 2 states and D.C. qualified for funding by adopting a .08% BAC law <u>before sanctions were adopted</u>	Sanction Adopted in 2000 10 states adopted a .08% BAC law in just the first year (2001) Every state adopted a .08% BAC law by 2005. No state lost any highway funds	

*An additional 5 states received funding as safety belt performance states: 4 do not have primary enforcement laws; the 5th state upgraded their seat belt law in 2010.

Sources: *National Highway Traffic Safety Administration & Federal Highway Administration*

The Need For Federal Teen Driving Legislation To Bring Uniformity to Graduated Driver Licensing

Backed by Expert Research

According to the National Highway Traffic Safety Administration (NHTSA), 2,336 young drivers aged 15-20 were killed in motor vehicle crashes in 2009. An additional 1,447 others who were passengers in vehicles with the young drivers were killed in these crashes. All in all, in 2009, more than 5,600 people lost their lives in crashes involving young drivers. A Children's Hospital of Philadelphia and State Farm Insurance Companies® study (2008 data) on the national status of teen driving safety found that more than a quarter (28 percent) of people killed in teen driver crashes were outside of the teen's car, including people in other cars as well as bicyclists, pedestrians and others.

By any measure, this represents a major public health epidemic. State **graduated driver licensing (GDL)** programs allow new young drivers to gain experience under supervised and less risky conditions, addressing several major facets of the teen driving problem. Each state's GDL program, however, contains varying elements resulting in a patchwork quilt of strong and weak laws across the nation designed to protect young drivers. Federal legislation using the same approach as that addressing .08% blood alcohol concentration (BAC), commercial motor vehicle driver licensing, and 21 as the national legal minimum drinking age would bring necessary uniformity to GDL programs. Advocates for Highway and Auto Safety and other organizations are strongly in support of such a federal approach.

This fact sheet highlights examples of research that supports each of the major elements generally accepted as effective components of GDL and that are included in the STANDUP bill. Advocates' position is that all of these components should be addressed in federal legislation.

Research Supports GDL Elements in Federal Legislation

Comprehensive GDL Provisions

- As of 2011, 49 States in the U.S. and the District of Columbia have adopted some type of three-level GDL system for new beginning drivers. (Insurance Institute for Highway Safety)
- To further reduce crashes among young drivers, states should ensure that their graduated driver licensing programs include all effective measures, including extended learner periods, nighttime driving restrictions, and passenger restrictions. (Centers for Disease Control and Prevention, Drivers Aged 16 or 17 Years Involved In Fatal Crashes – United States, 2004-2008, *Morbidity and Mortality Weekly Report*: Vol. 59 No. 41, October 22, 2010).
- It is important to include both of the first two stages, learner's and intermediate (of a complete GDL system)...; sacrificing either of these elements likely limits program effectiveness. (Williams and Mayhew (2004), "Graduated Licensing: A Blueprint for North America," Insurance Institute for Highway Safety (IIHS) and Traffic Injury Research Foundation.)

Minimum Age of 16 Years for Learner's Permit

- At present, 8 states (CT, DE, KY, MA, NJ, NY, PA and RI) and DC have adopted age 16 as the minimum age for obtaining a learner's permit. Eleven more states (AZ, CA, HI, IN, MD, NV, NH, OH, OK, VA, WI) have the minimum entry age for the learner's permit stage at 15 years and 6 months to 15 years and 9 months.
- The quickest and most effective way to significantly reduce teen crashes would be to establish a learner starting age of 16 combined with a requirement that the permit be held for at least six months. (Allan Williams, Evaluation of New Jersey's Graduated Driver Licensing Program, *Traffic Injury Prevention*, February 8, 2010.)
- Age of obtaining a learner's permit can be a factor as well as length of learner's holding period. An analysis of fatal crash rates for drivers aged 15-17 in states with different minimum learner's permit and intermediate license ages found that as these ages decrease, fatal crash rates increase. The earlier young people are allowed to learn and the earlier they become licensed are both associated with higher fatal crash rates (Preusser & Tison, *Journal of Safety Research*, 38(2), 2007, quoted in National Safety Council fact sheet on GDL and Extended Learner's Permit Holding Periods, 2007).
- Raising the learner permit age from 15 to 16 would reduce the fatal crash rate of 15-to-17-year old drivers by approximately 13%. (McCartt, et al., *Traffic Injury Prevention*, 11:240-248, 2010)
- The authors of a Wisconsin study of GDL restrictions adopted in 2000 concluded that GDL's effect was due to reduced teenage driving through delayed licensure and reduced driving in risky situations through the intermediate license restrictions rather than to safer driving by teens. (Fohr, S.A., Layde, P.M., & Guse, C.E. "Graduated driver licensing in Wisconsin: does it create safer drivers?" *Wisconsin Medical Journal*, 2005.)
- "American Academy of Pediatrics (AAP) Policy on Essential Features That Should Be Mandated in GDL Systems."
 1. A learner-permit phase that starts **no earlier than 16 years** of age and lasts **at least 6 months**.
 2. A minimum of 30 hours (preferably 50 hours) of adult-supervised, on-road driving during the permit stage (at least 5-10 of these supervised practice hours should be at night).
 3. A provisional (intermediate) stage with restrictions, that lasts until 18 years of age. (**American Academy of Pediatrics**, Committee on Injury, Violence, and Poison Prevention and Committee on Adolescence, *Pediatrics* Volume 118 No. 6, December 2006, pp. 2570-2581).

