



U.S. Department  
of Transportation  
National Highway  
Traffic Safety  
Administration



# Traffic Safety Facts

## 2022 Data



DOT HS 813 578

August 2024 (Revised)

## Alcohol-Impaired Driving

In this fact sheet for 2022 the information is presented as follows.

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Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal traffic crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities. The term “drunk driving” is used instead of alcohol-impaired driving in some other NHTSA communications and material. The term “driver” refers to the operator of any motor vehicle, including a motorcycle.

Estimates of alcohol-impaired driving are generated using BAC values reported to the Fatality Analysis Reporting System (FARS) and BAC values imputed when they are not reported. For more information on multiple imputation, see *Multiple Imputation of Missing Blood Alcohol Concentration (BAC) Values in FARS*.<sup>1</sup> In this fact sheet NHTSA uses the term “alcohol-impaired” in evaluating the FARS statistics. **In all cases throughout this fact sheet, use of the term does not indicate that a crash or a fatality was caused by alcohol impairment, only that an alcohol-impaired driver was involved in the crash.** This report also includes BACs of .00 g/dL (no alcohol), .01+ g/dL, and .15+ g/dL solely for comparison purposes.

### Key Findings

- In 2022 there were 13,524 fatalities in motor vehicle traffic crashes in which at least one driver was alcohol-impaired. This represented 32 percent of all traffic fatalities in the United States for the year.
- Traffic fatalities in alcohol-impaired-driving crashes decreased by 0.7 percent (13,617 to 13,524 fatalities) from 2021 to 2022.
- One alcohol-impaired-driving fatality occurred every 39 minutes in 2022, on average.
- The 21- to 24-year-old age group had the highest percentage (29%) of alcohol-impaired drivers involved in fatal traffic crashes compared to other age groups in 2022.
- In 2022 there were almost 4 male alcohol-impaired drivers involved for every female alcohol-impaired driver involved.

<sup>1</sup> Rubin, D.B., Schafer, J.L., & Subramanian, R. (1998, October). *Multiple imputation of missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 808 816). National Highway Traffic Safety Administration.  
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/808816>.

- The percentages of alcohol-impaired drivers involved in fatal traffic crashes in 2022 was highest for motorcycle riders (28%) compared to drivers of passenger cars (25%), light trucks (21%), and large trucks (3%).
- Of the 1,129 traffic fatalities in 2022 among children 14 and younger, 25 percent (283) occurred in alcohol-impaired-driving crashes.
- In 2022 among the 13,524 alcohol-impaired-driving fatalities, 67 percent (9,047) were in traffic crashes in which at least one driver had a BAC of .15 g/dL or higher.
- The rate of alcohol impairment among drivers involved in fatal traffic crashes in 2022 was nearly three times higher at night than during the day.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from FARS. Refer to the end of this publication for more information on FARS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

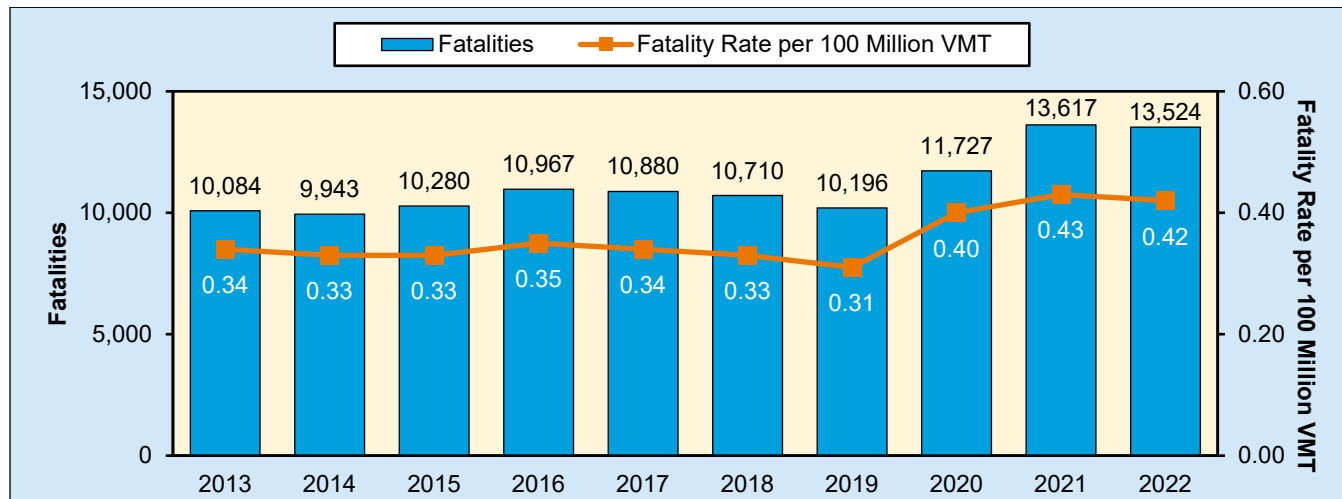
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

## Overview

All 50 States, the District of Columbia, and Puerto Rico have set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. **Note:** Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. In addition, people under 21 are legally prohibited from drinking alcohol (except in Puerto Rico where the legal drinking age is 18). Operating a commercial vehicle at a BAC of .04 g/dL or above is a violation of Federal regulations and may result in criminal charges.

In 2022 there were 13,524 people killed in alcohol-impaired-driving traffic crashes, an average of 1 alcohol-impaired-driving fatality every 39 minutes. These alcohol-impaired-driving fatalities accounted for 32 percent of all motor vehicle traffic fatalities in the United States in 2022.

