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Overview of Motor Vehicle Traffic Crashes in 2021

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16. Abstract This technical report provides an overview of motor vehicle traffic crashes in 2021. There were 42,939 people killed in motor vehicle traffic crashes on U.S. roadways during 2021, a 10-percent increase from 39,007 fatalities in 2020, or 3,932 more people killed in traffic crashes in 2021. The estimated number of people injured on our roadways increased in 2021 to 2.50 million, rising from 2.28 million in 2020, a statistically significant increase of 9.4 percent. The estimated number of police-reported traffic crashes increased from 5.25 million in 2020 to 6.10 million in 2021, a statistically significant 16-percent increase. Total vehicle miles traveled increased by 8.1 percent from 2,904 billion in 2020 to 3,140 billion in 2021. This report includes a detailed monthly analysis of vehicle miles traveled/fatality/injury trends and analysis of several major behavioral factors such as speeding, alcohol-impaired driving, and seat belt non-use.			
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Executive Summary

There were 42,939 people killed in motor vehicle traffic crashes on U.S. roadways during 2021. This is the largest number of fatalities since 2005. It also represents a 10-percent increase from 39,007 fatalities in 2020, or 3,932 more people killed in traffic crashes in 2021. The fatality rate per 100 million vehicle miles traveled (VMT) increased by 2.2 percent from 1.34 in 2020 to 1.37 in 2021. The estimated number of people injured on our roadways increased in 2021 to 2.50 million, rising from 2.28 million in 2020, a statistically significant increase of 9.4 percent. The injury rate per 100 million VMT increased by 1.3 percent from 79 in 2020 to 80 in 2021. The estimated number of police-reported traffic crashes increased from 5.25 million in 2020 to 6.10 million in 2021, a statistically significant 16-percent increase.

Total VMT increased by 8.1 percent from 2,904 billion in 2020 to 3,140 billion in 2021. Overall, the monthly VMT for 2019 and 2021 are similar in pattern; the monthly VMTs for 2020 were different with vehicular travel declines in response to the COVID-19 pandemic (see Figure 1).

Key findings from 2020 to 2021.

- Fatalities and people injured increased in most categories.
- Speeding-related fatalities increased by 7.9 percent, alcohol-impaired-driving fatalities increased by 14 percent, and seat belt non-use fatalities increased by 8.1 percent.
- Urban fatalities increased by 14 percent; rural fatalities increased by 4.7 percent.
- Female fatalities increased by 12 percent, and male fatalities increased by 9.2 percent.
- Nighttime (6 p.m. to 5:59 a.m.) fatalities increased by 11 percent; daytime (6 a.m. to 5:59 p.m.) traffic fatalities increased by 9.7 percent.
- Forty-three States, the District of Columbia, and Puerto Rico had increases in the number of fatalities.

Summary of 2019-2020 and 2020-2021 percentage changes in fatalities, estimated people injured, estimated police-reported non-fatal crashes, and travel pattern are shown in the following graphics.

Traffic deaths on U.S. roads: **36,355** in 2019 < **39,007** in 2020 < **42,939** in 2021.

2019 → 2020

- ↓11% vehicle miles traveled
- ↑7.3% overall fatalities
- ↓17% people injured estimates
- ↓25% property-damage-only (PDO) crash estimates
- ↑19% killed in speeding-related crashes
- ↑4.7% pedestrian fatalities
- ↓9.4% older population (65+) fatalities

2020 → 2021

- ↑8.1% vehicle miles traveled
- ↑10% overall fatalities
- ↑9.4% people injured estimates
- ↑20% PDO crash estimates
- ↑7.9% killed in speeding-related crashes
- ↑13% pedestrian fatalities
- ↑14% older population (65+) fatalities

Sources: FARS 2019-2020 Final File, 2021 ARF; CRSS 2019-2021; 2019-2021 VMT – FHWA’s Annual Highway Statistics

42,939 people died on U.S. roads in 2021.

Traffic fatalities compared to 2020:

- ↑10% overall
- ↑2.2% rate per 100 million VMT
- ↑14% in alcohol-impaired-driving crashes
- ↑7.9% in speeding-related crashes
- ↑8.1% unrestrained passenger vehicle occupants
- ↑7.7% motorcyclists
- ↑13% pedestrians
- ↑17% in large-truck crashes
- ↑7.5% passenger vehicle occupants ejected
- ↑6.0% in single-vehicle crashes
- ↑15% in multi-vehicle crashes
- ↑14% in urban areas
- ↑11% during nighttime
- ↑11% during weekends

Sources: FARS 2020 Final File, 2021 ARF; 2020-2021 VMT – FHWA’s Annual Highway Statistics

Estimated **2,497,657** people injured on U.S. roads in 2021.