(Minimum) 6-Month Learner's Permit Stage

- In a graduated system, an extended learner's period is essential to provide the opportunity for extensive supervised on-road practice in a variety of conditions.... The developing consensus is that a minimum of 6 months is reasonable. (Williams and Mayhew (2004), "Graduated Licensing: A Blueprint for North America," IIHS and Traffic Injury Research Foundation.)
- [See also previous section on "Minimum Age of 16"]

Nighttime Driving Prohibition

- 16-19-year-old drivers are involved in nighttime fatal crashes at much higher rates (per 100 million vehicle miles traveled) than drivers ages 20 – 70. (McCartt, A., Lifesavers Conference, April 2006, “Latest Research on the Effects of Graduated Driver Licensing,” *Fatal Analysis Reporting System – FARS*).
- While only about 15% of the total miles of 16-to-17-year-old drivers occur between 9 p.m. and 6 a.m., about 40% of their fatal crashes take place during these hours. (Williams and Preusser (1997), “Night driving restrictions for youthful drivers: a literature review and commentary,” *Journal of Public Health Policy*)
- Nighttime driving restrictions that begin both early and late effectively reduce crashes during the restricted hours, but those restrictions that start earlier reduce a greater number of crashes because more drivers are affected. (Preusser, Williams, Zador and Blomberg (1984), “The effect of curfew laws on motor vehicles crashes,” *Law and Policy*.)
- A total of 48 states and DC have adopted some version of a nighttime driving restriction, but only a handful take the optimal approach and begin the restriction at 9:00 or 10:00 p.m. (Advocates for Highway and Auto Safety, *2011 Roadmap to State Highway Safety Laws*).

Teen Passenger Restrictions

- Using fatal and injury crash data from California’s Statewide Integrated Traffic Records System, this study found that teenage passengers are a causal factor in crashes of 16-year-old drivers and that in the 3 years following implementation of the new law, the average number of teenage passengers carried by 16-year-olds decreased by approximately 25%. Without considering the beneficial effect of a decrease in the crash rate, the decrease in the number of teenage passengers in actual crashes resulted in lives saved and the prevention of injuries over a 3-year period. (Cooper, Atkins and Gillen (2004), “Measuring the impact of passenger restrictions on new teenage drivers,” *Accident Analysis & Prevention*.)
- Collectively, findings from these studies indicate that the presence of passengers strongly increases crash risk for teenage drivers; the more passengers the greater the risk. (Williams (2001), “Teenage Passengers in Motor Vehicle Crashes: A Summary of Current Research,” *IIHS*):
 - Aldridge, Himmler, Aultman-Hall and Stamatiadis (1999), “Impact of passengers on driver safety,” *Transportation Research Record*, Transportation Research Board
 - Chen, Baker, Braver and Li (2000), “Carrying passengers as a risk factor for crashes fatal to 16- and 17-year-old drivers,” *Journal of American Medical Association*
 - Doherty, Andrey and MacGregor (1998), “The situational risks of young drivers: the influence of passengers, time of day, and day of week on accident rates,” *Accident Analysis and Prevention*
 - Preusser, Ferguson and Williams (1998), “The effect of teenage passengers on the fatal crash risk of teenage drivers,” *Accident Analysis and Prevention*.

