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

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TRAFFIC SAFETY FACTS
2009 Data

DOT HS 811 393

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Passenger Vehicles

A passenger vehicle is a motor vehicle weighing less than 10,000 pounds and includes passenger cars, and light trucks (pickup trucks, vans, SUVs, and other light trucks). Passenger vehicles make up over 90 percent of the fleet of registered vehicles, and account for nearly 90 percent of total vehicle miles traveled (VMT). In 2009 there were an estimated 9,640,000 vehicles involved in police-reported crashes, 95 percent (9,161,000) of which were passenger vehicles. There were 45,435 vehicles involved in fatal crashes, of which 80 percent (36,252) were passenger vehicles. More than 23,000 passenger vehicle occupants lost their lives in traffic crashes in 2009, and an estimated 1.97 million were injured.

Passenger vehicles make up over 90 percent of the fleet of registered vehicles, and account for nearly 90 percent of total VMT.

From 2000 to 2009, passenger vehicle registrations increased 17 percent overall. Light trucks (LTVs) experienced a 34-percent increase in registrations, while passenger cars had an increase of only 7 percent (see Figure 1). Among the light truck categories, pickup truck registrations increased 16 percent and van registrations increased 2 percent; however, SUV registrations increased by 100 percent.

Figure 1
Passenger Vehicle Registrations, 2000–2009

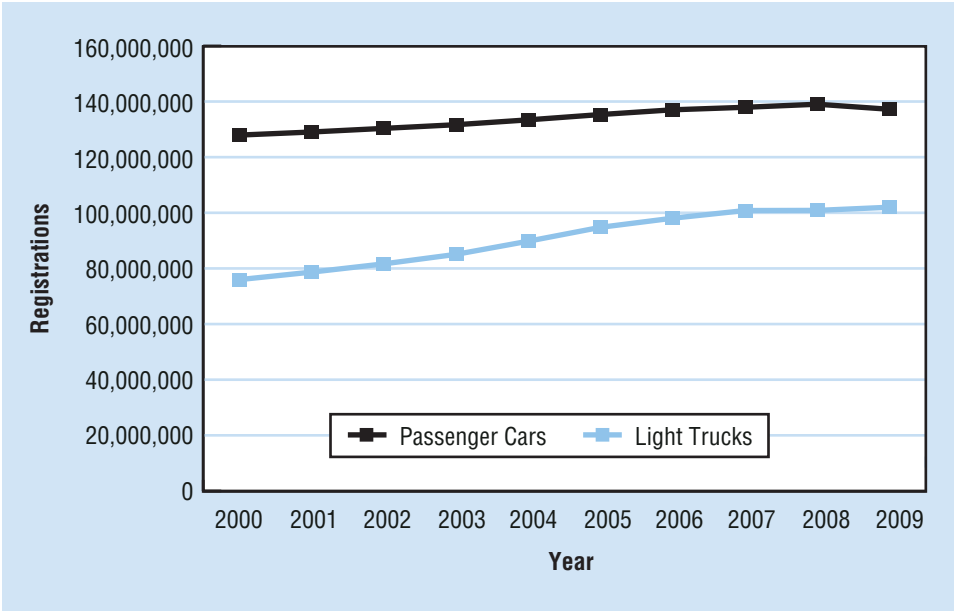
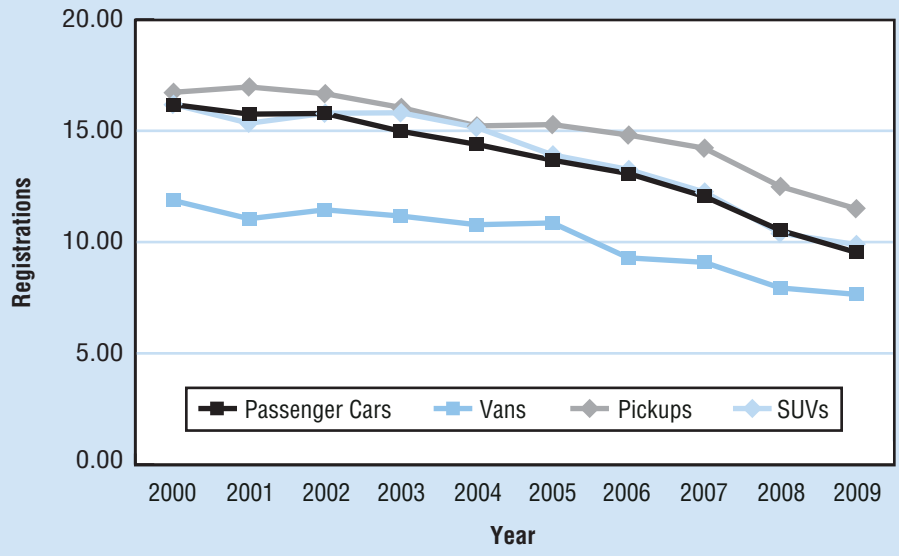


Figure 2 shows that fatality rates per 100,000 registered vehicles have declined since 2000 for all passenger vehicle types; however, this decline has been most pronounced for passenger cars. (The data for Figure 2 are presented in Tables 1 and 2.) Similarly, the proportion of passenger vehicle occupant fatalities that were occupants of light trucks increased to 44 percent in 2009, from 36 percent in 2000,

while the proportion of passenger car occupant fatalities declined from 64 percent to 56 percent during the same time span. In 2006, the number of overall light truck occupant fatalities (12,761) experienced a 2-percent decrease, the first decline since 1992. Since this decrease in 2006, light truck occupant fatalities decreased an additional 19 percent by 2009.

