

Prevalence and Timing of Driver Licensing Among Young Adults, United States, 2019

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Obtaining a driver's license was once widely regarded as a "rite of passage" for teenagers in the United States. However, only 36% of young people surveyed in 2012 by the AAA Foundation for Traffic Safety reported having obtained their first driver's license at or before the age of 16 and only 54% reported having done so before they turned 18 (Tefft et al., 2013). At that time, it was not clear whether the apparent decrease in teen licensing was a temporary effect of the Great Recession of 2007–2009 — the effects of which lingered for several years — or whether the prevalence of teen driver licensure would remain at that level. Some wondered if rates of licensing among young people might decrease further due to broader societal trends.

To investigate this phenomenon, the AAA Foundation in 2019 surveyed a nationally-representative sample of 1,402 young adults ages 18–24 to estimate the proportion of young adults nationwide who possess a driver's license, the ages at which they first obtained their license, and factors associated with the timing of licensure. Results show that an estimated 41% of this cohort received their first driver's license at or before age 16, 19% at age 17, and 28% at age 18 or older. An additional 4% had a learner's permit, and 8% have neither a license nor a permit. This Research Brief presents current, detailed information on the prevalence and timing of licensure among young adults ages 18–24 in relation to demographic characteristics and other factors.

METHODS

An online questionnaire was administered to a representative sample of young adults ages 18–24. Respondents were recruited from two pre-recruited survey research panels maintained by the research firm Ipsos: YouthPulse and Knowledge Panel. These panels comprise samples of U.S. residents ages 15–24 (YouthPulse) and 18+ (KnowledgePanel) recruited by mail using address-based sampling methods, with the U.S. Postal Service's Delivery Sequence File as the sampling frame. The sample recruited from these panels for the present survey was stratified to obtain greater geographic diversity than would be expected in a simple random sample of the U.S. population. This ensured an adequate sample of respondents from rural states and states with younger licensing ages to obtain statistically reliable estimates of licensing in these areas to be able to compare them to the rest of the country.

Data were collected from Aug. 7 through Sept. 3, 2019. A total of 3,149 participants enrolled in Ipsos's YouthPulse and KnowledgePanel research panels were invited to complete the survey; 1,402 responses were obtained. The median time taken to complete the survey was eight minutes.

Respondents were first asked whether they had obtained a driver's license. Licensed respondents were then asked to confirm that their license allowed them to drive without another licensed driver in the vehicle (to ensure they had a license rather than a learner's permit). They were then asked to report the age at which they obtained their first license. The small percentage (1.6%) of respondents who did not remember the specific age were asked whether they obtained their first license before age 18.

Because the study sought to investigate factors that influence when young people obtain their first driver's license, respondents were also asked several questions about their life when they had just turned 17 years old. The age of 17 was used here because it is the youngest age at which a person is old enough to have obtained a license in every U.S. state.

Questions included the state in which they lived, whether they lived in an urban or rural area, who else lived in their household at the time and how many of these people were drivers. Respondents were also asked about their agreement or disagreement with several statements about their attitude toward driving when they were 17.

Additionally, a modified version of the Family Affluence Scale (Currie et al., 2008) was used to gauge the socioeconomic status of respondents, because it was not expected that respondents would be able to accurately report their total household income from several years ago. The scale comprised 1) whether the respondent had his or her own bedroom, 2) whether the respondent's household had a dishwasher, 3) how many full bathrooms the household had, 4) how many computers the household had, and 5) how many times respondents traveled outside the state where they lived for vacation when they were 17. The resulting scores were used to group respondents into quintiles of family affluence at age 17.

Other factors that might influence the timing of licensure include the state minimum age for licensure and requirements for new drivers to complete a driver education course as a prerequisite for licensure. Data regarding such requirements were obtained from AAA and from the Insurance Institute for Highway Safety. Because analyses focused on respondents' acquisition of their first driver's license, and some respondents no longer lived in the same state as that in which they were first licensed, data were analyzed in relation to the state in which each respondent reported having lived on his or her 17th birthday, or the state in which the respondent was first licensed if first licensed in a different state before age 17.

The data were weighted to account for each respondent's probability of being recruited into Ipsos's panel, probability of being selected from among all panel members for this survey, and non-response at both stages, so that the weighted data are approximately representative of the population of all young adults aged 18–24 nationwide. All statistics reported in this Research Brief other than sample size are based on weighted data. P-values reported in this Research Brief are from χ^2 statistics adjusted for the survey sample design (stratification) and converted into F statistics using the second order correction of Rao and Thomas (1989).