Injured compared to 2020:

- ↑9.4% overall
- ↑1.3% rate per 100 million VMT
- ↑9.6% drivers and passengers
- ↑4.7% motorcyclists
- ↑11% pedestrians
- ↑7.0% pedalcyclists
- ↑9.4% people in large-truck crashes
- ↓7.7% large-truck occupants in single-vehicle crashes
- ↑6.6% large-truck occupants in multi-vehicle crashes
- ↑13% other vehicle occupants in large-truck crashes
- ↑16% nonoccupants in large-truck crashes

Estimated **6,063,428** police-reported non-fatal traffic crashes in 2021.

Non-fatal traffic crashes compared to 2020:

- ↑16% overall
- ↑8.4% injury crashes
- ↑20% PDO crashes
- 0.0% injury crash rate per 100 million VMT
- ↑10% PDO crash rate per 100 million VMT

Travel pattern compared to 2020:

- ↑8.1% overall VMT

Sources: FARS 2020 Final File, 2021 ARF; CRSS 2020-2021; 2020-2021 VMT – FHWA’s Annual Highway Statistics

Data Sources

This technical report provides data on all police-reported traffic crashes including fatalities and people injured from the 2021 Fatality Analysis Reporting System (FARS) Annual Report File (ARF) and the 2021 Crash Report Sampling System (CRSS) along with data in prior years. A change instituted with the release of 2020 data last year is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported crashes, including injury estimates. Here are data sources for this report.

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 public trafficway that results in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The 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.

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 2021 ARF, the 2020 Final File was released to replace the 2020 ARF. The final fatality count in motor vehicle traffic crashes for 2020 was 39,007, which was updated from 38,824 in the 2020 ARF.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury crashes and property-damage-only crashes in the United States. CRSS replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss. The estimates from CRSS 2016 to 2021 and NASS GES 1988 to 2015 are not comparable as they are based on different sample designs.

Vehicle Miles Traveled and Population

The monthly VMT was reported through FHWA's Traffic Volume Trends, while the total (annual) VMT was reported through FHWA's Annual Highway Statistics. Monthly VMT for 2021 is from FHWA's December 2022 TVT, and monthly VMT for 2019 and 2020 came from FHWA's December 2020 TVT and December 2021 TVT. Population estimates are from the U.S. Census Bureau.

Product Information Catalog and Vehicle Listing Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS 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.

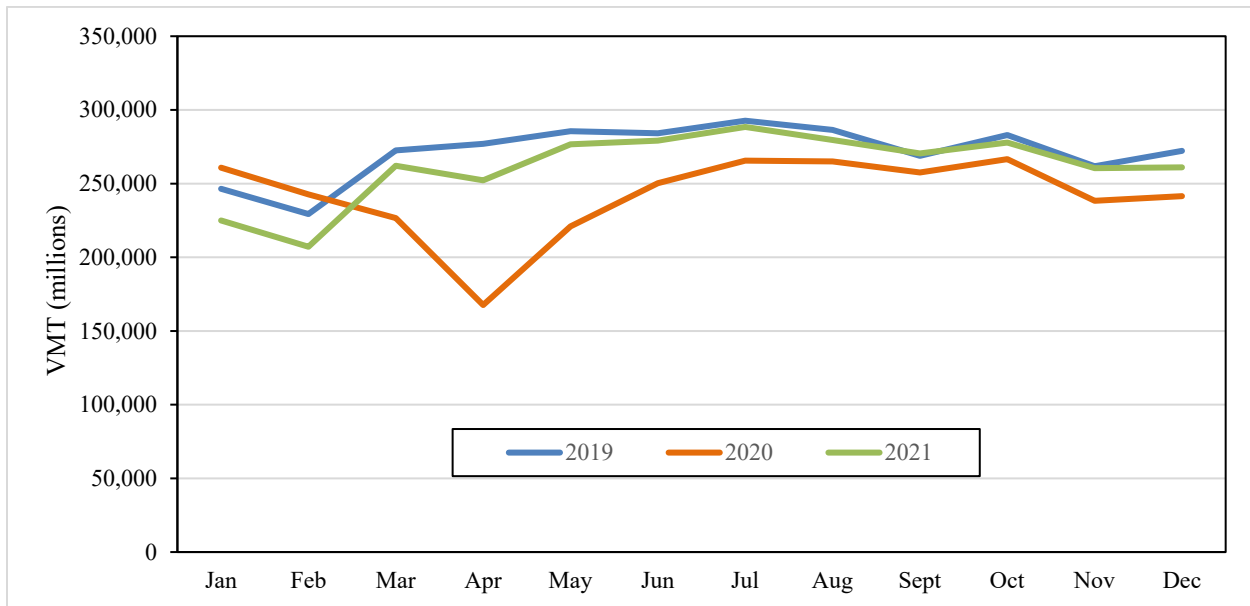
The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Starting with the release of 2021 FARS and CRSS data, all vehicle-related analysis for 2020 and later years will be based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications 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/>.