Figure 2

Passenger Vehicle Occupant Fatality Rate per 100,000 Registered Vehicles, by Type of Vehicle, 2000–2009



The registration-based fatality and injury rates among passenger vehicle occupants have declined over the past decade.

Table 1 shows the number of occupant fatalities, registered vehicles, and fatality rate for total passenger vehicles, as well as separately for passenger cars and light trucks. Both types of passenger vehicles have seen reductions in the registration-based fatality rate. Note also that the number of registered light trucks has increased at a much greater rate than that of passenger cars. Light trucks are then separated by type and shown separately as SUVs, pickup trucks, and vans in Table 2. Again, each group has consistently seen a reduction in the registration-based fatality rate. Among the three types of light trucks, SUVs saw the steepest increase in the number of registered vehicles. Looking at each type of passenger vehicle, vans have the lowest registration-based fatality rate.

Passenger cars exhibited a greater decline in both injury and fatality rates in 2009 than did light trucks. As shown in Table 3, the proportion of injured passenger vehicle occupants who were occupants of light trucks increased to 38 percent in 2009, from 30 percent in 2000, while the proportion of injured passenger car occupants declined from 70 percent to 62 percent over these same years.

As shown in Table 3, rates for occupants injured per 100,000 registered vehicles have shown a steady decline since 2000 for all passenger vehicle types; however, injured passenger car occupants experienced the largest decline in rates, from 1,604 in 2000 to 887 in 2009.

Table 4 shows that the occupant injury rate in all of the light truck categories has steadily declined since 2000, with the largest decline being in pickup trucks.

Table 1

Passenger Vehicle Occupant Fatalities, Registered Vehicles, and Fatality Rates*, by Vehicle Type, 2000–2009

Year	Passenger Cars			Light Trucks**			Total Passenger Vehicles		
	Occupant Fatalities	Registered Vehicles	Fatality Rate*	Occupant Fatalities	Registered Vehicles	Fatality Rate*	Occupant Fatalities	Registered Vehicles	Fatality Rate*
2000	20,699	127,933,707	16.18	11,526	75,979,775	15.17	32,225	203,913,482	15.80
2001	20,320	129,044,240	15.75	11,723	78,675,630	14.90	32,043	207,719,870	15.43
2002	20,569	130,349,393	15.78	12,274	81,643,269	15.03	32,843	211,992,662	15.49
2003	19,725	131,665,783	14.98	12,546	85,063,823	14.75	32,271	216,729,606	14.89
2004	19,192	133,414,552	14.39	12,674	89,799,406	14.11	31,866	223,213,958	14.28
2005	18,512	135,324,121	13.68	13,037	94,787,880	13.75	31,549	230,112,001	13.71
2006	17,925	137,031,279	13.08	12,761	98,064,117	13.01	30,686	235,095,396	13.05
2007	16,614	137,929,951	12.05	12,458	100,817,496	12.36	29,072	238,747,447	12.18
2008	14,646	139,028,041	10.53	10,816	100,862,944	10.72	25,462	239,890,985	10.61
2009	13,095	137,205,522	9.54	10,287	102,007,050	10.08	23,382	239,212,572	9.77

*Fatality Rate Per 100,000 Registered Vehicles; Source: Registered Vehicles—NCSA, R.L. Polk
**Includes other/unknown light truck vehicle types.

Table 2

Light-Truck Occupant Fatalities, Registered Vehicles, and Fatality Rates*, by Vehicle Type, 2000–2009

Year	SUVs			Pickup Trucks			Vans		
	Occupant Fatalities	Registered Vehicles	Fatality Rate*	Occupant Fatalities	Registered Vehicles	Fatality Rate*	Occupant Fatalities	Registered Vehicles	Fatality Rate*
2000	3,358	20,740,460	16.19	6,003	35,881,962	16.73	2,129	17,931,214	11.87
2001	3,530	23,007,060	15.34	6,139	36,170,162	16.97	2,019	18,272,860	11.05
2002	4,031	25,530,657	15.79	6,100	36,598,265	16.67	2,109	18,422,812	11.45
2003	4,483	28,357,698	15.81	5,957	37,116,234	16.05	2,080	18,615,310	11.17
2004	4,760	31,416,857	15.15	5,838	38,362,205	15.22	2,046	18,982,049	10.78
2005	4,831	34,698,739	13.92	6,067	39,699,056	15.28	2,112	19,453,034	10.86
2006	4,928	37,170,302	13.26	5,993	40,478,837	14.81	1,815	19,539,179	9.29
2007	4,834	39,463,148	12.25	5,847	41,121,470	14.22	1,764	19,406,561	9.09
2008	4,214	40,529,579	10.40	5,097	40,782,963	12.50	1,492	18,784,452	7.94
2009	4,091	41,381,739	9.89	4,792	41,676,351	11.50	1,394	18,222,255	7.65

