

AMCHP 2008 ANNUAL CONFERENCE

WE ARE MAKING A DIFFERENCE:

**LEADERSHIP, INNOVATION AND INVESTMENT IN
MATERNAL AND CHILD HEALTH**

**MCH as Key Partners in Reducing Motor Vehicle-related Injuries
and Deaths Among Teens**

March 1st to 5th, 2008

CHRIS HANNA: Yeah, let's get the right, right here. There it is. All right. Thank you, Linda. Well, uh, I think, hopefully this workshop is making as much sense to you as it made to us in planning it. And we looked at the big MCH picture. We focused on a special national initiative as a potential partner in STIPDA and the injury prevention folks in your state. And now we're looking at a particular state. And I think why, why we, don't ask me why we chose Missouri. Missouri happens to be one of the states that I work with. And, and, (inaudible) Mahmoud, who I said, I've, I've never met the man, but we've spoken so much on the phone, and especially provided some technical assistance to the state of Missouri, associated with teen driver safety, that, and we also heard Lauren, is that to be competitive with AMCHP to get your abstract, you should include a state in there too. So, that's why--that's why we've got Missouri. But I'm sure this is, and do we have any of our colleagues from Missouri here? Oh, okay, so I can say anything I want, no one'll say that's right. But he is taping this, so, Mahmoud may get a copy at the same time.

But again, we chose, we chose Missouri, and Mahmoud is the Injury Prevention Program Manager and Save Kids Coordinator for the state of Missouri. And he is located within MCH in the Missouri Department of Health and Senior Services. Our agenda here is just looking at the, one state, the links to teen driving, key partnerships, their emphasis on policy. I think I have actually a five brief safety initiatives. We're going to look at some data collection real quickly, some benefits and considerations for you thinking about this, adopting this teen driver safety and MCH in your state, and then we, we'll have some, I think we'll do so, okay with questions afterwards if there are any. Okay.

And again, and again, I think, one of the reasons that we, we chose Missouri, cause it's a, it's an easy, an easy target if you will. The injury and violence prevention program is within MCH, as I think it's one of nine states where the injury and violence prevention efforts occur in the states. So again, a lot of this is a, it's somewhat of a natural link and some of you may be represented with those in states here too. So, it really helps foster injury and violence prevention within the MCH population when that, when that, you have that situation.

Teen driving safety remains a priority issue also in Missouri, with participation coordination, um, from the Advisory Committee, clearly articulated within the call to action within the state of Missouri. They have coordinated contracts with local agencies associated with motor vehicle injury. And they also continually

participate in a statewide coalition. And the blueprint for, blueprint for safety roadways is the guiding of safety document in the state and MCH Injury and Violence Prevention Program were involved in that too. The, the key driving agency in, in the state of Missouri that MCH participates on, and again doesn't leave, they participate as a partner, is a Missouri coalition for roadway safeties. And you'll see here, quite a list of an impressive list of partners that they partner with, that MCH has contact with, and again, developing and adding that MCH expertise to the traffic safety issues in this, in the state of Missouri.

They also, part of it is that day, I mean, working through the nonprofit and the coalition, they're doing a very aggressive legislative agenda. And again, you can see some of the issues that they've encouraged here. Many areas of interest to MCH, including booster seat legislation, improving graduated driver's licensing, licensing renewal restrictions, and hospital-based policies that protect young people on our roads. What I want to do just briefly, and I, and I'm as familiar, I mean, I talked to Mahmoud about these and visited various websites. But they have five initiatives that I think are not necessarily unique, but that offer the wide variety of activities associated with, um, working with, with young people in the state of Missouri.

And most of these are coordinated by the Missouri Coalition for Roadway Safety. I want to at least give for each of these a brief overview with some additional contact information. The first one is the Battle of the Belt, which probably many

states have a similar program, but its competition between Missouri high schools to increase safety belt use, among students again with prizes and rewards for schools that enter the competition, do like, kind of a pre-survey, then a post-survey, to see if the intervention, at least, that school level, at least for that short period of time increased seatbelt use. Again, 'cause we think about, I mean, I don't know if for Missouri, but think back, we talked about Kansas, I think 60 to 68%, the young people who die in the state of Kansas, which is adjacent to Missouri are not wearing a seatbelt at the time of the crash.