Traffic fatalities in alcohol-impaired-driving crashes decreased by 0.7 percent (13,617 to 13,524 fatalities) from 2021 to 2022 compared to a 1.7-percent decrease in overall traffic fatalities between 2021 and 2022 (43,230 to 42,514). The national rate of alcohol-impaired-driving fatalities in motor vehicle traffic crashes in 2022 was 0.42 per 100 million vehicle miles traveled (VMT), down from 0.43 in 2021. Figure 1 presents the fatality numbers and rates for the decade from 2013 to 2022.

**Figure 1. Traffic Fatalities and Fatality Rate per 100 Million VMT in Alcohol-Impaired-Driving Crashes, 2013–2022**

Sources: FARS 2013–2021 Final File, 2022 Annual Report File (ARF); VMT – Federal Highway Administration (FHWA)

Notes: NHTSA estimates BACs when alcohol test results are unknown. The number of alcohol-impaired-driving fatalities in 2020 changed from 11,718 to 11,727 due to vehicle type classification revisions.

Of the 13,524 people who died in alcohol-impaired-driving traffic crashes in 2022, there were 8,012 drivers (59%) who were alcohol-impaired. The remaining fatalities consisted of 1,684 passengers riding with alcohol-impaired drivers (12%), 2,193 occupants of other vehicles (16%), and 1,635 nonoccupants (12%). The distribution of traffic fatalities in these crashes by role is shown in Table 1.

**Table 1. Traffic Fatalities in Alcohol-Impaired-Driving Crashes, by Role, 2022**

| Role                                             | Number        | Percent     |
|--------------------------------------------------|---------------|-------------|
| Alcohol-Impaired Drivers                         | 8,012         | 59%         |
| Passengers Riding With Alcohol-Impaired Drivers  | 1,684         | 12%         |
| <b>Subtotal</b>                                  | <b>9,696</b>  | <b>72%</b>  |
| Occupants of Other Vehicles                      | 2,193         | 16%         |
| Nonoccupants (pedestrians/pedalcyclists/other)   | 1,635         | 12%         |
| <b>Total Alcohol-Impaired-Driving Fatalities</b> | <b>13,524</b> | <b>100%</b> |

Source: FARS 2022 ARF

Notes: Percentages may not add up to 100 percent due to individual rounding. NHTSA estimates BACs when alcohol test results are unknown.

## Economic Cost for All Traffic Crashes

The estimated economic cost of all motor vehicle traffic crashes in the United States in 2019 (the most recent year for which cost data is available) was \$340 billion, of which \$58 billion resulted from alcohol-impaired crashes (drivers or nonoccupants with a BAC of .08 g/dL or higher). Included in the economic costs are:

- Lost productivity,
- Workplace costs,
- Legal and court costs,
- Medical costs,
- Emergency medical services,
- Insurance administration costs,
- Congestion impacts, and
- Property damage.

These costs represent the tangible losses that result from motor vehicle traffic crashes. However, in cases of serious injury or death, such costs fail to capture the relatively intangible value of lost quality-of-life that results from these injuries. When quality-of-life valuations are considered, the total value of societal harm from motor vehicle traffic crashes in the United States in 2019 was an estimated \$1.37 trillion, of which \$296 billion resulted from alcohol-impaired crashes. For further information on cost estimates, see *The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised)*.<sup>2</sup>

## Drivers

Table 2 provides information on alcohol-impaired drivers involved (killed or survived) in fatal traffic crashes by the age of the driver as well as sex and vehicle type. In fatal traffic crashes in 2022 the highest percentage of alcohol-impaired drivers was for 21- to 24-year-olds (29%), followed by 25- to 34-year-old drivers (28%).

The percentages of alcohol-impaired drivers involved in fatal traffic crashes in 2022 was 23 percent among males and 17 percent among females. In 2022 there were almost 4 male alcohol-impaired drivers involved for every female alcohol-impaired driver involved (9,914 versus 2,562). When looking at all drivers involved in fatal traffic crashes, there were almost 3 male drivers for every female driver.

The percentages of alcohol-impaired drivers involved in fatal traffic crashes in 2022 by vehicle type were 28 percent for motorcycle riders, 25 percent for drivers of passenger cars, and 21 percent for drivers of light trucks (25% for drivers of pickups, 20% for drivers of SUVs, and 13% for drivers of vans). The percentages of alcohol-impaired drivers in fatal crashes was the lowest for drivers of large trucks (3%).

**Table 2. Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Age Group, Sex, and Vehicle Type, 2021 and 2022**

| Drivers Involved in Fatal Traffic Crashes | 2021          |               |                     | 2022          |               |                     |
|-------------------------------------------|---------------|---------------|---------------------|---------------|---------------|---------------------|
|                                           | Total Drivers | BAC=.08+ g/dL |                     | Total Drivers | BAC=.08+ g/dL |                     |
|                                           |               | Number        | Percentage of Total |               | Number        | Percentage of Total |
| <b>Total*</b>                             | <b>61,379</b> | <b>13,011</b> | <b>21%</b>          | <b>60,048</b> | <b>12,955</b> | <b>22%</b>          |
| <b>Age Group</b>                          |               |               |                     |               |               |                     |
| 15–20                                     | 5,137         | 890           | 17%                 | 4,856         | 947           | 19%                 |
| 21–24                                     | 5,568         | 1,523         | 27%                 | 5,279         | 1,546         | 29%                 |
| 25–34                                     | 13,309        | 3,610         | 27%                 | 12,611        | 3,485         | 28%                 |
| 35–44                                     | 10,370        | 2,475         | 24%                 | 10,344        | 2,476         | 24%                 |
| 45–54                                     | 8,828         | 1,751         | 20%                 | 8,619         | 1,744         | 20%                 |
| 55–64                                     | 8,146         | 1,278         | 16%                 | 7,899         | 1,347         | 17%                 |
| 65–74                                     | 4,785         | 584           | 12%                 | 5,053         | 627           | 12%                 |
| 75+                                       | 3,280         | 238           | 7%                  | 3,445         | 265           | 8%                  |
| <b>Sex</b>                                |               |               |                     |               |               |                     |
| Male                                      | 44,359        | 9,850         | 22%                 | 43,582        | 9,914         | 23%                 |
| Female                                    | 15,260        | 2,542         | 17%                 | 14,719        | 2,562         | 17%                 |