Cell Phone Use Prohibition During Learner's and Intermediate Phases

- An Australian study found that cell phone use while driving resulted in a fourfold increase in crashes. (McEvoy, et al. (2005), "Role of cellular phones in motor vehicle crashes resulting in hospital attendance," *British Medical Journal*.)
- NHTSA has reported that the highest level of cell phone use while driving was among young drivers, ages 16-24. (Glassbrenner (2005), "Driver Cell Phone Use in 2004 – Overall Results, *NHTSA*.)

Maintaining Restrictions Until Age 18

- Currently, 12 states (AR, CT, FL, GA, IL, IN, MA, MD, NV, NJ, OH, VA) and DC have adopted age 18 as the minimum age for having an unrestricted license. Another 21 states have the minimum age for an unrestricted license ranging from age 17 to age 17 years and 11 months.
- 16-19-year-old drivers are involved in nighttime fatal crashes at much higher rates (per 100 million vehicle miles traveled) than drivers ages 20 – 70. (McCartt, A., Lifesavers Conference, April 2006, "Latest Research on the Effects of Graduated Driver Licensing," *Fatal Analysis Reporting System – FARS*).
- Drivers aged 16 - 17 years had markedly higher risks for fatal crashes than older drivers. Compared with driving alone, driver death rates per 10 million trips increased with the number of passengers for drivers aged 16 or 17 years. The highest death rate (5.61 per 10 million trips) was observed among drivers aged 16 years carrying 3 or more passengers. In contrast, death rates per 10 million trips for drivers aged 30 to 59 years were lower for drivers with passengers than for those without passengers.... (Chen, Baker, Braver, Li, "Carrying Passengers as a Risk Factor for Crashes Fatal to 16- and 17-Year-Old Drivers," *Journal of American Medicine (JAMA)*, March 22/29, 2000.)

(Minimum) 6-Month Intermediate Stage

- The specified minimum length of time for the intermediate phase is 1 year in Newfoundland; 1 year, 3 months in Manitoba; 1 year, 6 months in the Yukon; and 2 years in Nova Scotia.... In the U.S., only 12 states and DC hold young people in the system until age 18; this can be done by raising the starting age, setting the duration of the stages so it is impossible to graduate before age 18, or requiring beginners to remain in the intermediate stage until age 18 even though they may have completed the time requirements at a younger age. (Williams and Mayhew (2004), "Graduated Licensing: A Blueprint for North America," IIHS and Traffic Injury Research Foundation.)

(Minimum) 30 Hours of Supervised Driving with Driver 21+ During Learner's Stage

- A critical aspect of the learner's phase is to require adult supervision of all driving – i.e., supervision by a fully licensed driver at least age 21. Requiring parents to certify that a certain number of hours have been driven under supervision facilitates the goal of the learner's stage. It also protects against the possibility that beginners will stay off the roads to avoid crashes or traffic violations that may delay graduation to the next stage. (Williams and Mayhew (2004), "Graduated Licensing: A Blueprint for North America," IIHS and Traffic Injury Research Foundation.)

Automatic Delay of Full Licensure for Traffic Offenses

- Making advancement to full licensure contingent upon a violation-free record when driving on the provisional license has also evidenced a reduction in accidents and violations during that phase of licensure. (McKnight and Peck (2003), “Graduated driver licensing and safer driving,” *Journal of Safety Research*.)

The Younger the Driver, the Higher the Risk

Why 16 Should be the Minimum Age for Obtaining a Learner's Permit

Motor vehicle crashes are the #1 killer of teens in the United States. In 2009, more than 5,600 people were killed in crashes involving drivers ages 15 - 20. According to the Insurance Institute for Highway Safety, 63% of teen passenger deaths in 2008 occurred in vehicles driven by another teen. Data from the National Highway Traffic Safety Administration (NHTSA) show that young drivers represent only about 6% of total drivers, yet they account for approximately 12% of fatal crashes.