The next one is a also kind of rounded out. They have a media campaign that uses dramatic images combined with a never made it to message to convey the potential consequences of not buckling up and what teens will miss out from being involved in a traffic crash because of their failure to simply click their seatbelts. Materials are available for local application to anyone, but to the Missouri communities with this campaign. It also has radio, television, Internet, and posters associated with it. It's quite good. I've looked at it, and you can download a lot of information. And again, that, these Websites are available on the handout too.

Another initiative that's going on in the state of Missouri is the high-energy summer training, called the three-day team spirit. And again, it's bringing 200 area high school students, and again, not just necessarily focusing on, on driving safety, but looking at safe driving habits, alcohol, and other drug use, and

impaired driving as critical issues. And again, many of you probably have in your state, where they bring kids together, the return of their community, to do advocacy.

And for a little younger age group, be the backseat boss is associated for our eight to 12-year-olds, or t--tweens, and it's coordinated by the Safe Kids Jasper Newton counties, and--and is imported across the state to. So. And again there's some contact information. And then finally, there's, just up in, is a new interactive website for teens, focusing on teen traffic safety. So you can see they have a variety of activities that are coordinated that MCH, again, has contributed some expertise, some potential funding along the line associated with this.

One of the things I was most interested and excited to find out about the state of Missouri is a system called the Missouri Information for Community Assessment. And it, it's, um, it, it really helps them understand the problem, and gives MCH and their partners access to the, to information. I'm going to briefly show you some information that's available via the Internet to local MCH agencies in assessing both of the statewide and the local teen. And I, and I know some other states may have interactive websites also too, but this was an unusually good one. And again, Missouri Information for Community Assessment, and there's the link, and anyone can download it. I'll refer to it as Micah. And again, here, this is just something that, a couple clicks, that a quick yield found the motor vehicle traffic injury rates by county to Missouri residents in 2005. And again, you can

see they're looking at the various rates and the earlier coloration. Not as important, not sure if you're intimately familiar with Missouri. But, again, you can see how your region rates, how would rates, how your, your county rates against other counties, and then they can also begin looking at some of those geographical disparities associated, especially in the state of Missouri, which is a very rural state, which has two high, um, urban areas on, on the east and the west. And again, something very simple and, and, and something that MCH agencies can use to look at the problem.

And then again, kind of even refining that a little bit more, this is this is both injury and poisoning. But these are Medicaid emergency department visits for 15 to 24-year-olds in the state of Missouri. And I'm not the most Internet savvy person. But this is something that, a very easy to use a system, something that, I know, I know, um, Wisconsin and, um, Minnesota have very similar systems. Wisconsin, well, I don't recall what they, I know Minnesota calls it. Anybody from Minnesota here? The Midas, the Midas System? Is it, yeah, it's very good. It's very fun to use. I mean, your, and finally, finally, well, no, the, I actually have two more examples. This is actually looking at, available to this kind of information on the Website. You can get death, hospitalization, emergency department visits. And this is actually hospitalizations. Total unintentional injury three-year moving rates, again, the county is in red in the state of Missouri. So again, you can, you can track trends over years, three-year moving average is associated, to find out the injury situation in that particular county.

So, and then finally, this didn't download as well, and the information is not as important as the point, is available on, on mica. Also, you can take the youth risk behavior surveillance system, and you can do cross tabs associated with it here too. I looked at during the past 30 days, how many times did you ride in a car of a vehicle driven by someone who had been drinking alcohol, and you can cross that with during your life, how many days have you had at least one drink of alcohol. So it's kind of an interesting thing that's (inaudible). And again, it, I'm not sure, it didn't download as well. But the point is that this information is easy and accessible to the people in the state of Missouri.