<sup>2</sup> Blincoe, L., Miller, T., Wang, J.-S., Swedler, D., Coughlin, T., Lawrence, B., Guo, F., Klauer, S., & Dingus, T. (2023, February). *The economic and societal impact of motor vehicle crashes, 2019 (Revised)* (Report No. DOT HS 813 403). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>

| Drivers Involved in Fatal Traffic Crashes | 2021          |               |                     | 2022          |               |                     |
|-------------------------------------------|---------------|---------------|---------------------|---------------|---------------|---------------------|
|                                           | Total Drivers | BAC=.08+ g/dL |                     | Total Drivers | BAC=.08+ g/dL |                     |
|                                           |               | Number        | Percentage of Total |               | Number        | Percentage of Total |
| Vehicle Type                              |               |               |                     |               |               |                     |
| Passenger Car                             | 21,172        | 5,107         | 24%                 | 19,889        | 4,911         | 25%                 |
| Light Truck**                             | 25,689        | 5,081         | 20%                 | 25,613        | 5,406         | 21%                 |
| --Pickup                                  | 9,805         | 2,194         | 22%                 | 9,554         | 2,343         | 25%                 |
| --SUV                                     | 13,697        | 2,609         | 19%                 | 14,014        | 2,791         | 20%                 |
| --Van                                     | 2,176         | 277           | 13%                 | 2,030         | 270           | 13%                 |
| Large Truck***                            | 5,668         | 146           | 3%                  | 5,760         | 163           | 3%                  |
| Motorcycle                                | 6,297         | 1,784         | 28%                 | 6,349         | 1,808         | 28%                 |

Source: FARS 2021 Final File, 2022 ARF

\*Includes unknown age, unknown sex, and other/unknown vehicle type.

\*\*Includes other/unknown light-truck vehicle types.

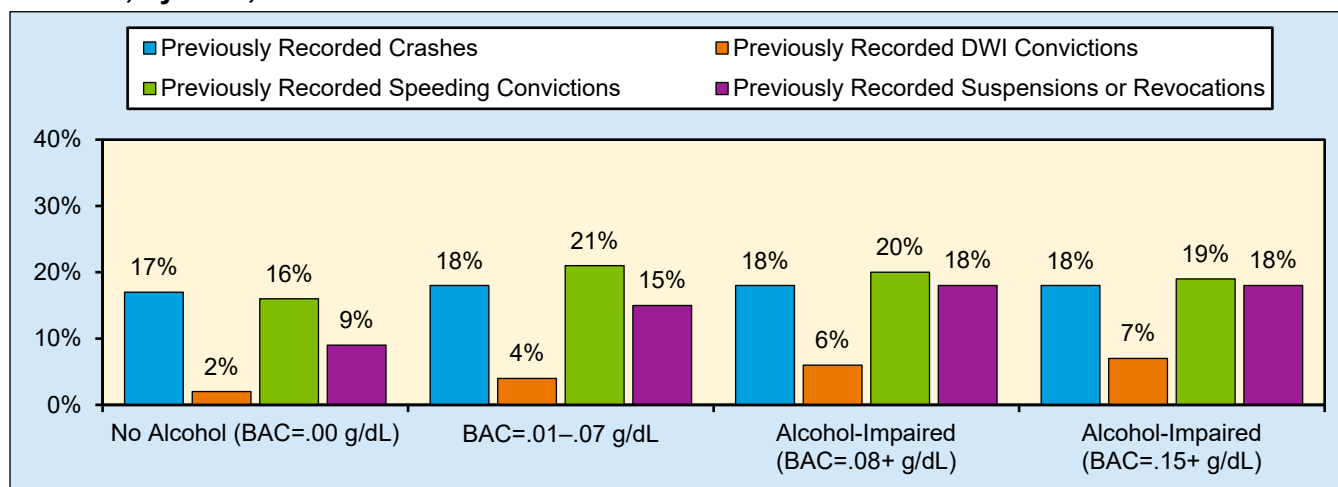
\*\*\*Includes commercial and non-commercial trucks with GVWRs (gross vehicle weight ratings) over 10,000 pounds.

Note: NHTSA estimates BACs when alcohol test results are unknown.

In 2022 there were 6,003 passenger vehicle drivers killed who were alcohol-impaired (passenger vehicles include passenger cars as well as light trucks such as pickups, SUVs, and vans with gross vehicle weight ratings of 10,000 pounds or less). Of these driver fatalities for whom restraint use was known, 64 percent were unrestrained. Based on known restraint use, 59 percent of passenger vehicle drivers killed who had BACs of .01 to .07 g/dL were unrestrained, 42 percent of passenger vehicle drivers killed who had no alcohol (.00 g/dL) were unrestrained, and 65 percent of passenger vehicle drivers who had BACs of .15 g/dL or higher were unrestrained.