*Fatality Rate Per 100,000 Registered Vehicle; Source: Registered Vehicle—NCSA, R.L. Polk

Table 3

Passenger Vehicle Occupants Injured, Registered Vehicles, and Injury Rates*, by Vehicle Type, 2000–2009

Year	Passenger Cars			Light Trucks**			Total Passenger Vehicles		
	Occupants Injured	Registered Vehicles	Injury Rate*	Occupants Injured	Registered Vehicles	Injury Rate*	Occupants Injured	Registered Vehicles	Injury Rate*
2000	2,052,000	127,933,707	1,604	887,000	75,979,775	1,167	2,938,000	203,913,482	1,441
2001	1,927,000	129,044,240	1,493	861,000	78,675,630	1,094	2,787,000	207,719,870	1,342
2002	1,805,000	130,349,393	1,385	879,000	81,643,269	1,077	2,684,000	211,992,662	1,266
2003	1,756,000	131,665,783	1,334	889,000	85,063,823	1,045	2,646,000	216,729,606	1,221
2004	1,643,000	133,414,552	1,231	900,000	89,799,406	1,002	2,543,000	223,213,958	1,139
2005	1,573,000	135,324,121	1,163	872,000	94,787,880	920	2,446,000	230,112,001	1,063
2006	1,475,000	137,031,279	1,076	857,000	98,064,117	874	2,331,000	235,095,396	992
2007	1,379,000	137,929,951	1,000	841,000	100,817,496	835	2,221,000	238,747,447	930
2008	1,304,000	139,028,041	938	768,000	100,862,944	762	2,072,000	239,890,985	864
2009	1,216,000	137,205,522	887	759,000	102,007,050	744	1,976,000	239,212,572	826

Source: Registered Vehicles—NCSA, R.L. Polk
*Injury Rate Per 100,000 Registered Vehicles
**Includes other/unknown light truck vehicle types.

Table 4
Light-Truck Occupants Injured, Registered Vehicles, and Injury Rates*, by Vehicle Type, 2000–2009

Year	SUVs			Pickup Trucks			Vans		
	Occupants Injured	Registered Vehicles	Injury Rate*	Occupants Injured	Registered Vehicles	Injury Rate*	Occupants Injured	Registered Vehicles	Injury Rate*
2000	277,000	20,740,460	1,336	374,000	35,881,962	1,043	224,000	17,931,214	1,248
2001	290,000	23,007,060	1,262	360,000	36,170,162	996	204,000	18,272,860	1,117
2002	315,000	25,530,657	1,234	344,000	36,598,265	941	208,000	18,422,812	1,128
2003	338,000	28,357,698	1,190	333,000	37,116,234	898	203,000	18,615,310	1,090
2004	364,000	31,416,857	1,159	309,000	38,362,205	806	211,000	18,982,049	1,110
2005	363,000	34,698,739	1,047	308,000	39,699,056	775	183,000	19,453,034	942
2006	387,000	37,170,302	1,042	276,000	40,478,837	682	179,000	19,539,179	919
2007	380,000	39,463,148	962	271,000	41,121,470	660	175,000	19,406,561	904
2008	361,000	40,529,579	891	250,000	40,782,963	612	145,000	18,784,452	770
2009	341,000	41,381,739	823	238,000	41,676,351	570	139,000	18,222,255	766

Source: Registered Vehicle—NCSA, R.L. Polk
*Injury Rate Per 100,000 Registered Vehicles

Restraint Use

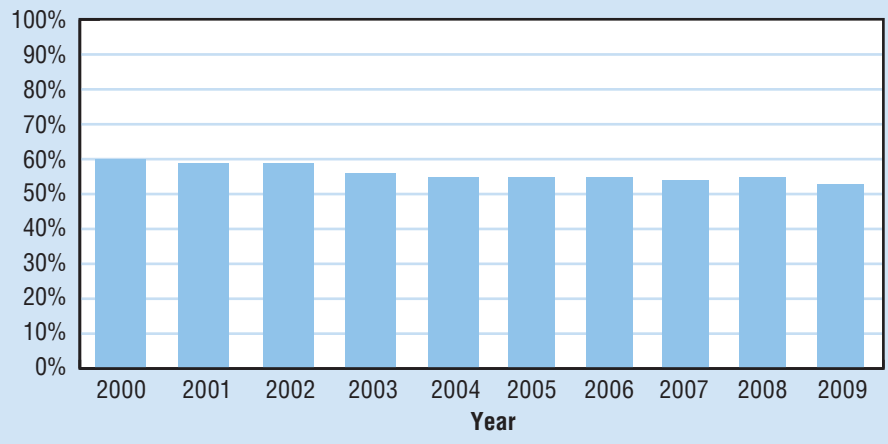
According to the National Occupant Protection Use Survey (NOPUS), which provides the only probability-based observed data on seat belt use in the United States, seat belt use for passenger vehicles in 2010 was 85 percent; 86 percent for passenger cars, 88 percent for vans and SUVs, and 75 percent for pickup trucks.

Seat belt use for occupants of passenger vehicles was 85 percent in 2010, according to NOPUS.