Research has shown the lifesaving benefits of state laws that gradually introduce new teen drivers to the responsibility and skills of operating a motor vehicle. However, state teen driving laws - often referred to as Graduated Driver Licensing programs, or GDL - still vary widely in strength and effectiveness from state to state. Research shows that delaying driving for beginning teen drivers is safer for teens as well as those who share the road with them. Currently, eight states (CT, DE, KY, MA, NJ, NY, PA, and RI) and D.C. already set the minimum age for obtaining a learner's permit at age 16. **The Safe Teen And Novice Driver Uniform Protection (STANDUP) Act would establish minimum requirements for state GDL laws, including setting age 16 as the minimum age for obtaining a learner's permit and a minimum six months' holding period on the learner's permit.**

- As a group, 15-20 year old drivers have the highest fatality rate of all age groups. The younger the driver, the greater the risk of crashes, including fatal crashes.
- Children as young as 14 and 15 years old, generally lack the maturity and judgment needed to safely operate a motor vehicle. Granting learner's permits starting at age 16 will improve safety by giving children ages 14 and 15 more time to mature before allowing them to get behind the wheel.
- Most industrialized nations have higher minimum ages for obtaining driver licenses.

Age 18: Argentina, Austria, Brazil, Costa Rica, Egypt, Finland, France, India, Italy, Japan, Mexico, Morocco, Netherlands, Norway, Romania, Russian Federation, South Africa, South Korea, Spain, Switzerland, Thailand, United Arab Emirates

Age 17: Jamaica, Philippines, United Kingdom

Other Federal and State Laws Are Often Used to Protect Younger Teens

The Fair Labor Standards Act and other state and federal laws limit the types of work that can be performed by children under the age of 16. For example, children on the job under age 16 may not do any baking, operate power-driven lawn mowers, work in freezers or meat coolers, or engage in many other activities defined as hazardous.

Laws in all 50 states prohibit teens younger than age 18 from buying tobacco products. Laws in all 50 states bar teens younger than age 18 from consenting to get a tattoo; in 17 states, the tattooing of teens younger than age 18 is illegal even with the consent of a parent or guardian.

Parents Want Strict Limits on Teen Drivers

According to a national survey conducted by the Insurance Institute for Highway Safety (IIHS), two-thirds of parents say learners should start at 16 or older. Eight states and DC delay the learning process to this age, but others start earlier.

More than half think the minimum age for unsupervised driving should be 17 or older. Only New Jersey has a licensing age as old as 17.

Rural Teens Face Higher Driving Risks, and Strong GDL Laws Increase Safety

- Driving on rural roads is inherently more dangerous than urban driving. According to NHTSA, only 23% of the U. S. lives in rural regions, yet 57% of all traffic fatalities occur on rural roads.
- A 2001 study by the University of North Carolina Safety Research Center found that North Carolina's implementation of a GDL law [resulted in a] 42% greater reduction of serious crashes in rural areas [than in urban areas]. (*University of North Carolina Highway Safety Research Center, "The North Carolina Graduated Driver Licensing System: Urban – Rural Differences," Feb. 2001*)
- Many states that already require a minimum age of 16 for obtaining a learner's permit have large rural driving populations.

Delaying Driving for Teens is Supported by Experts and Opinion Leaders

- "States have made tremendous progress ... but it's clear that all graduated programs don't provide equal benefits. ... **It's also time for serious conversations about raising the licensing age for teens.**" Anne McCartt, Senior Vice President for Research, Insurance Institute for Highway Safety (*IIHS Status Report, Vol. 44, No. 3, May 7, 2007*)
- "**The quickest and most effective way to significantly reduce teen crashes would be to establish a learner starting age of 16 combined with a requirement that the permit be held for at least six months.**" Allan F. Williams, leading expert on national and international teen driving laws and author of *Evaluation of New Jersey's Graduated Driver Licensing Program*, published 2010 in *Traffic Injury Prevention*
- **The earlier young people are allowed to learn and the earlier they become licensed are both associated with higher fatal crash rates.** (*Preusser & Tison, J. of Safety Research, 38(2), 2007*)
- **[S]tudies confirm that the licensing age is an important factor. The older this age, the fewer fatal crashes there are per population.** A 6-month delay, from 16 to 16 ½ for example, lowered 15-17 year-olds' fatal crash rate by 7%. A 1-year delay lowered it by 13%. (*IIHS Status Report, Vol. 44, No. 3, May 7, 2007*)
- There is evidence from MRI research that **the prefrontal cortex -- the area of the brain responsible for planning, impulse control, and executive decision-making -- does not mature fully until the early to mid-20s.** (*Giedd JN. Structural magnetic resonance imaging of the adolescent brain. Ann N Y Acad Sci. 2004;1021:77–85*)
- "A uni-form national driving age of 16 would not only reduce confusion when it comes to teen driving, it would also reduce the number of injuries and deaths." ("*Later Driving Age an Easy Way to Save Lives,*" Editorial, *The Tennessean, Jun 20, 2010*)
- "It is recommended that the age for obtaining a learner's permit be changed from 15 to 16 years old, regardless of whether the teenager is enrolled in a drivers' education program." (*Teenage Driving Study, commissioned by the Washington State Legislature Joint Transportation Committee, January 2007*)
- A minimum age of 16 for a learner's permit has been endorsed by the **American Academy of Pediatrics, Advocates for Highway and Auto Safety, the American Automobile Association (AAA), the Centers for Disease Control and Prevention (CDC), the Insurance Institute for Highway Safety, Students Against Destructive Decisions (SADD)** and safety researchers. The age 16 minimum is also supported by the more than **150 member organizations of the Saferoads4teens Coalition**, a broad and diverse group of national, state, and local consumer, health, safety, medical, teen parent, and law enforcement organizations, as well as insurance companies and auto industry representatives.