In addition, they have used other wide--wide variety of data sources. You can see them, them here. They—they--they have a very extensive child death review system in the state of Missouri, that they utilize their data, emergency medical services contribute, and again you can see others. So in Missouri there's no shortage of data associated with the problem, which I think in assessing the problem is a big issue. Now, I began thinking about it here, um, is really, what are the, in Missouri, how is MCH doing in addressing teen motor vehicle safety in Missouri. Here are some of the benefits to MCH and others by addressing teen driving that, that I see within MCH. In Missouri, the commitment is strong, data are available, the focus is on diverse strategies across the age continuum, with the state partnerships utilizing national resources is strong in Missouri.

And, areas where I see considerations as, I think as Linda mentioned earlier, um, there's not a lot of impact and outcome evaluations associated with many of their initiatives, again, which is a continuing public health weakness. But again, I mean, some of these great ideas, but let's--let's see what kind of impact they're having along the way.

Um, and then, and again, not always necessarily incorporating best practices.

Um, I don't think Mahmoud would be as--as critical as I am. But--but these are things we talked about too and said were areas where MCH can improve their participation. Also, there's not a lot of necessarily the emphasis necessary with the, um, addressing geographic and ethnic disparities in Missouri too, as there should be, as the data are telling us that there's differences. And then we're also working with MCH to elevate teen driving to a state performance measure in the state of Missouri, which we think would increase its disability and also increase its participation with MCH. And here is Dr. Mahmoud's infor--contact information in the State of Missouri. For any additional information or questions or, and I think that concludes our presentation. And we--and--and how are we for time right now?

FEMALE SPEAKER: We have a half hour.

CHRIS HANNA: We have 30, a whole 30 minutes. So, um, and, you know, if other states would have, like to have the opportunity to tell us what's going on in

their states, or direct a question to Linda or I, we could do that at this time. Thank you. Oh, and I'd like to recognize my coll--colleague, Ellen Schmidt, who has a-- an initiative going on that she'd like to talk to you about.

ELLEN SCHMIDT: Thanks, Chris. Just real quick, and especially for those of you who came in a little bit late, we, um, would like to, to tap into your expertise in this room to do a little small focus group. The National Initiative to Improve Adolescent Health has put together an action sheet on teen driving. And, um, we have Dexter in the back there, who's handing out to those who didn't get one. And this is a draft that we'd like to have you look over. And, we also have a mobilizing guide that's on the pink sheet, to help you figure out ways in which you can mobilize this issue in your own community, in your own state. And then we'd like your feedback about these two items on the back of the pink page, and we'd like you to do that as best as you can either right here in this room, right now, (laugh) as Trina's saying, now, now, now, um, because you're here and you're a captive audience and you've just heard lots about it and you're all enthusiastic.

And, uh, you can leave them all right here and we'll pick them up. And if for some reason you just, you know, need to do something else, drop them off completed at either my booth, the Children's Safety Network, which is Booth number 22, or at Kristen Heipl, is in the back there, she is waving her hand. Hers is booth number four for the Adolescent Health Resource Center and the National Initiative to Improve Adolescent Health. So you can see that MCHB and the

National Initiative is trying to take, um, an additional approach, an additional push towards getting teen driving further, uh, along the agenda of MCH agencies across the country and helping you help the locals as well to move this issue forward.

So, um, please, please complete that information for us. And if you know other people who you think would like to complete this information, we also have more of these sheets at both of the booths that we just mentioned. And so, with that, I will thank Chris and Linda for letting me take a few minutes of their time and turn it back over for discussion. And if you have any questions about this sheet, if, if Linda and Chris give me the permission, there's lots of us in this room that would be happy to answer questions about this, but, um, they're available to discuss what you've heard today. So.

CHRIS HANNA: Questions, thoughts, discussions, points that people want to bring up? Yeah?

TRINA ANGLIN: Chris, thanks very much for (inaudible).

CHRIS HANNA: Oh, I didn't recognize you. I was trying to read your name, I recognize your voice now, Trina. Nice to see you.