RESULTS

Table 1 shows respondents' current licensing status. An estimated 88% of young adults aged 18–24 nationwide currently possess a driver's license, 4% possess a learner's permit, and 8% have neither a license nor a permit.

Table 1. Driver's license status of young adults aged 18–24, United States, 2019.

	N	% (Weighted)
Driver's License	1,285	88.1%
Learner's Permit	44	3.8%
Neither	73	8.1%
Total	1,402	100%

Respondents who reported having neither a license nor a permit were asked when, if ever, they planned to attempt to get a driver's license. Of these respondents, 50% indicated that they planned to get a license soon, an additional 19% reported that they planned to get a license sometime but not soon, 18% indicated that they were unsure whether they would ever get a license, and 13% reported that they would probably or definitely never get a license.

Table 2 shows the proportion of young adults first licensed at or before age 16, at age 17, and at age 18 or older, in relation to demographic characteristics. Overall, 40.8% reported obtaining their first license at or before age 16, and 60.3% before age 18.

Respondents aged 19 and 20 were several percentage points more likely to have obtained their license at or before age 16 than were individuals aged 18 or 21–24. The reasons for this are unclear. The apparent pattern of younger respondents being licensed at younger ages than older respondents (with the exception of those aged 18) may reflect the fact that economic conditions were markedly better by the time younger respondents reached age 16 than they were several years earlier when the oldest respondents were the same age. However, this may also be attributable to random variation in the sample, as the number of respondents of any single year of age was not large.

Table 2. Age at which young adults currently aged 18-24 report having obtained their first driver’s license, overall and in relation to demographic characteristics, 2019.

	Licensed at age ≤ 16	Licensed at age 17	Total licensed before age 18 ^a	Licensed at age 18+ ^b	Not yet licensed ^b	N
	Row % (Weighted)					
All	40.8	19.4	60.3	27.9	11.9	1,399
Age						
18	38.6	19.9	58.5	20.8	20.7	79
19	49.8	15.2	65.2	22.0	13.0	124
20	48.9	19.2	68.2	18.2	13.8	205
21	40.2	20.3	60.6	30.5	9.0	238
22	36.3	18.5	55.2	35.5	9.7	255
23	35.8	19.6	55.4	32.9	11.8	247
24	34.9	23.1	58.2	33.4	8.6	251
Sex						
Male	38.9	21.7	60.7	29.7	9.7	623
Female	42.7	17.0	59.9	26.1	14.2	776
Race & ethnicity						
Non-Hispanic white	50.7	19.9	70.8	21.3	8.1	947
Non-Hispanic black	29.7	16.5	46.2	34.5	19.2	139
Hispanic (any race)	26.2	19.8	46.0	39.1	15.0	168
2+ races or other race	37.0	20.1	57.1	28.6	14.3	145
Education^c						
High school or less	31.4	9.9	41.5	36.6	22.2	223
Some college or associates degree	35.0	27.9	62.9	29.8	7.4	152
Current student (HS or undergraduate)	45.0	21.8	66.9	24.1	9.1	575
Bachelor’s degree	52.1	19.5	71.6	23.0	5.4	295
Education beyond bachelor’s degree	51.3	27.4	78.7	17.8	3.5	141
Affluence^d						
Lowest quintile	26.4	18.5	45.1	37.9	17.3	192
2nd quintile	35.2	20.2	55.6	32.2	12.5	307
3rd quintile	44.0	19.5	63.6	24.2	12.4	355
4th quintile	48.7	19.0	67.6	24.1	8.3	259
Highest quintile	56.0	20.5	76.5	15.7	7.8	275

a. Includes 7 respondents who did not remember the specific age at which they obtained their first license, but reported that it was before age 18.

b. Percentages licensed at ages 18+ and not yet licensed should not be compared between respondents of different ages, as older respondents not licensed before age 18 have had greater opportunity than younger respondents to become licensed at or after age 18.

c. Highest level of education obtained if not current student. Category current student includes 34 high school students and 542 college undergraduates.

d. Quintiles of Family Affluence Scale (Currie et al., 2008), with count items standardized and number of cars omitted.

Females were slightly more likely than males to obtain their first license at or before age 16. Males were slightly more likely than females to do so at age 17, however, these differences were small. The percentages of males and females licensed before age 18 overall were virtually identical.