The STANDUP Act Will Not Significantly Delay Teen Licensure, But It Will Save Lives

Only five states currently allow teens to obtain driver licenses and drive unsupervised before age 16.

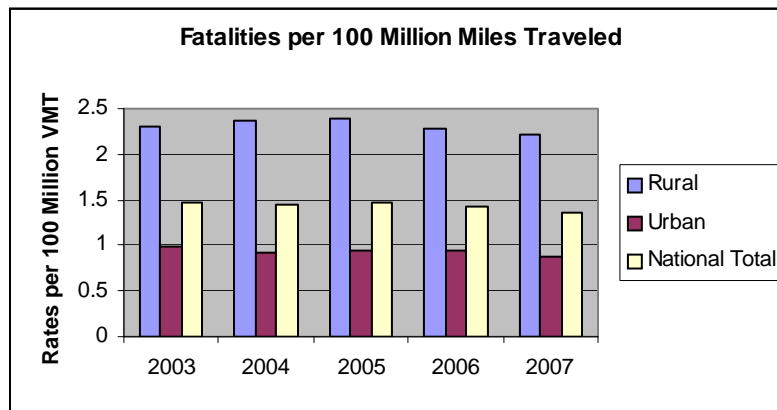
In most states (34 - AK, AL, AR, AZ, CA, CO, FL, GA, HI, IA, IL, KS, LA, ME, MI, MN, MO, MS, NC, ND, NE, NH, NV, OH, OK, OR, TN, TX, UT, VT, WA, WI, WV, WY), the STANDUP Act requirement would delay licensure and unsupervised driving for teens by only six months, from age 16 to age 16 years and 6 months.

In two states (CT and VA), the STANDUP Act requirement would delay licensure and unsupervised driving for teens by less than six months.

The STANDUP Act and Rural Driving

Dangers of Rural Driving

- Driving on rural roads is inherently more dangerous than urban driving. According to the National Highway Traffic Safety Administration, only 23 percent of the United States population lives in rural regions, yet 57 percent of all traffic fatalities occur on rural roads. In 2007, the fatality rate, per 100 million vehicle miles driven, was 2.5 times higher on rural roads than on urban roads (2.21 versus 0.88). That year alone, rural crashes led to more than 22,800 deaths.



NHTSA, *Traffic Safety Facts, Rural/Urban Comparison 2007*

- Two-lane, undivided highways that are commonplace in rural areas induce many head-on collisions, and increase chances of run-off-the-road crashes. These two types of crashes, in particular, are more likely to result in fatalities. (*University of Minnesota Center for Excellence in Rural Safety, 2007*)