TRINA ANGLIN: I was wondering. I know that parents now have the potential for playing a really, really big role with teen motor vehicles and safety. You know, the teens themselves in a variety of surveys have said that the parents probably have the best opportunity to influence them to be safe drivers. And you have the parents themselves see themselves as being the prime influencers of teen driver safety. But, have states, but let, and just one more piece of information is that we also note that parents, actually, in general, it's been found that they, that they (inaudible) staying a good role model. However, now that parents are not always in such great role models when they themselves drive. You know, because they use their cell phone, they eat, etcetera, etcetera. They don't obey traffic laws, they get tickets while the kids are in the car.

So, so (inaudible) as that, have any states, uh, tried to capitalize on the potential roles that parents play. For example, offering public safety with, you know, public service campaigns, not only directed towards teenagers, but to their parents, so that the parents themselves will be empowered to do a really good job. Like for example, um, that the Academy of Pediatrics and at least two, um, um, you know, like car insurance agencies have developed two, you know, parent teen driver contracts. Um, don't know, you know, in terms of the evaluation, whether they really, really do help in preventing crashes, but it really is a way to formalize the agreement between a parent and teenager and they now have formal contracts working with a variety of, you know, preventing other undesirable behaviors.

CHRIS HANNA: Yeah. So the question is? Yep, yeah, the states.

TRINA ANGLIN: The question is how much, are the states doing anything? Like rather than just focusing on the teenagers themselves. The teenagers need to be focused on, as the bad guys, but, no, (inaudible) parents as, as primary influencers.

CHRIS HANNA: Well, I mean, I think you're correct in everything, in saying there's a positive influence on the kids, and it's very correct too that they are not always the best influence, they're not as familiar with graduating drivers licensing. You know, I have a 16-year-old two, and, I mean, I had to get 50 hours of practice driving, it was a difficult thing to do, in a two-parent family with two cars. You know, so, I mean, I think those are questions. But I think, you know, and maybe that's also a potential consideration for the state of Missouri. They're not as active in the parent. And there is a proliferation by the motor vehicle companies and the insurance companies now, with a lot of these parent teen driving, and you're also very correct in saying that they have not been evaluated yet. But I think maybe even Linda could talk, the one program that is being looked at is the checkpoints program, which is, is being, has been funded to be evaluated. And again, I think even, I think there's something going on in Michigan, maybe Linda could talk about.

I know when it was first did in Connecticut, they were having mixed results because parents were not complying and as active as they could be. But it's an area, if you saw earlier, it's a promising practice. Especially for beginner drivers. I mean, they're finding less influence for parents with intermediate drivers, but with beginning parents, beginning, you know, parents have a little bit more of influence. And, Linda, do you have anything to add about the-the checkpoints program? You can use the microphone.

LINDA SCARPETTA: Well, like you said, that is one of the, um, the, um, proven, um, interventions. Um, it was developed by HHS. And, um, I think that, you know, in Michigan, we have a graduated drivers licensing law, but the state is very hesitant to start putting restrictions on passengers. Um, that's a big issue. And so, you know, the next step would be to start looking at, well, what can we do to help parents, um, set some limits and, and make them more aware and--and educated about the risks of teen driving. So, I, I think that there's a lot of opportunity there, and the research hasn't quite caught up with--with practice yet. But, uh, definitely, that's an area to focus in.

CHRIS HANNA: Yeah, maybe there is, maybe there's folks from other states too, that are doing, you want to move on, maybe we'll hear from, is other states doing anything with parents that you know of?

UNKNOWN SPEAKER: I know a lot of parents of teenagers who really appreciate and lobby for those kind of laws, so I assume that parents are good advocates for your, the laws (inaudible).

LINDA SCARPETTA: Uh, well, actually, I think there's kind of a split. Some parents are really supportive of it, and then other parents that, they oppose it because they, when their children drive then they can drive themselves places and the parents don't have to and, um, you know, it's, it's an issue of just trying to coordinate all the transportation in the family. And so, there is, there's a split there.