Figure 2 shows information on the driving record of drivers in fatal traffic crashes in 2022 at different BAC levels. There was little difference by BAC level in the percentages of drivers with previously recorded crashes. Alcohol-impaired drivers involved in fatal traffic crashes were 3 times more likely to have prior DWI convictions than were drivers with no alcohol (6% and 2%, respectively).

**Figure 2. Percentages of Previous 5-Year Driving Records of Drivers Involved in Fatal Traffic Crashes, by BAC, 2022**



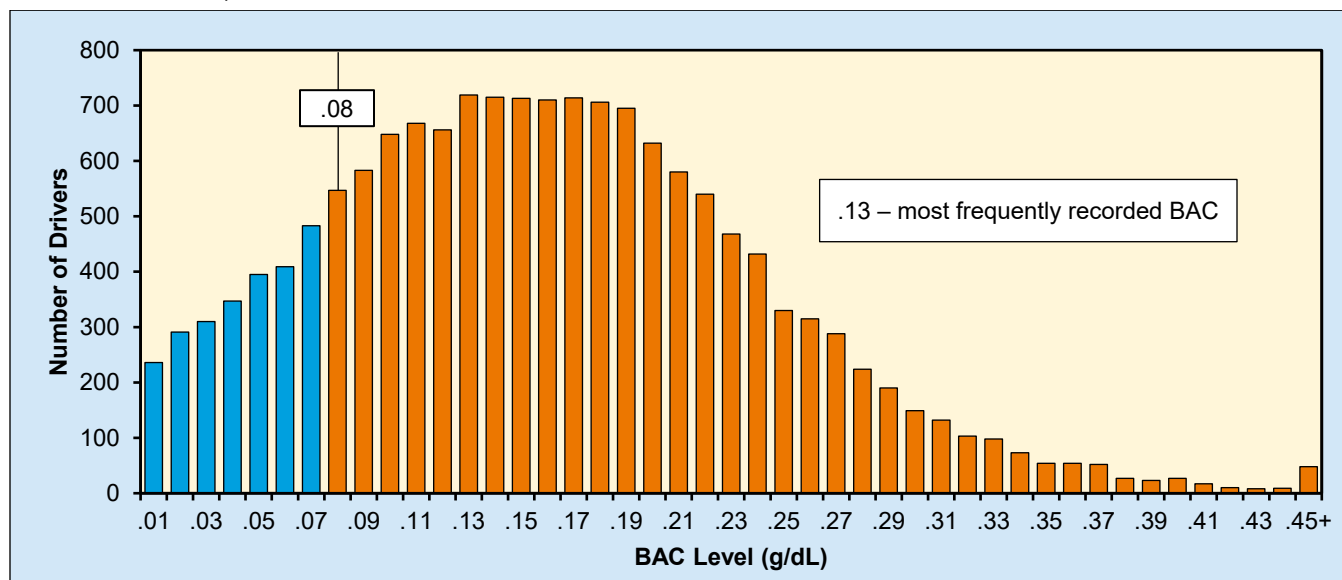
Source: FARS 2022 ARF

Notes: Excludes all drivers with previous records that were unknown. NHTSA estimates BACs when alcohol test results are unknown.

While a driver with a BAC of .08 g/dL is considered to be impaired, the large majority of drivers in fatal traffic crashes with any measurable alcohol had levels far higher. Eighty-four percent (12,955) of the 15,425 drivers with alcohol in their systems who were involved in fatal traffic crashes in 2022 had BAC levels at or above .08 g/dL,

and 55 percent (8,420) had BAC levels at or above .15 g/dL. In 2022 among the 13,524 alcohol-impaired-driving fatalities, 67 percent (9,047) were in traffic crashes in which at least one driver in the crash had a BAC of .15 g/dL or higher. Figure 3 presents the distribution of BACs for those drivers with any alcohol in their systems. The most frequently recorded BAC among drinking drivers in fatal traffic crashes was at .13 g/dL.

**Figure 3. Distribution of BACs for Drivers With BACs of .01 g/dL or Higher Involved in Fatal Traffic Crashes, 2022**



Source: FARS 2022 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

## Children

A total of 1,129 children 14 and younger were killed in motor vehicle traffic crashes in 2022. Of these 1,129 fatalities, 283 children (25%) died in alcohol-impaired-driving crashes. Of these 283 child deaths:

- 150 (53%) were passengers of vehicles with alcohol-impaired drivers;
- 89 (31%) were occupants of other vehicles;
- 41 (14%) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants); and
- 3 (1%) were child drivers.

## Crash Characteristics

Figure 4 displays information about the setting surrounding alcohol-impaired drivers involved (killed or survived) in fatal traffic crashes in 2022 including month, rural/urban classification, weather, light condition, and functional system.<sup>3</sup>

In 2022 based on known crash characteristic values of alcohol-impaired drivers involved in fatal traffic crashes:

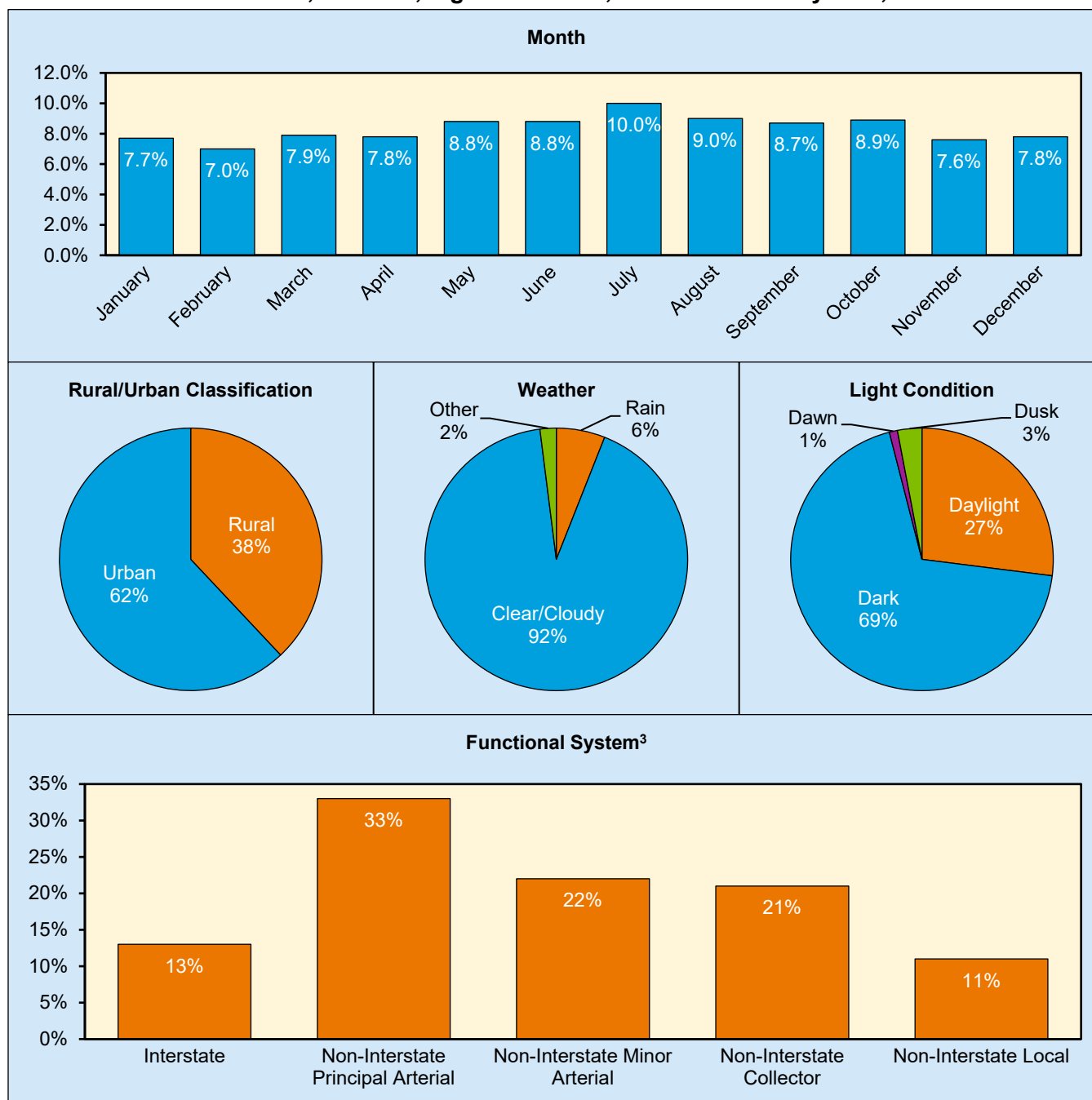
- More occurred in July (10.0%) and August (9.0%) than the other months; February had the lowest percentage (7.0%);
- 62 percent occurred in urban areas and 38 percent occurred in rural areas;
- 92 percent occurred in clear/cloudy conditions compared to 6 percent in rainy conditions and 2 percent in other conditions;

<sup>3</sup> Definitions for different functional system can be found at

[www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/fcauab.pdf](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf)

- 69 percent occurred in the dark compared to 27 percent in daylight, 3 percent in dusk, and 1 percent in dawn; and
- 87 percent occurred on non-interstate roads compared to 13 percent on interstate roads.

**Figure 4. Percentages of Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Month, Rural/Urban Classification, Weather, Light Condition, and Functional System, 2022<sup>3</sup>**



Source: FARS 2022 ARF

Notes: Unknowns were removed before calculating percentages. Percentages may not add up to 100 percent due to individual rounding. NHTSA estimates BACs when alcohol test results are unknown.

<sup>3</sup> Definitions for different functional system can be found at

[www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/fcauab.pdf](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf)

## Time of Day and Day of Week

Table 3 presents information on drivers involved (killed or survived) in fatal traffic crashes in 2021 and 2022 by time of day and day of week, as well as single-vehicle and multi-vehicle crash data. In 2022:

- The rate of alcohol impairment among drivers involved in fatal traffic crashes was nearly three times higher at night than during the day (32% versus 11%, respectively);
- 33 percent of all drivers involved in single-vehicle fatal traffic crashes were alcohol-impaired, compared to 15 percent in multi-vehicle fatal traffic crashes; and
- 17 percent of all drivers involved in fatal traffic crashes during the week were alcohol-impaired, compared to 29 percent on weekends.