Increased Risk to Teenage Drivers in Rural Areas

- Teen drivers in rural areas are less likely to be aware of the risks and dangers associated with driving, placing them at higher risk of involvement in accidents. A 2007 Texas Transportation Institute study found that 65% of Texas teen fatalities in 2006 occurred on rural roads. There is increased likelihood that teen drivers will drive with other teenage passengers, drive late at night, speed, use cell phones, and fail to use seat belts. (*Texas A & M University, Texas Transportation Institute, 2007*)
- Graduated Drivers Licensing (GDL) programs were associated with an overall 7.8% drop in rural traffic fatalities among 15-17 year olds from 1992 to 2002, according to a 2006 study in the *Journal of Rural Health*. In states that applied more strict GDL programs, the reductions were even more dramatic, nearly 22% for the same age group. (*Morrissey and Grabowski, "Graduated Drivers License Programs and Rural Teenage Motor Vehicle Fatalities," Journal of Rural Health, Fall 2006.*)
- A 2001 study by the University of North Carolina Safety Research Center found that North Carolina's implementation of a GDL law reduced serious crashes among 16 year olds by 32% in the two years following enactment. More importantly, while serious crashes declined by 24% in mostly urban counties, they dropped an astonishing 34% in mostly rural counties. That represents almost a 42% greater reduction of serious crashes in rural areas. (*University of North Carolina Highway Safety Research Center, "The North Carolina Graduated Driver Licensing System: Urban – Rural Differences," February 2001*)

- A 2008 Allstate Insurance study found that teen drivers in rural areas were much more likely to be involved in fatal crashes than those in urban areas. (*Allstate Insurance Company, "Allstate America's Teen Driving Hotspots," May 2008*)
 - Nationally, teen crash rates were more than twice as high in rural areas (51.5 per 100,000 teenagers) as urban areas (25.5), based on data from the 2008 Allstate study.
 - Higher rural fatality rates were not confined to states with few urban regions. *All* states with some defined rural areas (every state but Rhode Island, New Jersey, and the District of Columbia) experienced higher teen fatality rates in those regions. The gap between rural and urban teen fatality rates varied from 13% in Alaska to 223% percent in Utah. Overall, 19 states had teen fatality rates in rural areas that were at least 100% higher than the teen fatality rates in urban areas.

Five States with Highest Difference in Rural vs. Urban Crash Rates

State Name	Teen Crash Rate: Urban	Teen Crash Rate: Rural	Difference
Utah	17.3	55.8	223.3%
North Dakota	18.9	45.3	139.1%
Illinois	19.7	46.8	137.2%
Oregon	18.8	44.2	135.4%
New York	13.4	31.0	132.1%

Allstate America's Teen Driving Hotspots

The STANDUP Act and Rural Driving: Myths vs. Facts

- **MYTH:** Teens in rural areas need to begin licensed, unsupervised driving much earlier than teens in urban areas. The STANDUP Act would unreasonably delay licensure and unsupervised driving for teens in rural areas.

FACT: The STANDUP Act will not severely delay teen drivers' ability to obtain a license for unsupervised driving. Among the 50 states, only five allow teens to obtain driver licenses and drive unsupervised before age 16. In most states (33), the STANDUP Act requirement would delay licensure and unsupervised driving for teens by only six months, from age 16 to age 16 years and 6 months. In three other states, the STANDUP Act requirement would delay licensure and unsupervised driving for teens by less than six months. Nine states already require novice drivers to be supervised until age 16 years and 6 months so they currently meet the age requirement for licensure as proposed in the STANDUP Act.

- **MYTH:** Rural families depend on teen drivers to share the burden of transporting themselves and other family members in areas where public transportation is limited and other options do not exist. The STANDUP Act would cause inconvenience by preventing teens from driving themselves and others.

FACT: Under the STANDUP Act, the passenger restriction requirement only applies to "non-familial" teen passengers. This means that teen drivers will still be allowed to drive with family members of any age and other passengers age 21 and older; they can also carry one additional non-familial teen passenger.