CHRIS HANNA: Yeah. Comment on the parents, or--

UNKNOWN SPEAKER: Yeah, I--I just, it's making me wonder if there are different ways of getting to the parents in terms of the wellness clinics that you mentioned, and I know the adolescent medicine folks, you know, when they, when kids go in for visits or things like that. I mean, are there places we could add, you know get the information out to get groups more interested, I guess is part of this issue, or making those people a part of those coalitions as well might be another way to try and get at the root.

CHRIS HANNA: Okay, uh, yeah. Well, and a, and again, I'm not sure if it's a lack of information on the parents' part. I mean, it's the implementation that's the

difficult part. I mean, so I think, but and again, it's something that's being looked at. We're looking for, at, I mean, with the checkpoints program is having a thorough evaluation, I mean, it's something that's being looked at as a potential and promising strategy down the line.

UNKNOWN SPEAKER: Could you describe the checkpoints real quick?

CHRIS HANNA; Um, I am not as, I'm not as familiar with, I mean, but it involves, it involves, um, you know, letters home, meetings with the parents, continual reminders as the child develops. I mean--

UNKNOWN SPEAKER: And I think it's, I think in some places, it's in partnership with the Motor Vehicle Administration. So that when the kid goes to get a license, they, um, are sort of told that, that part of their licensing is going to be this, this checkpoint system where they're going to get reminders, the parents are going to be involved, and at that point, they signed an agreement with the parent and the teen that they will do these things. And I don't know all the details either, but it-- but it sounds like a pretty promising (inaudible).

CHRIS HANNA: And, and basically, I mean, it's labor-intensive, and expensive and the results are mixed. So, I mean, it's something that's continuing, you had a question?

UNKNOWN SPEAKER: I, uh, it doesn't (inaudible)--

CHRIS HANNA: No, that's fine. We're ready to move on. That's good.

UNKNOWN SPEAKER: I have two, um, two driver sons, and, um, I'm petrified every time I get in the car with them. Yet, my oldest seems, it's just, just being a parent and letting your child drive is really, really difficult. But, anyway, I live in Rhode Island, so it's the tiniest state, and, like, I know every single spot where a child has died. We have built memorials, we know the story, and this (inaudible) in the news. And, and it's just, the circumstances and that life that usually get celebrated throughout Rhode Island, and, it, to me it always touches me when I (inaudible) with parents like that, so and so, he was this, or this is what happened, or she was that. And I also know that, um, you know, the kids have all that MySpace, and (inaudible), that they now have MySpace death, death. And there are spaces of, of kids who have died, that, and how they died, and many of them are car accidents. And it's, it's a pretty big thing among kids because, I mean, we as adults don't do the MySpace thing, but they do it huge. And, um, there was a whole thing on it and how it affected kids. I just thought that was kind of interesting, to, you know, that these were lives and our lives, and to really promote that piece of it.

CHRIS HANNA: Well, motor vehicle crashes are an epidemic amongst young people, so we believe (inaudible) don't use that problem, I mean, use those, those words associated--

UNKNOWN SPEAKER: But the kids are looking at it in ways that we don't know they're looking at it. That's I guess, part of my point.

UNKNOWN SPEAKER: It always makes me think that their technologies are so different from ours, and how do we tap into using their technologies to communicate?

CHRIS HANNA: How about back there and up here then--

UNKNOWN SPEAKER: What's that, what site did you say?

UNKNOWN SPEAKER: I, I think it's MySpace Dead, But I don't know, death. It's kids who have died and what their lives are like and what their art and their friends or their family members post--

CHRIS HANNA: I mean, because of the infallibility of young people, I mean, I wondered, they, that would be concerning, I think to a parent whose child is spending a lot of time on that site.

UNKNOWN SPEAKER: Or other reasons.

CHRIS HANNA: Either way, yeah.

UNKNOWN SPEAKER: I think it's a way of memorializing a life. I don't, I mean, I think (inaudible)--

CHRIS HANNA: But sometimes when you fail to recognize memorializing, I mean, and the--the act that they did, to how they died too. I mean, it just, something to think about too. I mean, again, parent involvement, probably the key to that too. (inaudible).