**Table 3. Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Crash Type, Time of Day, and Day of Week, 2021 and 2022**

| Drivers Involved in Fatal Traffic Crashes | 2021          |               |                     | 2022          |               |                     |
|-------------------------------------------|---------------|---------------|---------------------|---------------|---------------|---------------------|
|                                           | Total Drivers | BAC=.08+ g/dL |                     | Total Drivers | BAC=.08+ g/dL |                     |
|                                           |               | Number        | Percentage of Total |               | Number        | Percentage of Total |
| <b>Total*</b>                             | <b>61,379</b> | <b>13,011</b> | <b>21%</b>          | <b>60,048</b> | <b>12,955</b> | <b>22%</b>          |
| <b>Crash Type and Time of Day</b>         |               |               |                     |               |               |                     |
| Single Vehicle*                           | 22,256        | 7,419         | 33%                 | 22,116        | 7,204         | 33%                 |
| Daytime                                   | 8,200         | 1,558         | 19%                 | 8,302         | 1,535         | 18%                 |
| Nighttime                                 | 13,782        | 5,721         | 42%                 | 13,544        | 5,550         | 41%                 |
| Multi Vehicle*                            | 39,123        | 5,592         | 14%                 | 37,932        | 5,752         | 15%                 |
| Daytime                                   | 22,417        | 1,600         | 7%                  | 21,478        | 1,611         | 8%                  |
| Nighttime                                 | 16,655        | 3,984         | 24%                 | 16,384        | 4,129         | 25%                 |
| <b>Time of Day</b>                        |               |               |                     |               |               |                     |
| Daytime                                   | 30,617        | 3,158         | 10%                 | 29,780        | 3,146         | 11%                 |
| Nighttime                                 | 30,437        | 9,705         | 32%                 | 29,928        | 9,679         | 32%                 |
| <b>Day of Week and Time of Day</b>        |               |               |                     |               |               |                     |
| Weekday*                                  | 37,094        | 5,947         | 16%                 | 36,404        | 6,009         | 17%                 |
| Daytime                                   | 22,638        | 1,996         | 9%                  | 22,140        | 1,999         | 9%                  |
| Nighttime                                 | 14,342        | 3,908         | 27%                 | 14,141        | 3,973         | 28%                 |
| Weekend*                                  | 24,199        | 7,022         | 29%                 | 23,560        | 6,915         | 29%                 |
| Daytime                                   | 7,979         | 1,163         | 15%                 | 7,640         | 1,147         | 15%                 |
| Nighttime                                 | 16,095        | 5,798         | 36%                 | 15,787        | 5,707         | 36%                 |

Source: FARS 2021 Final File, 2022 ARF

\*Includes drivers involved in fatal crashes when time of day was unknown.

Note: NHTSA estimates BACs when alcohol test results are unknown.

Daytime – 6 a.m. to 5:59 p.m.

Nighttime – 6 p.m. to 5:59 a.m.

Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)

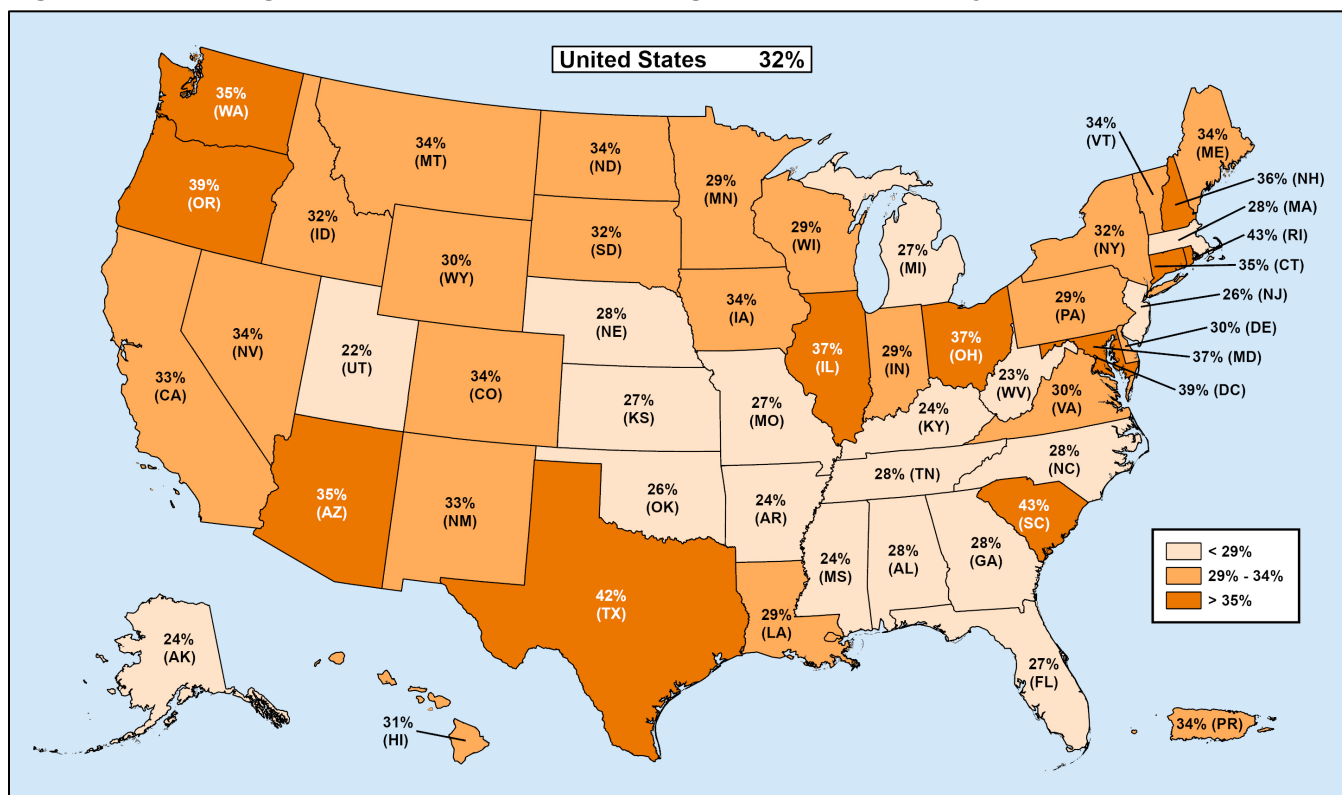
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

## State

Figure 5 contains a color-coded map of the percentages of alcohol-impaired-driving traffic fatalities by State in 2022. Table 4 shows traffic fatalities by State and the highest driver BAC in the crashes in 2022.