In fatal crashes in 2009, 23,382 passenger vehicle occupants were killed. Rural areas accounted for 63 percent of these occupant fatalities. For these passenger vehicle occupant fatalities occurring in rural areas, 55 percent were unrestrained, compared to 50 percent in urban areas. Over two-thirds (69%) of rural pickup truck occupants killed were unrestrained—the highest percentage of any passenger vehicle occupants killed among both rural and urban areas.

Figure 3 below shows the gradual decline of the proportion of passenger vehicle occupants killed who were unrestrained, from 2000 to 2009. Passenger car occupant fatalities had the lowest percentage (46%) of unrestrained occupant fatalities in 2009, while pickup truck occupant fatalities, as in previous years, had the highest percent (68%) of unrestrained occupant deaths—see Table 5.

Figure 3
Percent of Unrestrained Passenger Vehicle Occupant Fatalities, 2000–2009



In fatal crashes in 2009, 77 percent of passenger vehicle occupants who were totally ejected from vehicles were killed. Ejection from the vehicle is one of the most injurious events that can happen to a person in a crash. In passenger cars, 19 percent of fatally injured occupants were ejected (totally or partially) from the vehicle, while 37 percent of those killed in light trucks were ejected.

Seat belts are effective in preventing total ejections: in fatal crashes from 2003 through 2007, only 2 percent of the occupants reported to have been using restraints in fatal crashes were ejected, while over 35 percent of the unrestrained occupants were ejected (*Factors Related to the Likelihood of a Passenger Vehicle Occupant Being Ejected in a Fatal Crash*; DOT HS 811 209). Lap/shoulder seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light-truck occupants, seat belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent. In 2009 alone, seat belts saved an estimated 12,713 lives.

In fatal crashes in 2009, 77 percent of passenger vehicle occupants who were totally ejected were killed.

Table 5

Percent of Passenger Vehicle Occupant Fatalities Who Were Unrestrained* by Vehicle Type, 2000–2009

Year	Passenger Vehicle Type					Total Passenger Vehicles**
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total**	
2000	54	66	75	62	70	60
2001	53	67	75	61	70	59
2002	53	66	74	56	69	59
2003	50	65	71	57	67	56
2004	49	62	69	55	64	55
2005	49	63	69	54	64	55
2006	49	63	69	51	64	55
2007	47	62	68	52	63	54
2008	48	62	68	52	63	55
2009	46	60	68	48	62	53

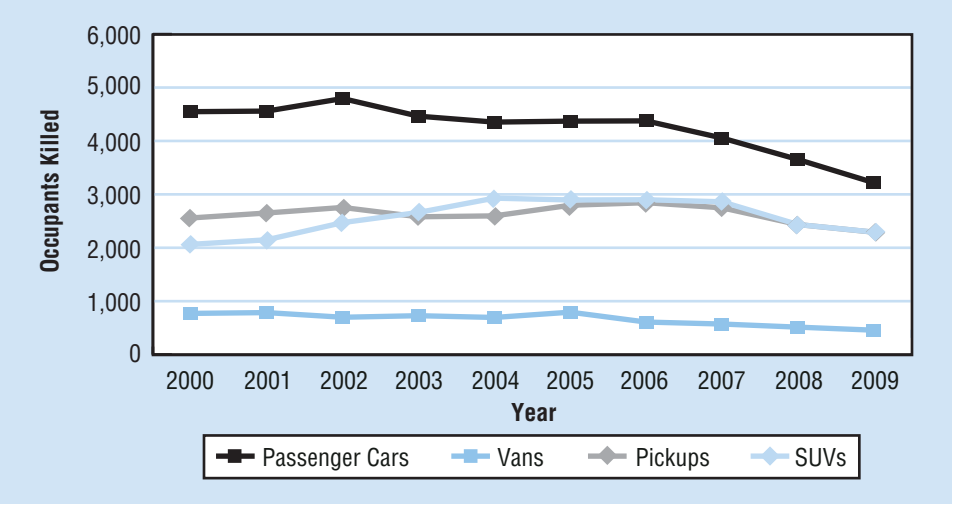
*Based on known restraint use
**Includes other/unknown light truck vehicle types.

Rollover

The rollover crash is one of the most deadly forms of crashes among passenger vehicles, accounting for more than one-third (35%) of all occupant fatalities in 2009. Among fatally injured passenger vehicle occupants in 2009, the proportion of fatalities in rollovers was highest for SUVs (56%), followed by pickup trucks (48%), vans (33%), and passenger cars (25%).

Figure 4

Passenger Vehicle Occupants Killed in Rollover Crashes, by Vehicle Type, 2000–2009



Rollover rates for passenger vehicles involved in fatal crashes were much lower in urban areas than in rural areas.

As seen in Figure 4, each passenger vehicle category showed a decrease in the number of occupant fatalities occurring in rollover crashes in 2009. The number of pickup truck occupant fatalities declined by 10 percent over the past decade, while those in SUVs have increased by 11 percent. Fatalities in vans, already the lowest number, declined by 41 percent, and in passenger cars, declined by 29 percent over these years. The data used in Figure 4 are shown in Table 6 below.