UNKNOWN SPEAKER: I--I have a question. In Tennessee in between 2004 and 2006, we've had a--a pretty significant increase in our teen deaths and actually greater than 33% of those have to do with noncompliance of our graduated drivers license. We have the laws on the books. But the parents of the other kids are complying. So do you have any states that, that, uh, uh, have recently done a little work with enforcing their graduated driver's licenses or have other ways. 'Cause the laws are there. We just have folks not following them.

LINDA SCARPETTA: I think, I mean, it's good that, that's an interesting statistic. And I think that would be something that a lot of states should--should look at that. Um, because it does make the case for increased enforcement and

managing of that. Um, I can't give you an answer to your question unfortunately. Um, I, I don't know, um, of that with other states, but it's--

CHRIS HANNA: Well, I mean, and, and then Rob Thawson of North Carolina did a study. And they--they asked the parents and law enforcement about the graduated driver's licensing system, considering the six components. And most, and it's a, it's a (inaudible) OSS. And, uh, I mean, parents didn't understand graduated driver's license, law, cops don't do, cops don't understand it. And the other thing, if you talk to law enforcement agencies is that they are restricted from stopping a young person be--because of their age. I mean, it's a profiling thing that they aren't allowed to do. I mean, unless they commit something, they can't, you know, if they could see a you know, I stopped you because I thought you were under 16 or I thought you might have been under a graduated driver's license would not hold up in, in court. So there are, you know, law enforcement has some potential restrictions associated with enforcing graduated driver's license. Trina?

TRINA ANGLIN: Yeah, and then part of it is that the majority of states don't have primary seat belt enforcement laws, you know, to then give at least the opportunity to stop the driver just for not wearing a seatbelt. But then, I don't think the states take them very seriously because in general, the fines are really low. Ten dollars, you know, maybe \$50, like, a couple of states will go up to \$100. And so that would actually be another opportunity for (inaudible), these states

like New York or Georgia that charge more you know, I don't know, like, how, how well they enforce it. But, does that really work? Or, or is it possible to evaluate states that really publicize what the laws are? You know, 'cause that, that supposedly is another strategy that's helpful.

CHRIS HANNA: Yeah, I mean, that is. I mean, one of the things that we know is getting the word out there about the strategies that they do improve, yeah. That lady, go in the back (inaudible).

UNKNOWN SPEAKER: The Child Review Program, (inaudible) have been talking about the issue of children dying, 'cause they're driving when road conditions are not good. And one of the things that we were talking about in some of the groups is the fact that, you know, it's not been a very long time since we've gone from a standard vehicle that you didn't really drive and park at school, to almost everybody who's 16 driving and parking at school. And some of the, the districts are actually talking about creating a no-drive policy that on days when the weather is not appropriate, that kids are not allowed to bring their cars to school. And I thought, "Yeah, because the majority of our accidents out our way seem to be occurring before the travel to school and immediately after school, and in our cases, some of them have been due to bad weather.

CHRIS HANNA: Yeah, and you saw one of the promising practices that we're looking at is the delaying starts because of kids not getting enough rest, and

affecting their driving ability is also too, so, yeah, I mean, they think of a, I mean, there is a little, if you look at the, if you look at the 24-hour, there is a little spike, and the, and then after school fatalities associated with that too.

UNKNOWN SPEAKER: And my other question, is anybody looking at the data in the rate or number of cars that approach us that are owned by children under the age of 19 that are registered to children under the age of 19?

CHRIS HANNA: I'm not, I mean, I know there's been some studies that have looked, have looked at the type of vehicles that the kids are driving, and they're generally the older models with the less safety features, you know, that parents are allowing them to drive, which is a growing concern.

UNKNOWN SPEAKER: Well, I was just thinking, you know, if you promise also care of vehicles--

CHRIS HANNA: Oh sure. Yeah.

UNKNOWN SPEAKER: (inaudible) to think about, as being (inaudible).

UNKNOWN SPEAKER: (inaudible) information like that. (inaudible) at your DMV.