Young adults who identify as non-Hispanic white were much more likely to have obtained their licenses at a younger age, and are more likely to possess a license presently compared with those who identify as non-Hispanic black, Hispanic, or as 2+ races or another race ($p < 0.0001$). Higher levels of educational attainment were associated with both higher rates of having a license presently and higher rates of obtaining a license at a younger age. While educational attainment among

teens and young adults is clearly related to their current age, the same pattern was evident in analyses limited to respondents aged 22-24 (not shown). Timing of licensure was also strongly associated with family affluence as measured using the modified Family Affluence Scale ($p = 0.0006$). The proportion licensed at or before age 16 increased monotonically from the lowest to the highest quintiles of affluence. Respondents in the highest quintile of affluence were more than twice as likely as those in the lowest quintile to have been licensed at or before age 16. In contrast, those in the lowest quintile were more than twice as likely as those in the highest quintile to have been licensed at or after age 18, and to have not yet obtained a license at the time of the survey.

Table 3. Age at which young adults currently aged 18–24 report having obtained their first driver’s license in relation to the characteristics of the place where they lived at age 17^a.

	Licensed at age ≤ 16	Licensed at age 17	Total licensed before age < 18 ^b	Licensed at age 18+	Not yet licensed	N
	Row % (Weighted)					
All	40.8	19.4	60.3	27.9	11.9	1,399
Census region						
<i>Northeast</i>	22.3	33.4	55.8	29.4	15.0	289
<i>Midwest</i>	54.9	15.3	70.4	21.2	8.6	393
<i>South</i>	46.9	17.3	64.2	23.6	12.2	394
<i>West</i>	32.2	15.8	48.2	39.7	12.3	324
Urbanicity						
<i>Country</i>	49.3	14.8	64.1	22.7	13.2	143
<i>Small town</i>	39.5	23.4	63.0	26.3	10.9	312
<i>Mid-sized town</i>	40.9	24.4	65.6	22.2	12.5	417
<i>Small city</i>	45.3	13.0	58.4	29.8	12.0	305
<i>Large city</i>	32.6	17.2	49.9	38.6	11.6	221
State minimum age for licensing						
<i><16 years</i>	47.2	16.9	64.1	26.9	9.0	75
<i>16 years</i>	44.8	16.2	61.1	28.6	10.4	951
<i>16 ¼ - 16 ½</i>	43.1	20.2	63.3	17.6	19.1	109
<i>16 ½ - 17</i>	23.9	31.7	55.6	28.7	15.8	265
State driver education requirement						
<i>None</i>	41.6	24.1	65.8	23.8	10.5	707
<i>Required for ages < 18 only</i>	39.6	15.5	55.3	33.4	11.5	553
<i>Required for ages ≥ 18</i>	41.1	14.7	56.3	26.7	17.5	139

a. Respondents first licensed in a different state before age 17 (n=9) were coded as having lived in the state that issued their first license.

b. Includes 7 respondents who did not remember the specific age at which they obtained their first license, but reported that it was before age 18.

Table 3 shows the distribution of ages at which young people obtained their first license in relation to where they lived when they turned 17 years old, or where they lived when they obtained their first license if first licensed in a different state before age 17. Young people in the Midwest and South were much more likely to be licensed at or before age 16 than were those in the Northeast or West. Obtaining one's first license at the age of 17 was far more common in the Northeast than in other regions. Licensure at or after age 18 was more common in the West relative to other regions. Although there were too few respondents in most states to report findings at the state level, there was substantial variation in the timing of licensure across states within each region.

Nearly half of all respondents who described the area where they lived at age 17 as "country" reported obtaining their first license at or before age 16, and nearly two-thirds reported having done so before the age of 18 — likely reflecting factors such as the relatively greater necessity of driving in rural than urban areas. In contrast, only one-third of respondents who characterized the area where they lived at age 17 as a "large city" were licensed at or before age 16, and only half of this group was licensed before age 18.

Not surprisingly, timing of licensure varied markedly in relation to the state minimum licensing age ($p < 0.0001$). Eight states and Washington, DC have minimum licensing ages of 16 ½ or older (New Jersey's minimum age for licensing is 17). Young people who lived in these states had far lower rates of licensing at or before age 16 than did those in states with younger licensing ages. However, there was little variation in the timing of licensure between those who lived in states with licensing ages younger than 16 (5 states have licensing ages that range from 14 ¼ to 15 ½) versus those with licensing ages of 16, 16 ¼, or 16 ½.