Table 6

Passenger Vehicle Occupant Fatalities in Rollovers, by Vehicle Type, 2000–2009

Year	Passenger Vehicle Type					Total Passenger Vehicles*
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total*	
2000	4,548	2,064	2,558	771	5,411	9,959
2001	4,559	2,149	2,651	786	5,598	10,157
2002	4,794	2,471	2,755	699	5,935	10,729
2003	4,464	2,661	2,580	728	5,978	10,442
2004	4,353	2,929	2,597	695	6,237	10,590
2005	4,371	2,895	2,796	794	6,499	10,870
2006	4,376	2,899	2,844	609	6,366	10,742
2007	4,055	2,861	2,748	572	6,185	10,240
2008	3,653	2,435	2,435	514	5,390	9,043
2009	3,219	2,294	2,292	457	5,048	8,267

*Includes other/unknown light truck vehicle types.

In 2009, among passenger vehicles involved in rural fatal crashes, SUVs experienced the highest rollover percentage (41%) compared to 34 percent for pickup trucks, and 23 percent for both vans and passenger cars. The rollover rates for passenger vehicles in urban areas were much lower: 23 percent for SUVs, 17 percent for pickup trucks, and 10 percent for both vans and passenger cars.

Figure 5 shows that in 2009, passenger vehicle occupant fatality rates per 100,000 registered vehicles in rollover crashes declined for all body types. The lowest occupant fatality rates in rollover crashes in 2009 were 2.35 for passenger cars, and 2.51 for vans, compared to the highest rates of 5.50 for pickups and 5.54 for SUVs.

Figure 5

Passenger Vehicle Occupant Fatality Rates in Rollover Crashes per 100,000 Registered Vehicles, by Vehicle Type, 2000–2009

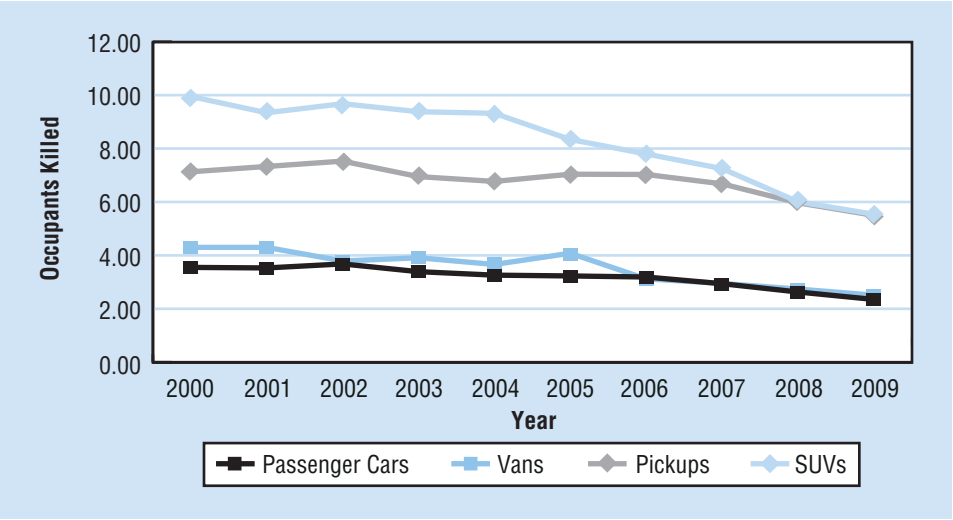


Table 7 below presents the data displayed in Figure 5, showing the decline in occupant fatality rates in rollover crashes for all passenger vehicle categories from 2000 to 2009. From 2000 to 2009, the occupant fatality rate in rollover crashes for SUVs has decreased 44 percent, followed by 42 percent for vans, 34 percent for passenger cars, and 23 percent for pickup trucks.

Table 7

Passenger Vehicle Occupant Fatality Rates* in Rollovers by Vehicle Type, 2000–2009

Year	Passenger Vehicle Type					Total Passenger Vehicles**
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total**	
2000	3.55	9.95	7.13	4.30	7.12	4.88
2001	3.53	9.34	7.33	4.30	7.12	4.89
2002	3.68	9.68	7.53	3.79	7.27	5.06
2003	3.39	9.38	6.95	3.91	7.03	4.82
2004	3.26	9.32	6.77	3.66	6.95	4.74
2005	3.23	8.34	7.04	4.08	6.86	4.72
2006	3.19	7.80	7.03	3.12	6.49	4.57
2007	2.94	7.25	6.68	2.95	6.13	4.29
2008	2.63	6.01	5.97	2.74	5.34	3.77
2009	2.35	5.54	5.50	2.51	4.95	3.46

*Per 100,000 registered vehicles
**Includes other/unknown light truck vehicle types

Two-Vehicle Crashes Between Passenger Cars and LTVs

The number of occupants killed in two-vehicle crashes between a passenger car and an LTV (pickup truck, van, or SUV) declined from 2008 to 2009 (see Table 8). The number of fatally injured occupants in passenger cars declined by 6 percent, while those in light trucks increased by 8 percent.