Table 15 in Appendix A summarizes the changes from NCSA classification to vPIC classification for vehicles involved in fatal traffic crashes and occupant fatalities, by vehicle type, for both 2020 and 2021. The majority of the changes in both years were declines in passenger cars and increases in SUVs.

Overall Trends

The monthly travel patterns for 2019 and 2021 are similar. However when the monthly VMT in 2019 and 2021 were compared to 2020, we saw a much different travel pattern as shown in Figure 1. As the Nation shut down and vehicular travel declined during 2020 in response to the COVID-19 pandemic, the 2020 monthly VMT started dropping in March and continued to its lowest point in April followed by an increase in May as the States began their phased re-openings at different times. By June the monthly 2020 VMT was similar in pattern as in 2019 and 2021 but still below 2019 and 2021 levels.

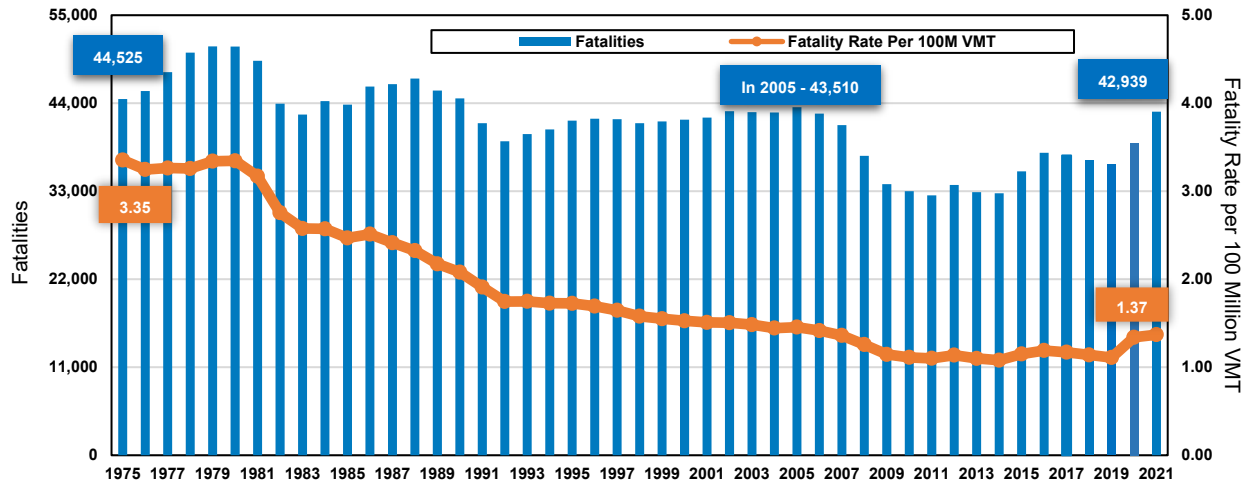
Total VMT by year decreased by 11 percent from 3,262 billion in 2019 to 2,904 billion in 2020, and then increased by 8.1 percent from 2,904 billion in 2020 to 3,140 billion in 2021.