Timing of licensure varied somewhat in relation to state driver education requirements. While the proportion of young people licensed at or before age 16 did not vary in relation to individual state requirements, there were some differences in the pattern of licensing beyond age 16. Licensing at age 17 was considerably more common in states that did not require new drivers to complete a driver education course as a prerequisite for licensing.

In contrast, in states that required license applicants younger than 18 (but not those ≥ 18) to complete a driver education course, licensing at or after age 18 was relatively more common. States that require new drivers ages 18 and older to complete a driver education course had the highest percentage of respondents still not licensed at the time of the survey.

Table 4 shows respondents' agreement or disagreement with statements designed to investigate their attitudes toward driving when they had just turned 17 years old, in relation to whether or not they obtained a license before they were 18. Not surprisingly, those licensed before age 18 were more likely to agree (and nearly twice as likely to strongly agree) that being able to drive was important to them. They were also more likely to agree that their parents were in a hurry for them to get a license. Those licensed before age 18 were also more likely than those not licensed before age 18 to disagree that they could do everything that they needed to do without driving, that they were too busy to take the time to get a license, and that cost was a barrier to their being able to drive or to have access to a car. Those licensed before age 18 were slightly less likely than those licensed later to agree that they were nervous about driving, though majorities of both groups agreed that they were.

Although those who were not licensed before age 18 were less likely than those licensed before 18 to agree that being able to drive was important to them, still nearly two-thirds of them agreed that it was. While more than half of those who were not licensed before age 18 agreed that they could do everything that they needed to do without driving, approximately one in three disagreed. More than two in five respondents who were not licensed before age 18 agreed that they did not start driving as soon as they wanted because of the expense of driving.

The percentages of respondents who agreed that most of their peers had licenses or were learning to drive (when the respondent had just turned 17) did not differ between those licensed before age 18 versus those not licensed before age 18, nor did the percentages of respondents who agreed that they could always get a ride from a family member or friend if they needed to.

Table 4. Respondents’ attitudes toward driving when they were 17 years old in relation to whether or not they obtained their first driver’s license before age 18.

	Strongly Agree	Somewhat Agree	Neither	Somewhat Disagree	Strongly Disagree	Total Agree	Total Disagree
	Row % (Weighted)						
Being able to drive was important to me							
<i>Licensed before age 18</i>	70.1	19.3	7.4	2.7	0.5	89.4	3.2
<i>Not licensed before age 18</i>	36.1	26.9	17.7	10.2	9.2	63.0	19.3
I could do everything I needed to do without driving							
<i>Licensed before age 18</i>	6.5	22.1	10.8	34.8	25.9	28.6	60.7
<i>Not licensed before age 18</i>	20.0	32.6	14.9	18.2	14.3	52.7	32.5
My parents were in a hurry for me to get my driver’s license							
<i>Licensed before age 18</i>	10.3	20.4	31.0	22.3	16.0	30.7	38.3
<i>Not licensed before age 18</i>	6.3	13.3	26.9	20.2	33.3	19.6	53.5
Most people my age already had a license or were learning to drive							
<i>Licensed before age 18</i>	46.3	31.0	10.3	7.5	5.0	77.3	12.5
<i>Not licensed before age 18</i>	42.0	31.3	14.5	7.3	4.9	73.3	12.2
I was too busy to take the time to get a license							
<i>Licensed before age 18</i>	1.5	7.0	10.6	19.4	61.5	8.5	80.9
<i>Not licensed before age 18</i>	9.1	19.8	22.5	20.6	28.0	28.9	48.6
My family could not afford a car for me to drive							
<i>Licensed before age 18</i>	11.4	16.9	13.1	20.1	38.5	28.3	58.6
<i>Not licensed before age 18</i>	24.5	17.3	20.4	15.1	22.7	41.8	37.9
There was nobody in my family who had time to help me get my license							
<i>Licensed before age 18</i>	1.5	4.7	4.4	17.2	72.1	6.3	89.3
<i>Not licensed before age 18</i>	9.6	10.9	15.7	21.8	42.0	20.5	63.8
I was nervous about driving							
<i>Licensed before age 18</i>	20.4	38.7	12.8	14.4	13.7	59.1	28.1
<i>Not licensed before age 18</i>	34.0	34.4	13.6	6.7	11.4	68.3	18.1
I could always get a ride from a friend or family member if I needed to							
<i>Licensed before age 18</i>	42.1	37.3	8.1	8.8	3.8	79.4	12.5
<i>Not licensed before age 18</i>	46.1	34.6	7.0	10.1	2.3	80.6	12.4
I didn’t start driving as soon as I wanted because it was so expensive							
<i>Licensed before age 18</i>	4.7	8.1	14.4	20.6	52.3	12.8	72.8
<i>Not licensed before age 18</i>	13.6	19.7	25.0	16.9	24.8	33.3	41.8