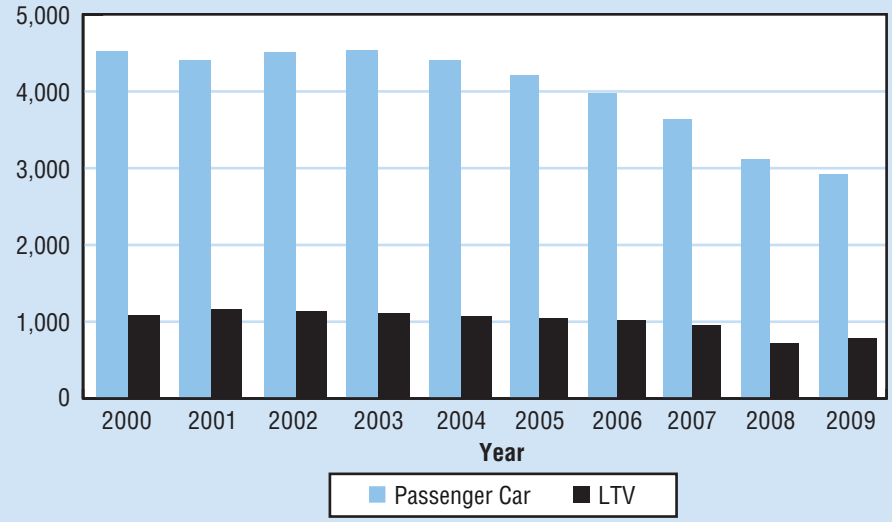
Table 8
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, 2008 and 2009

	Year		
	2008	2009	% Change
Killed in PC	3,119	2,929	-6.1%
Killed in LTV	729	788	8.1%

PC = Passenger Car; LTV = Pickup Truck, Van, or SUV

Figure 6 graphically shows the number of occupant fatalities in each vehicle type in two-vehicle crashes involving a car and a light truck, for the years 2000 through 2009. In these crashes there were about four times as many passenger car occupant fatalities as light-truck occupant fatalities.

Figure 6
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, 2000–2009



In head-on collisions between a passenger car and a light truck, three times as many passenger car occupants as light truck occupants were killed.

In head-on collisions, three times as many passenger car occupants as light truck occupants were killed (see Table 9). The number of occupant fatalities decreased for passenger cars and increased for light trucks from 2008 to 2009. In addition, when the front of the passenger car struck the side of the LTV, occupant fatalities remained the same for passenger cars and increased for LTVs in the crash. When the front of the LTV struck the side of the passenger car, occupant fatalities decreased for passenger cars and remained almost the same for light trucks in the crash. The largest number of occupant fatalities in these crashes was those in passenger cars struck in the side by the front of an LTV. When LTVs were struck in the side by a passenger car, 1.3 times as many LTV occupants were killed as passenger car occupants. When passenger cars were struck in the side by LTVs, 16 times as many passenger car occupants were killed as LTV occupants.

Table 9
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, by Collision Type, 2008 and 2009

	Year		
	2008	2009	% Change
Head-On Collisions			
Killed in PC	1,222	1,174	-3.9%
Killed in LTV	300	369	23.0%
Passenger Car Front to Side			
Killed in PC	136	136	0%
Killed in LTV	176	183	4.0%
LTV Front to Passenger Car Side			
Killed in PC	1,440	1,307	-9.2%
Killed in LTV	81	82	1.2%

PC = Passenger Car; LTV = Pickup Truck, Van, or SUV

Figures 7, 8, and 9 graphically show each of the above types of crashes from 2000 through 2009. When a passenger car and a light truck hit each other head-on, a fatality in the passenger car is about three times more likely than one in the LTV. Note also that when one vehicle is struck in the side by the front of the other vehicle, the vehicle struck in the side is more likely to have an occupant fatality. This is far more likely when a light truck strikes the side of a passenger car, as shown in Figure 9.

When a passenger car and a light truck are involved in a side-impact crash, the vehicle struck in the side is more likely to have an occupant fatality.

Figure 7
Occupants Killed in Two-Vehicle Head-On Collisions Involving a Passenger Car and an LTV, 2000–2009

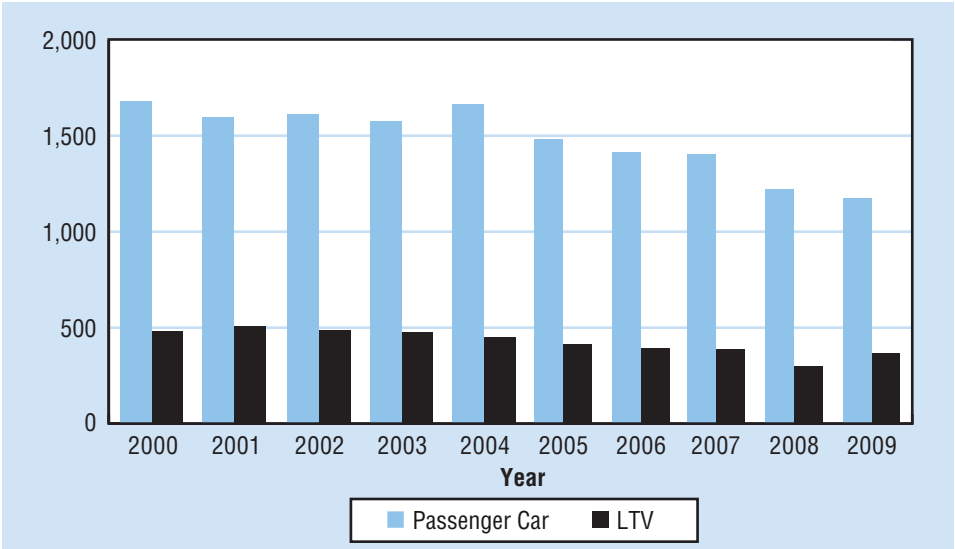


Figure 8

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, When Front of Passenger Car Hit LTV in the Side, 2000–2009