- Alcohol-impaired-driving traffic fatalities were highest in Texas (1,869), followed by California (1,479) and Florida (940), and lowest in the District of Columbia (12).
- The percentages of alcohol-impaired-driving fatalities among total traffic fatalities in States ranged from a high of 43 percent (Rhode Island and South Carolina) to a low of 22 percent (Utah), compared to the national 32 percent.
- The percentages of traffic fatalities in crashes involving a driver with a BAC of .15 g/dL or higher ranged from a high of 33 percent (Rhode Island) to a low of 15 percent (Kentucky and New Jersey), compared to the national 21 percent.

**Figure 5. Percentages of Alcohol-Impaired-Driving Traffic Fatalities, by State, 2022**



Source: FARS 2022 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

**Table 4. Traffic Fatalities, by State and Highest Driver BAC in the Crash, 2022**

| State                | Total Fatalities* | No Alcohol (BAC=.00 g/dL) |            | BAC=.01+ g/dL |            | Alcohol-Impaired |            |               |            |
|----------------------|-------------------|---------------------------|------------|---------------|------------|------------------|------------|---------------|------------|
|                      | Number            | Number                    | Percent    | Number        | Percent    | BAC=.08+ g/dL    |            | BAC=.15+ g/dL |            |
|                      |                   |                           |            |               |            | Number           | Percent    | Number        | Percent    |
| Alabama              | 988               | 661                       | 67%        | 326           | 33%        | 281              | 28%        | 198           | 20%        |
| Alaska               | 82                | 61                        | 75%        | 21            | 25%        | 20               | 24%        | 14            | 17%        |
| Arizona              | 1,302             | 780                       | 60%        | 518           | 40%        | 450              | 35%        | 298           | 23%        |
| Arkansas             | 643               | 443                       | 69%        | 200           | 31%        | 153              | 24%        | 107           | 17%        |
| California           | 4,428             | 2,717                     | 61%        | 1,703         | 38%        | 1,479            | 33%        | 954           | 22%        |
| Colorado             | 764               | 447                       | 59%        | 314           | 41%        | 260              | 34%        | 167           | 22%        |
| Connecticut          | 359               | 208                       | 58%        | 151           | 42%        | 127              | 35%        | 92            | 26%        |
| Delaware             | 162               | 104                       | 64%        | 58            | 36%        | 49               | 30%        | 31            | 19%        |
| District of Columbia | 32                | 18                        | 56%        | 14            | 44%        | 12               | 39%        | 10            | 30%        |
| Florida              | 3,530             | 2,430                     | 69%        | 1,094         | 31%        | 940              | 27%        | 616           | 17%        |
| Georgia              | 1,797             | 1,197                     | 67%        | 599           | 33%        | 507              | 28%        | 350           | 19%        |
| Hawaii               | 116               | 69                        | 60%        | 47            | 40%        | 37               | 31%        | 23            | 20%        |
| Idaho                | 215               | 136                       | 63%        | 79            | 37%        | 69               | 32%        | 52            | 24%        |
| Illinois             | 1,268             | 716                       | 56%        | 551           | 43%        | 471              | 37%        | 327           | 26%        |
| Indiana              | 949               | 624                       | 66%        | 325           | 34%        | 274              | 29%        | 180           | 19%        |
| Iowa                 | 338               | 195                       | 58%        | 138           | 41%        | 116              | 34%        | 77            | 23%        |
| Kansas               | 410               | 274                       | 67%        | 135           | 33%        | 109              | 27%        | 73            | 18%        |
| Kentucky             | 744               | 539                       | 73%        | 204           | 27%        | 176              | 24%        | 112           | 15%        |
| Louisiana            | 906               | 582                       | 64%        | 324           | 36%        | 267              | 29%        | 185           | 20%        |
| Maine                | 182               | 103                       | 56%        | 79            | 43%        | 62               | 34%        | 43            | 24%        |
| Maryland             | 564               | 337                       | 60%        | 227           | 40%        | 207              | 37%        | 144           | 25%        |
| Massachusetts        | 434               | 289                       | 67%        | 144           | 33%        | 123              | 28%        | 88            | 20%        |
| Michigan             | 1,124             | 763                       | 68%        | 361           | 32%        | 305              | 27%        | 196           | 17%        |
| Minnesota            | 444               | 291                       | 66%        | 153           | 34%        | 130              | 29%        | 95            | 21%        |
| Mississippi          | 703               | 512                       | 73%        | 191           | 27%        | 168              | 24%        | 109           | 16%        |
| Missouri             | 1,057             | 689                       | 65%        | 367           | 35%        | 290              | 27%        | 196           | 19%        |
| Montana              | 213               | 129                       | 61%        | 83            | 39%        | 71               | 34%        | 59            | 28%        |
| Nebraska             | 244               | 155                       | 64%        | 89            | 36%        | 67               | 28%        | 41            | 17%        |
| Nevada               | 416               | 246                       | 59%        | 170           | 41%        | 140              | 34%        | 97            | 23%        |
| New Hampshire        | 146               | 88                        | 61%        | 58            | 39%        | 52               | 36%        | 37            | 25%        |
| New Jersey           | 685               | 470                       | 69%        | 211           | 31%        | 177              | 26%        | 105           | 15%        |
| New Mexico           | 466               | 287                       | 62%        | 179           | 38%        | 152              | 33%        | 112           | 24%        |
| New York             | 1,175             | 731                       | 62%        | 444           | 38%        | 371              | 32%        | 251           | 21%        |
| North Carolina       | 1,630             | 1,100                     | 68%        | 528           | 32%        | 460              | 28%        | 287           | 18%        |
| North Dakota         | 98                | 57                        | 58%        | 42            | 42%        | 34               | 34%        | 22            | 23%        |
| Ohio                 | 1,275             | 709                       | 56%        | 559           | 44%        | 471              | 37%        | 339           | 27%        |
| Oklahoma             | 710               | 492                       | 69%        | 216           | 30%        | 186              | 26%        | 125           | 18%        |
| Oregon               | 601               | 330                       | 55%        | 271           | 45%        | 232              | 39%        | 156           | 26%        |
| Pennsylvania         | 1,179             | 785                       | 67%        | 390           | 33%        | 338              | 29%        | 225           | 19%        |
| Rhode Island         | 52                | 24                        | 46%        | 28            | 54%        | 22               | 43%        | 17            | 33%        |
| South Carolina       | 1,094             | 558                       | 51%        | 535           | 49%        | 474              | 43%        | 319           | 29%        |
| South Dakota         | 137               | 83                        | 61%        | 54            | 39%        | 44               | 32%        | 28            | 20%        |
| Tennessee            | 1,314             | 878                       | 67%        | 435           | 33%        | 364              | 28%        | 226           | 17%        |
| Texas                | 4,408             | 2,249                     | 51%        | 2,152         | 49%        | 1,869            | 42%        | 1,255         | 28%        |
| Utah                 | 319               | 231                       | 72%        | 88            | 28%        | 71               | 22%        | 50            | 16%        |
| Vermont              | 76                | 42                        | 55%        | 34            | 45%        | 26               | 34%        | 16            | 21%        |
| Virginia             | 1,008             | 660                       | 65%        | 346           | 34%        | 298              | 30%        | 209           | 21%        |
| Washington           | 733               | 422                       | 58%        | 306           | 42%        | 256              | 35%        | 159           | 22%        |
| West Virginia        | 264               | 184                       | 70%        | 80            | 30%        | 60               | 23%        | 43            | 16%        |
| Wisconsin            | 596               | 398                       | 67%        | 197           | 33%        | 171              | 29%        | 108           | 18%        |
| Wyoming              | 134               | 85                        | 64%        | 49            | 36%        | 40               | 30%        | 27            | 20%        |
| <b>U.S. Total</b>    | <b>42,514</b>     | <b>26,580</b>             | <b>63%</b> | <b>15,861</b> | <b>37%</b> | <b>13,524</b>    | <b>32%</b> | <b>9,047</b>  | <b>21%</b> |
| Puerto Rico          | 271               | 161                       | 59%        | 108           | 40%        | 91               | 34%        | 55            | 20%        |