DISCUSSION

Accurate and up to date information about the ages at which new drivers begin driving, as well as differences between those who begin driving at younger versus older ages, is important to traffic safety researchers and practitioners. Researchers need this information to understand changes and trends in crash statistics. Practitioners need this information to understand the risks and needs of new drivers to inform the development of appropriate education and training programs, policies, and other interventions. A previous study by the AAA Foundation found that only 36% of young adults surveyed in 2012 reported having obtained their first driver's license at age 16 or younger, and only 54% reported having done so before age 18 (Tefft et al., 2013). The current study sought to update and expand upon that previous study. Results show that the percentages of young adults first licensed at or before age 16, and before age 18, are both approximately 5-6 percentage points higher than they were in the previous study, with 41% of young adults currently aged 18-24 licensed at or before age 16 and 60% before age 18.

Previous research (e.g., Shults & Williams, 2013) suggests that teen licensing rates in 2012 reported by Tefft et al. (2013) were likely influenced substantially by the Great Recession of December 2007–June 2009. The effects of this recession lingered long after its official end. The proportion of teenagers that were employed reached a historic low in mid-2010 — a full year after the official end of the recession — and remained near historic lows through 2012, before increasing slowly through early 2014 and then more rapidly through mid-2017 (U.S. Bureau of Labor Statistics, 2019). Research conducted previously by the Highway Loss Data Institute (HLDI) examined an automobile insurance industry metric correlated with the proportion of insured drivers who are teenagers and found that this metric tracked teen unemployment consistently before, during, and shortly after the Great Recession (Highway Loss Data Institute, 2015). Further supporting this hypothesis, younger respondents in the current study were more likely than older respondents to report having been licensed at younger ages. This makes sense, as a 24-year-old respondent in the current study would have turned 16 when teen employment was still near record lows, whereas economic conditions had improved considerably by the time 18-, 19-, and 20-year-old respondents would have reached age 16.

In addition to quantifying the percentage of young people who hold a driver's license and the age at which they acquired it, this study also sought to examine issues thought to influence licensing rates. As in past studies, and consistent with expectations, young people in large cities tended to obtain their first license at older ages than those in less urbanized areas. This makes sense, there are generally more alternatives to personal transportation in large cities than in smaller cities, towns, and rural areas, likely reducing the perceived need for driving. Indeed, 55% of respondents who reported living in a large city at age 17 agreed that they could do everything that they needed to do without driving, compared with only 34% of those who lived in smaller cities, towns, or the country. Licensing at younger ages was much more common in the Midwest and South than in the Northeast and West, likely reflecting both geographic differences and differences in driver licensing laws (e.g., minimum age for licensure; driver education requirements).

As in past studies (e.g., Tefft et al., 2013; Shults et al., 2016), young people from more affluent families were much more likely than those from less affluent families to obtain licenses at younger ages, likely reflecting both the costs of the licensing process itself (e.g., cost of driver education classes) and indirect costs (e.g., lack of access to a vehicle to use to learn to drive or to drive once licensed). In the current study, nearly half of respondents in the lowest quintile of family affluence lived in households with only one vehicle or none, whereas fully 99% of those in the highest quintile of affluence had two or more household vehicles. Respondents who were still enrolled in school or had a bachelor's degree were much more likely to have been licensed at younger ages than were respondents with no education beyond high school or those who reported having completed some college but were not currently enrolled. This is likely attributable to differences in affluence as well, as having or pursuing a college education could not directly influence licensing at the age of 16 or 17, and the strong relationship between family affluence and college enrollment and completion has been documented extensively (e.g., McFarland et al., 2019).