UNKNOWN SPEAKER: They can have it by (inaudible), insurance companies (inaudible).

UNKNOWN SPEAKER: Right.

UNKNOWN SPEAKER: I'm just kind of curious because I know (inaudible) what they can afford to--

CHRIS HANNA: Yeah, they're generally driving the older, less crash-worthy models. I mean, that's, that's a known--

UNKNOWN SPEAKER: (inaudible).

UNKNOWN SPEAKER: If you want the fatalities, at least you could get that (inaudible) by age. And--

UNKNOWN SPEAKER: If they (inaudible) the car.

UNKNOWN SPEAKER: I think, I know that's in the database. I'm not sure if it's in the (inaudible), but, yeah, under the driver characteristics (inaudible).

UNKNOWN SPEAKER: Because I've been looking (inaudible) like the, the (inaudible).

UNKNOWN SPEAKER: I think it (inaudible) that. Isn't that--

CHRIS HANNA: Yeah, oh, sure, yeah, yeah. Yeah, another question, yeah?

UNKNOWN SPEAKER: I noticed you had one insurance company listed as one of the coalitions. You had, how, how are insurance companies relating to this? I (inaudible) ready to help or did--

UNKNOWN SPEAKER: Well, (inaudible).

LINDA SCARPETTA: I, I think so. I think they are, they are, they know that teen driving, you know, that teenagers are risky drivers and that they're involved in a lot of crashes, and they do want to--

UNKNOWN SPEAKER: How can they help?

LINDA SCARPETTA: Through education. They can advocate for policies. Ellen.

ELLEN: I've noticed, I've been with the same insurance company for my entire driving career. And they started at some point handing out newsletters. And I sort of noticed over a period of time that their newsletters are now complete, they're almost completely focused on safety, which I, which I never had seen. So, in the

last newsletter, they had a whole cover article on teen driving and seatbelts and on the inside they had a whole thing about booster seats and how to install them and things like that. So that was really surprising. And I think that if they're in your community, like in Rhode Island, this is Amiga Insurance Company that I'm talking about.

They're based in Rhode Island. So I would think that they should be on your coalition for being a partner. And they used to sort of shy away from it. Now I think it's more popular. So it would seem to me that one, like Linda said, education. But if they're in your community, you might be able to find them to do some (inaudible) as well.

I know that, um, State Farm has done some significant funding of research in Pennsylvania, University of Pennsylvania. And there are some other insurance companies, Allstate, that have done some pretty substantial funding of (inaudible).

UNKNOWN SPEAKER: Liberty Mutual, they have done surveys--

ELLEN: So I think you need to, you know, think about, you know, involving representatives and seeing, yeah, they do have all the data.

CHRIS HANNA: Well the, in, in here the (inaudible).

UNKNOWN SPEAKER: They have data too.

UNKNOWN SPEAKER: Yeah, I was gonna say State Farm opened a \$2 million, um, research center. Actually started with seatbelts in children of color (inaudible), in Tennessee. But Allstate has been very pivotal in the booster seat safety. So, in our state, those two companies really have jumped in with resources and research-

CHRIS HANNA: We'll go here and over here.

UNKNOWN SPEAKER: I just, this is just another comment. I notice with children it's always those, those same roads and there's a certain places where there's like eight crosses in one spot, or, you know, and how do they address and even try to tell kids about saying, like, these are the kinds of situations that you have to watch out for, the traffic kind of roadways and stuff like that because Rhode Island is one of those main, one of those deadliest--

LINDA SCARPETTA: Then in that case, you know, it might be a matter of environmental change where the MDOT, or, you know, the DOT needs to get involved and make some changes to the roadways or signing or something there, because, um, you can only educate so much. And there, at some point, you

know, you need to change, if you're seeing a really high crash rate at that intersection, something else has to change.

UNKNOWN SPEAKER: But you see single vehicle crashes, like a lot of young drivers do, meaning their inability to control a vehicle on a road that they're at. They're not colliding with other cars, so, yeah.