Source: FARS 2022 ARF

\*Includes fatalities in crashes in which there was no driver (includes motorcycle riders) present.

Notes: Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

## Important Safety Reminders

The best way to prevent alcohol-impaired driving is to never drive after drinking. When your plans involve drinking alcohol, follow these safety tips.

- Take a taxi or ride-hailing service to your destination to stop yourself from driving home after drinking.
- Always plan your safe ride home before you go out; choose a non-drinking friend as a designated driver.
- If you do drink, call a taxi, a ride-hailing service, or a sober friend to take you home.

### *Ways to support your friends and family:*

- If you're hosting a party where alcohol is served, ask your guests to plan ahead and designate a sober driver before they arrive; offer alcohol-free beverages, and make sure all guests get home safely.
- If someone you know has been drinking, don't let them drive. Take their keys and arrange a sober ride home for them or have them stay for the night.

### *Ways to protect yourself and others against impaired drivers:*

- Always wear your seat belt — it's your best defense against impaired drivers.
- If you see an impaired driver on the road, pull over and contact local law enforcement. Your actions could help save someone's life.

— NHTSA's Research and Program Development

## Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at [www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system](https://www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system).

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2022 ARF, the 2021 Final File was released to replace the 2021 ARF. The final fatality count in motor vehicle traffic crashes for 2021 was 43,230, which was updated from 42,939 in the 2021 ARF. The number of alcohol-impaired-driving fatalities from the 2021 Final File was 13,617, which was updated from 13,384 from the 2021 ARF.

Due to vehicle type classification revisions, the 2020 imputed alcohol data was revised updating the number of alcohol-impaired-driving fatalities from 11,718 to 11,727.

### **Important Change for Motorized Bicycles**

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS is no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS.

### **Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification**

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS data file. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at

<https://vpic.nhtsa.dot.gov/>.

The suggested APA format citation for this document is:

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## For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at [NCSARequests@dot.gov](mailto:NCSARequests@dot.gov) or 800-934-8517. NCSA programs can be found at [www.nhtsa.gov/data](http://www.nhtsa.gov/data). To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or <https://www.nhtsa.gov/report-a-safety-problem>.

The following data tools and resources can be found at <https://cdan.dot.gov>.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at <https://crashstats.nhtsa.dot.gov/>.



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