Sources: 2019 Monthly VMT – FHWA’s December 2020 TVT; 2020 Monthly VMT – FHWA’s December 2021 TVT; 2021 Monthly VMT – FHWA’s December 2022 TVT

Figure 1. VMT by Month, 2019-2021

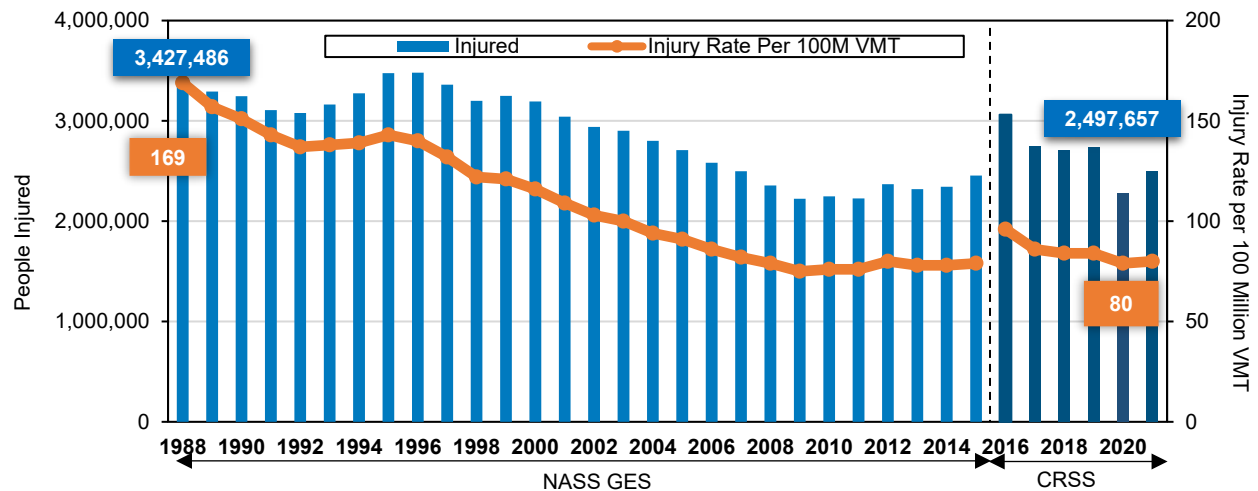
In 2021 there were 42,939 motor vehicle traffic fatalities in the United States, 3,932 more people killed than the 39,007 fatalities in 2020, as shown in Figure 2. The traffic fatality count in 2021 is the highest since 2005 (43,510) and represents the second year-to-year increase since 2019. The 10-percent fatality increase from 2020 to 2021 is the highest year-to-year percentage increase since FARS started data collection in 1975. The previous highest percentage increase was 8.4 percent from 2014 to 2015. The 2021 fatality rate per 100 million VMT (1.37) is up from 1.34 in 2020.



Sources: FARS 1975-2020 Final File, 2021 ARF; 1975-2021 VMT – FHWA’s Annual Highway Statistics

Figure 2. Traffic Fatalities and Fatality Rate per 100 Million VMT, 1975-2021

In 2021 an estimated 2.50 million people were injured in motor vehicle traffic crashes, compared to 2.28 million in 2020 as shown in Figure 3, a statistically significant increase of 9.4 percent. This increase came after a statistically significant decrease of people injured from 2019 to 2020.



Sources: FARS 1988-2020 Final File, 2021 ARF; NASS GES 1988-2015; CRSS 2016-2021; 1988-2021 VMT – FHWA’s Annual Highway Statistics

Note: CRSS estimates and NASS GES estimates are not comparable due to different sample designs.

Figure 3. People Injured in Traffic Crashes and Injury Rate per 100 Million VMT, 1988-2021

Traffic Fatality and Injury Rates

The fatality rate per 100 million VMT increased by 21 percent from 1.11 in 2019 to 1.34 in 2020, and then increased by 2.2 percent from 1.34 in 2020 to 1.37 in 2021, as shown in Table 1. The injury rate per 100 million VMT decreased by 6.0 percent from 84 in 2019 to 79 in 2020, and then increased by 1.3 percent from 79 in 2020 to 80 in 2021. Figures 2 and 3 display the fatality and injury rate trends over time.

Table 1. Traffic Fatality and Injury Rates per 100 Million VMT, 2019-2021

Rate	2019	2020	2019-2020		2021	2020-2021	
			Change	% Change		Change	% Change
Fatality Rate	1.11	1.34	+0.23	+21%	1.37	+0.03	+2.2%
Injury Rate	84	79	-5	-6.0%	80	+1	+1.3%

Sources: FARS 2019-2020 Final File, 2021 ARF; CRSS 2019-2021; 2019-2021 VMT – FHWA’s Annual Highway Statistics

Police-Reported Traffic Crashes

The estimated number of police-reported motor vehicle traffic crashes decreased by 22 percent from 2019 to 2020 and then increased by 16 percent from 2020 to 2021, as presented in Table 2. This recent increase is driven by the 20-percent increase in property-damage-only crashes, crashes in which there were no injuries to anyone involved. These estimated decreases from 2019 to 2020 and estimated increases from 2020 to 2021 are statistically significant at the .05 level.