UNKNOWN SPEAKER: Yeah, um, I know that in programs that have been employed to curb risky sexual behavior and curb drug abuse issues in adolescents, and peer-to-peer education and counseling, has that been employed at all in motor vehicles, say at the, and (inaudible)?

CHRIS HANNA: Well, I mean the one example of the teen spirit program, but again, I think the evaluation has been less than rigorous around those particular areas. I know, I mean, again, you think about it, you know, peers, you look at the passenger data that we showed earlier, how much dangerous, when they get peers in the car, and sometimes, I mean, what, it was an interesting study, I forget where they did it, but they looked at, they looked at, they looked at the headway and speed, and if it was female or male passengers do. And again, they had a tendency to, they had a tendency to be a little faster, a little closer with male passengers and a little bit slower, a little more headway with female passengers too. So, something maybe getting back to nature there or something, the influence of nature.

UNKNOWN SPEAKER: The thing that popped into my mind when you said that was the program Scared Straight. Um, and if I'm not mistaken, where they would take kids who, um, were at risk for injury in a car to a hospital to visit victims. And I think that program had been shown not to work. So, um, (inaudible)--

UNKNOWN SPEAKER: I think some of--

UNKNOWN SPEAKER: And people I think still do that, but the evaluation on it was that it really didn't make a difference, unless it sort of changed their risk taking (inaudible), I don't know.

LINDA SCARPETTA: And I think a lot of times, it has a real short-term impact.

UNKNOWN SPEAKER: Right, (inaudible).

CHRIS HANNA: Yeah, right Linda made the point too yeah, short-term.

UNKNOWN SPEAKER: Yeah, just short-term impact but not, not long-term.

CHRIS HANNA; Well, I wanted to, um, get the (inaudible) Jim, but I wanted to comment earlier just, I, I hear it's wonderful outside too, so, it would be nice if we had a few extra minutes. But the notion that right now with this initiative, teen

driving is a hot topic. Everyone's addressing it, everyone's jumping on the bandwagon. So we've got a lot of, a lot of individual insurance companies that, I mean, if they would combine it, to supporting checkpoints program or getting behind something, but they all want to put their brand name on it. And from, you know, the Ford Motor Company, Life Driving Skills or something, you know, I mean, all of this, it would just take so much evaluation and I think we really need to come by, maybe, Linda will be here till Wednesday, I'll be here till Tuesday. And maybe we can conclude with Vic's questions. We'll be here afterwards, so if folks want to take a, stretch your legs before lunch, go ahead Vic.

VIC: I'm just curious, we answer about the (inaudible) education piece, or the intervention (inaudible) because, um, now, quite frankly, I think we're just as lousy drivers as anybody else, I see us everyday. So I'm thinking, you know, if kids are replicating us, I think the idea of (inaudible) in and out of (inaudible) may be the place to go. And I, mean, are you going to collect information? I mean, is somebody going to start putting something together so that that gets out to the MCH crew?

CHRIS HANNA: The, yeah.

VIC: On the on the traffic and teen (inaudible)?

CHRIS HANNA: Well, yeah, well, you know, we're moving in that direction. We're talking to individual states, encouraging them to--to allocate the state performance measures for MCH, they'll, they're, you know, developmental, and getting in, getting involved with it, because it is a public health issue. And it adversely affects, um, MCH population. We're all very interested in the disparity issue associated with, you know, different groups of people that are being adversely affected by the (inaudible), related to many factors too, so. Unless there's any other really group burning questions, I think we'll, Linda, did you have any conclusions? Linda and I will be here. Thank you for your participation. But I think we have a few minutes, if you could fill out Ellen's, uh--

ELLEN: Fill out the form.

CHRIS HANNA: --form if you have it, she'd appreciate your feedback and--

ELLEN: It's also a session valuation in your package. You can bring it out and (inaudible).

CHRIS HANNA: All right, thank you, thank you (inaudible).

UNKNOWN SPEAKER: And if you have questions about, um, teen driving safety, you can certainly contact the Children's (inaudible)--

UNKNOWN SPEAKER: We did good.