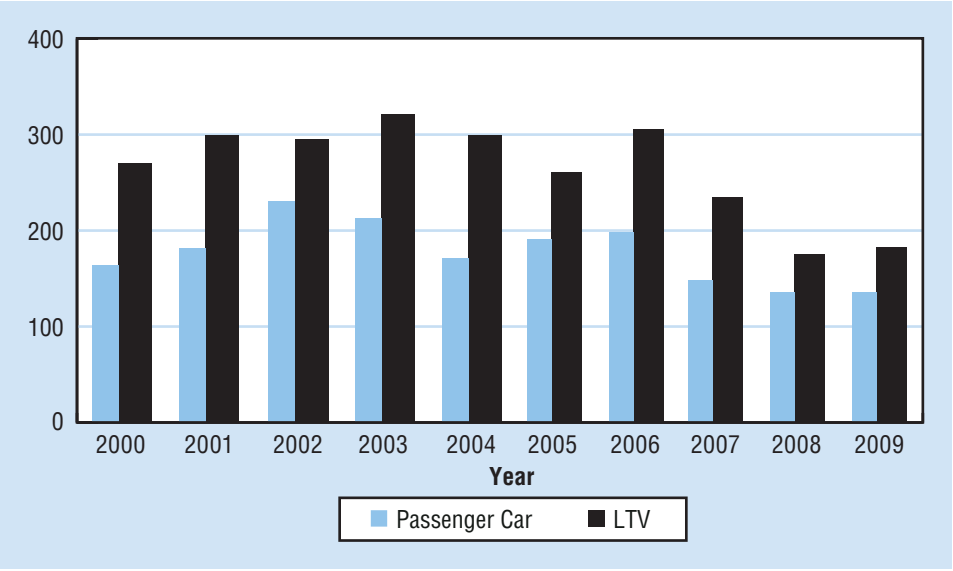
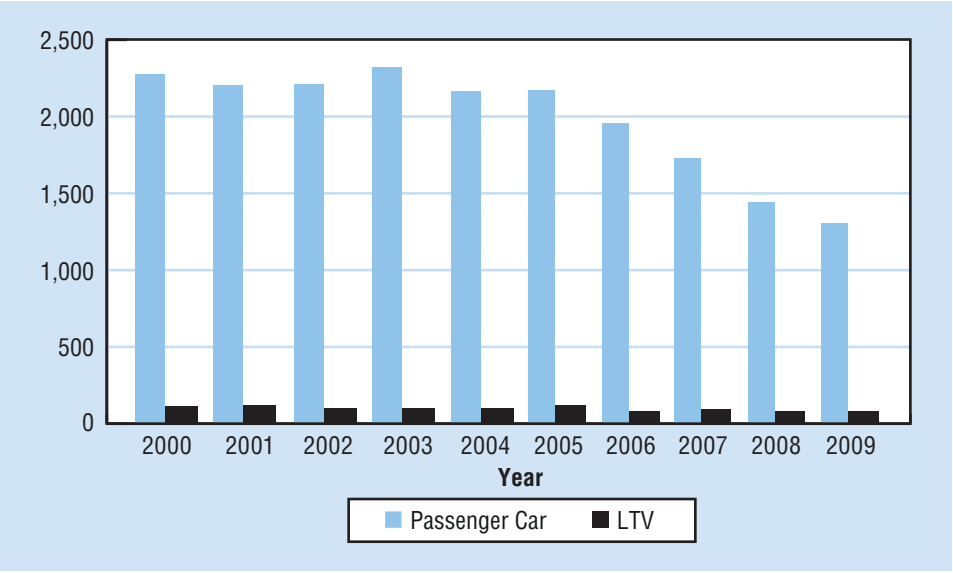


Figure 9

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, When Front of LTV Hit the Passenger Car in the Side, 2000–2009



Pickup truck drivers have the highest percentage of alcohol-impairment compared to drivers of other passenger vehicles.

Alcohol

A driver is considered to be alcohol-impaired when the driver's blood alcohol concentration (BAC) is .08 grams per deciliter (g/dL) or higher. From 2000 to 2009, the percent of alcohol-impaired passenger vehicle drivers involved in fatal crashes remained virtually unchanged among each of the vehicle types. Pickup truck drivers continue to have the highest percentage of alcohol impairment compared to other passenger vehicle drivers (see Table 10). The percentage of alcohol-impaired van drivers involved in fatal crashes is substantially below that of other passenger vehicle drivers.

Table 10

Percent of Alcohol-Impaired (BAC = .08+ g/dL) Passenger Vehicle Drivers in Fatal Crashes by Vehicle Type, 2000–2009

Year	Passenger Vehicle Type					Total Passenger Vehicles*
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total*	
2000	24	21	25	14	22	23
2001	23	22	26	13	23	23
2002	22	22	27	14	23	23
2003	22	21	25	13	22	22
2004	23	22	24	13	21	22
2005	24	21	25	14	22	23
2006	23	24	27	14	24	23
2007	23	23	27	14	23	23
2008	23	23	26	12	23	23
2009	23	23	27	12	23	23

*Includes other/unknown light truck vehicle types.