Saferoads4teens Coalition Members

Advocates for Highway & Auto Safety	Franklin Police Department (TN)	Riverside Police Department (CA)
Alabama Traffic Safety Center	Frisco Police Department (TX)	Roadway Safety Foundation
Allegheny County Health Department (PA)	GEICO	Rocky Mountain Insurance Information Association (CO)
Alliance of Automobile Manufacturers	Generations In Motion (TX)	SADD
Allstate Insurance Company	Georgia Traffic Injury Prevention Institute (GA)	SafeKids Worldwide
American Academy of Pediatrics	Harris County Sheriff's Office (TX)	Safe Kids Cherokee County (GA)
American College of Emergency Physicians	Hattiesburg Police Department (MS)	Safe Kids Northshore (MI)
American Family Insurance	Indiana Criminal Justice Institute	Safe Kids Platte Valley (NE)
American Insurance Association	Injury Prevention Resources (WY)	Safe Kids Southern New Jersey
American Public Health Association	Jamestown Police Department (TN)	Safe Kids Tuscaloosa (AL)
American Trauma Society	Kansas City Police Department (MO)	Safe Kids Webster County (IA)
American Trucking Associations	Kaw Nation Injury Prevention (OK)	Safe Kids Westchester (NY)
Anderson County Safe Communities (SC)	KidsAndCars.org	Safety Council Palm Beach County (FL)
Arizona Children's Center at Maricopa Med. Ctr. (AZ)	Lake County Health District (OH)	Safety Solutions Coalition (UT)
Ashtabula Safe Communities (OH)	Larimer Co. Teen Motor Vehicle Safety Coal. (CO)	San Carlos Police Department (AZ)
Assoc. of International Automobile Manufacturers	Leech Lake Band of Ojibwe (MN)	Schenectady County Traffic Safety (NY)
Brain Injury Association of Massachusetts	Liberty Mutual Group	Scott and White Trauma Center (TX)
Buchanan County Sheriff's Office (VA)	MADD	SMDC Health Systems (MN)
Burlington County Sheriff's Department (NJ)	MADD Alabama	Spring Hill Police Department (TN)
Caddo Nation Injury Prevention (OK)	MADD Colorado	St. John's Hospital (NY)
Camdenton Police Department (MO)	Make Roads Safe	St. Mary Medical Center (PA)
Camp Fire USA – Patuxent (MD)	Manchester Police Department (NH)	State Farm Insurance Companies
Car-Seat.org	Marshall Police Department (MN)	State Highway Safety Council (HI)
Carmel Police Department (IN)	Marshville Police Department (NC)	Stone County Sheriff's Office (MS)
Carroll County Health Department (MD)	Maui Police Department (HI)	Summit Healthcare Regional Medical Center (AZ)
Center for Auto Safety	Meharry Medical College	Summit Think First Program (CO)
Center for Childhood Safety (WI)	Metropolitan Fire Chiefs	Tazewell County Health Department (IL)
Cheshire Medical Center (NH)	Mississippi SADD	TeenSafe at Hillcrest Hospital (TX)
Children's Hospital of Philadelphia	Mourning Parents Act, Inc. (CT)	Texas Agri-Life Extension Service
Children's Mercy Hospital (MO/KS)	National Consumers League	Think First of the Ark-La-Tex (LA)
City of Miami Gardens (FL)	National Fire Protection Association	Trauma Foundation
Clarksville Police Department (TN)	National Organizations for Youth Safety	Travis County Sheriff's Office (TX)
Clifton Central High School (IL)	National Road Safety Foundation	Truck Safety Coalition
Clifton Central Comets Operation Safer Teens (IL)	National Safety Council	Tulsa Police Department (OK)
Coalition for Health Funding	Nationwide Insurance	Tunica County Sheriff's Office (MS)
Commercial Vehicle Safety Alliance	NE Oklahoma Safe Community Alliance (OK)	UAMS Safe from the Start (AR)
Concerned Families for ATV Safety	New York State Association of Traffic Safety Boards (NY)	Union City Police Department (TN)
Consumer Federation of America	North Suburban Medical Center Car Seat Program (CO)	Union County Safe Communities (NC)
Coral Springs Charter SADD (FL)	Odessa Police Department (TX)	Unitrin
Crossville Police Department (TN)	Okeechobee County Sheriff's Office (FL)	University of Delaware Cooperative Extension
Davis County Health Department (UT)	Osage Nation Injury Prevention (OK)	University of Iowa Injury Prevention Research Center
DEDICATEDD (NY)	Pacific Safety Council (CA)	USAA
Drive Smart Virginia	Parents Against Tired Truckers	Utah Center for Transportation Research
El Pueblo, Inc.	Prairie City Police Department (IA)	Washington County Sheriff's Office (TN)
Emergency Nurses Association	Property Casualty Insurers Association of America	Whirlwind Wheelchair International
Estill Springs Police Department (TN)	Public Citizen	Young Women's Resource Center (IA)
Farmers Insurance	Remove Intoxicated Drivers – Oak Ridge (TN)	

The Saferoads4teens Coalition is a broad and diverse group of consumer, health, safety, medical, teen and parent organizations as well as insurance companies and automotive representatives supporting a federal law, the STANDUP ACT, to strengthen state graduated driver licensing (GDL) laws. Motor vehicle crashes are the leading cause of death for all teens, and effective state GDL laws save lives and prevent injuries.