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Ashland

TIMES-GAZETTE

MONDAY, AUGUST 18, 2025 | TIMES-GAZETTE.COM

PART OF THE USA TODAY NETWORK

Every state has its own transportation agency that handles driver's licensing, so standardizing laws for new drivers isn't as easy as it sounds – even if some safety advocates find the inconsistency alarming. GETTY IMAGES/ISTOCKPHOTO

Many states enact tougher requirements for new drivers

Terry Collins
USA TODAY

A new wave of state laws is enforcing stricter requirements for new drivers, but states still can't agree on how much practice is needed. • While most states have some form of graduated driver's licensing laws, ranging from as low as 20 and as high as 70 supervised hours, more states are looking into adopting tougher mandates for young people, said Jonathan Adkins, CEO of the Governors Highway Safety Association, a Washington, DC-based nonprofit.

Florida, Washington and New Jersey tightened up requirements for new drivers in 2025, but even these new laws have inconsistent requirements. The new laws come as some traffic safety advocates say the United States would benefit from more uniform laws on the topic. "There should be a national law for teen drivers," said Cheryl Giles, the longtime owner of Lakeland Atlantic Driving School in Winter Haven, Florida, which conducts about 1,000 student driving tests annually. "We desperately need some consistency." Meanwhile, motor vehicle crashes continue to be among the leading causes of death for teens in the United States, according to the Centers for Disease Control and Prevention. Teen drivers also face a disproportionately higher risk of crashes in comparison with older drivers, the National Highway Traffic Safety Administration reports.

See DRIVER LAWS, Page 2A

“Whether you are in Virginia, Florida, Utah or even in the most rural parts of the country, the roads can be very dangerous places, especially when you don’t fully understand the dangers of driving.”

Tammy Gweedo McGee
Safe driving advocate

Grant delays putting child care at risk

Students scramble with academic year starting

Zachary Schermele
USA TODAY

There are many differences between Carmina Garcia and Mahogany Ann-Fowler. One attends a community college; the other goes to a regional university. Garcia lives in Arizona; Ann-Fowler is based in Pennsylvania. Garcia studies nursing; Ann-Fowler wants to be an architect. But two key similarities have them in tough situations. Both are moms of young kids. And both are unsure what they'll do in the fall if a federal child care program they've come to rely on disappears, as their colleges have warned. On the heels of the U.S. Department of Education cutting its workforce in half in March, grant applications for at least a half-dozen federal programs for colleges have been delayed, according to experts. One of those affected is the Child Care Access Means Parents in School, or CCAMPIS, grant.

See GRANT, Page 3A

TSA’s PreCheck fast lane uses facial ID tech

Michelle Del Rey
USA TODAY

The Transportation Security Administration launched a quicker version of PreCheck, although the service is currently available at only 15 airports in the United States. TSA PreCheck Touchless ID utilizes an enhanced facial recognition technology, Traveler Verification Service, which creates a biometric template of a passenger's live facial image and compares it to images the passenger previously provided to the federal government. The live image is taken at an airport checkpoint. The technology is currently being used by U.S. Customs and Border Protection, according to the TSA's website. It's supposed to be faster because passengers do not need to present an ID card or boarding pass. Passengers who have consented to use the technology can opt out at any time.

See TSA, Page 2A

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