Table 11 presents the number of passenger vehicle occupant fatalities in 2009, by vehicle type, for each State and Puerto Rico.

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or via the following e-mail address: ncsaweb@dot.gov. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Overview, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be accessed online at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

U.S. Department of Transportation

National Highway Traffic Safety Administration

Table 11

Passenger Vehicle Occupant Fatalities, by State and Vehicle Type, 2009

State	Passenger Vehicle Type										Total Passenger Vehicles*
	Passenger Cars		Light Trucks								
			Pickups		SUVs		Vans		Total*		
	#	%	#	%	#	%	#	%	#	%	#
Alabama	365	55%	145	22%	125	19%	26	4%	296	45%	661
Alaska	20	50%	9	23%	10	25%	1	3%	20	50%	40
Arizona	209	45%	88	19%	120	26%	43	9%	251	55%	460
Arkansas	210	47%	124	28%	89	20%	24	5%	237	53%	447
California	1,199	63%	323	17%	284	15%	109	6%	718	37%	1,917
Colorado	138	45%	58	19%	89	29%	19	6%	166	55%	304
Connecticut	103	69%	13	9%	26	17%	7	5%	46	31%	149
Delaware	46	57%	9	11%	19	23%	7	9%	35	43%	81
Dist of Columbia	9	90%	0	0	1	10%	0	0	1	10%	10
Florida	866	57%	270	18%	288	19%	91	6%	649	43%	1,515
Georgia	455	50%	230	25%	174	19%	60	7%	464	50%	919
Hawaii	34	65%	10	19%	8	15%	0	0	18	35%	52
Idaho	74	45%	40	25%	39	24%	10	6%	89	55%	163
Illinois	416	66%	90	14%	81	13%	41	7%	212	34%	628
Indiana	292	58%	91	18%	79	16%	38	8%	208	42%	500
Iowa	146	53%	63	23%	37	14%	26	10%	127	47%	273
Kansas	141	47%	83	28%	49	16%	25	8%	157	53%	298
Kentucky	330	53%	165	27%	98	16%	25	4%	289	47%	619
Louisiana	289	50%	186	32%	76	13%	28	5%	290	50%	579
Maine	66	56%	17	15%	20	17%	14	12%	51	44%	117
Maryland	232	67%	47	14%	44	13%	23	7%	114	33%	346
Massachusetts	151	70%	20	9%	35	16%	8	4%	64	30%	215
Michigan	370	63%	88	15%	87	15%	44	7%	219	37%	589
Minnesota	167	57%	59	20%	37	13%	31	11%	127	43%	294
Mississippi	311	55%	143	25%	84	15%	23	4%	250	45%	561
Missouri	387	56%	155	23%	100	15%	43	6%	298	44%	685
Montana	69	42%	57	35%	33	20%	4	2%	94	58%	163
Nebraska	93	50%	50	27%	33	18%	11	6%	94	50%	187
Nevada	81	54%	31	21%	31	21%	7	5%	69	46%	150
New Hampshire	40	51%	15	19%	21	27%	3	4%	39	49%	79
New Jersey	257	76%	27	8%	34	10%	19	6%	80	24%	337
New Mexico	109	42%	71	27%	66	25%	15	6%	152	58%	261
New York	435	68%	46	7%	107	17%	51	8%	204	32%	639
North Carolina	596	62%	153	16%	161	17%	51	5%	366	38%	962
North Dakota	50	42%	31	26%	17	14%	21	18%	69	58%	119
Ohio	453	63%	90	13%	107	15%	66	9%	263	37%	716
Oklahoma	240	43%	172	31%	100	18%	38	7%	312	57%	552
Oregon	135	50%	71	26%	46	17%	16	6%	133	50%	268
Pennsylvania	557	65%	105	12%	147	17%	48	6%	301	35%	858
Rhode Island	31	69%	1	2%	10	22%	3	7%	14	31%	45
South Carolina	373	55%	152	23%	119	18%	29	4%	300	45%	673
South Dakota	52	48%	22	20%	24	22%	10	9%	56	52%	108
Tennessee	408	54%	183	24%	122	16%	35	5%	341	46%	749
Texas	1,021	47%	609	28%	433	20%	92	4%	1134	53%	2,155
Utah	85	48%	31	17%	46	26%	16	9%	93	52%	178
Vermont	41	76%	7	13%	4	7%	2	4%	13	24%	54
Virginia	349	61%	101	18%	86	15%	32	6%	219	39%	568
Washington	195	58%	54	16%	77	23%	11	3%	142	42%	337
West Virginia	142	50%	65	23%	64	23%	13	5%	142	50%	284
Wisconsin	225	55%	83	20%	69	17%	31	8%	183	45%	408
Wyoming	32	29%	39	35%	35	32%	4	4%	78	71%	110
National	**13,095**	**56%**	**4,792**	**20%**	**4,091**	**17%**	**1,394**	**6%**	**10287**	**44%**	**23,382**
Puerto Rico	126	75%	13	8%	26	15%	4	2%	43	25%	169

*Includes other/unknown light truck vehicle types.