The traffic safety implications of this apparent trend toward teenagers resuming licensing at younger ages are not straightforward. Clearly, if larger numbers of young people are obtaining licenses at ages 16 and 17, this will increase driving exposure among these age groups, which

would lead to increases in the number of teenage drivers involved in crashes and the associated injuries and deaths. After reaching a record low of 854 in 2013, the number of 16- and 17-year-old drivers involved in fatal crashes nationwide increased to 878 in 2014, to 999 in 2015, and increased yet again to 1,062 in 2016 (Fatality Analysis Reporting System, 2019). However, previous studies conducted in multiple states have found that young people who obtain their first license at the age of 18 were only slightly less likely than drivers licensed at younger ages to be involved in a crash during their first year of licensed driving (Foss et al., 2014; Curry et al., 2014). One study found that new drivers first licensed at age 18 were more likely to be involved in an injury crash during their first year of driving than were drivers licensed at any other age (Foss et al., 2014). The extent to which these differences are due to underlying differences between groups of individuals who choose to begin driving at younger versus older ages, group differences in driving exposure, the effects of Graduated Driver Licensing (applicable in most states only to new drivers younger than 18), or differences inherent to the experience of beginning driving at a younger versus older age remain unclear. Moreover, drivers of any age who have accrued at least several months of driving experience have markedly lower crash rates, on average, than same-aged newly-licensed drivers who have not yet gained any experience driving on their own (Foss et al., 2014; Curry, Pfeiffer, et al., 2014).

This study was undertaken because at present there exist no reliable comprehensive data on the number of licensed drivers by age at the national level. The Federal Highway Administration's annual Highway Statistics report includes data on the number of licensed drivers by age in each state, however, researchers have found these data to be unreliable, especially (though not exclusively) for 15- to 17-year-olds—the ages to which Graduated Driver Licensing systems apply (cf., Curry, Kim, et al., 2014; Foss, 2014). Thus, studying trends in the number of young people who are licensed to drive and the ages at which they obtain their first licenses requires special data collection efforts such as the current study.

This study is subject to some limitations that should be noted. It is possible that teens and young adults who agreed to participate in the research panels from which this survey's respondents were sampled or those who agreed to participate in this specific survey differ from the

general population. Post-stratification weighting was used to align the demographic characteristics of the sample with those of the population with respect to several variables expected to be related to the subject of interest. However, bias could still be present if respondents differed from non-respondents in ways that relate to driving but are not fully captured by the weighting variables.

In addition, the study relied on respondents to remember and accurately report the age at which they obtained their first driver's license. It is possible that some respondents remembered incorrectly. If errors were random, this would only reduce the precision of estimates. However, if respondents tended to err in the same direction (e.g., report obtaining their license at a younger—or older—age than they actually did), that would introduce bias. This is not likely a sizeable problem, and there is no reason to believe that young people surveyed in 2019 would be more likely than those surveyed in 2012 to misremember the age at which they obtained their license.

Finally, family affluence, which was strongly associated with the timing of licensure, is difficult to measure, especially among young people and retrospectively. The modified Family Affluence Scale used here is an imperfect measure of respondents' family affluence when they were 17. Nonetheless, results clearly show that young people from more affluent families are more likely to obtain licenses at younger ages.

In conclusion, this study estimates that 40.8% of young adults aged 18-24 in 2019 obtained their first license at or before the age of 16, and 60.3% did so before age 18, both of which are of 5-6 percentage points higher than the last time the AAA Foundation examined teen driver licensure in 2012. These results are consistent with the hypothesis that teen driver licensing rates fell during and for several years after the Great Recession, and then began increasing as economic conditions improved. Still, nearly one-third of young drivers currently aged 18-24 nationwide did not receive their first license until they were at least 18 years old. In certain subpopulations, such as those in urban areas and those in less affluent households, fewer than half received their first license before turning 18. More research is needed to understand the safety and mobility implications of licensing at older ages.

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ABOUT THE AAA FOUNDATION FOR TRAFFIC SAFETY

The AAA Foundation for Traffic Safety is a 501(c)(3) nonprofit, publicly supported charitable research and education organization. It was founded in 1947 by the American Automobile Association to conduct research to address growing highway safety issues. The organization's mission is to identify traffic safety problems, foster research that seeks solutions and disseminate information and educational materials. AAA Foundation funding comes from voluntary, tax-deductible contributions from motor clubs associated with the American Automobile Association and the Canadian Automobile Association, individual AAA club members, insurance companies and other individuals or groups.

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