Only fatal crashes increased in both time periods (+7.3% from 2019 to 2020 and +9.9% from 2020 to 2021); fatal crashes are not tested for statistical significance, because they are from a census of fatal motor vehicle traffic crashes. A census is defined as actual counts, not estimates.

Table 2. Police-Reported Traffic Crashes, by Crash Severity, 2019-2021

Crash Severity	2019	2020	2019-2020		2021	2020-2021	
			Change	% Change		Change	% Change
Total Police-Reported Crashes	6,756,084	5,251,006	-1,505,078	-22%*	6,102,936	+851,930	+16%*
Fatal Crashes	33,487	35,935	+2,448	+7.3%	39,508	+3,573	+9.9%
Non-Fatal Crashes	6,722,597	5,215,071	-1,507,526	-22%*	6,063,428	+848,357	+16%*
Injury Crashes	1,916,344	1,593,390	-322,954	-17%*	1,727,608	+134,218	+8.4%*
Property-Damage-Only Crashes	4,806,253	3,621,681	-1,184,752	-25%*	4,335,820	+714,139	+20%*

Sources: FARS 2019-2020 Final File, 2021 ARF; CRSS 2019-2021

*These estimates are statistically significant at the $\alpha=.05$ level of significance.

Note: Fatal crash counts are not tested for statistical significance because they are a census.

People Killed and Injured in Traffic Crashes, by Person Type

Table 3 presents the change from 2020 to 2021 in the number of occupant and nonoccupant fatalities as well as the estimated number of occupants and nonoccupants injured.

All categories of occupant and nonoccupant fatalities increased from 2020 to 2021.

In summary for 2021:

- The number of passenger vehicle occupant fatalities increased by 2,411, a 10-percent increase from 2020. Passenger vehicles include passenger cars and light trucks.
 - Passenger car occupant fatalities increased by 901, a 7.1-percent increase from 2020.
 - Light-truck¹ occupant fatalities increased by 1,510, a 13-percent increase from 2020. Of the light-truck categories:
 - SUV occupant fatalities increased by 946, a 16-percent increase from 2020;
 - Pickup occupant fatalities increased by 424, a 9.8-percent increase from 2020; and
 - Van occupant fatalities increased by 140, a 15-percent increase from 2020.
- Large-truck² occupant fatalities increased by 186, a 23-percent increase from 2020.
- Motorcyclist fatalities increased by 426, a 7.7-percent increase from 2020.
- Pedestrian fatalities increased by 823, a 13-percent increase from 2020.
- Pedalcyclist fatalities increased by 18, a 1.9-percent increase from 2020.

All categories of occupants and nonoccupants injured increased from 2020 to 2021; most were statistically significant increases except for pickup occupants, van occupants, large-truck occupants, motorcyclists, pedestrians, and pedalcyclists injured.

In summary for 2021:

- Passenger vehicle occupants injured increased by 185,530, a 9.7-percent increase from 2020.
 - Passenger car occupants injured increased by 86,134, an 8.4-percent increase from 2020.
 - Light-truck occupants injured increased by 99,396, an 11-percent increase from 2020. Of the light-truck categories:
 - SUV occupants injured increased the most by 79,246, a 14-percent increase from 2020;
 - Pickup occupants injured increased by 8,483, a 3.9-percent increase from 2020; and
 - Van occupants injured increased by 11,666, a 14-percent increase from 2020.
- Large-truck occupants injured increased by 598, a 1.4-percent increase from 2020.
- Motorcyclists injured increased by 3,742, a 4.7-percent increase from 2020.
- Pedestrians injured increased by 5,806, an 11-percent increase from 2020.
- Pedalcyclists injured increased by 2,729, a 7.0-percent increase from 2020.

¹ Includes SUVs, pickups, and vans with gross vehicle weight ratings (GVWR) of 10,000 pounds or less.

² Includes commercial and non-commercial trucks with GVWRs over 10,000 pounds. This definition applies to any mention of "large trucks" throughout this report.

Table 3. Occupants and Nonoccupants Killed and Injured in Traffic Crashes, 2020-2021

Description	Killed				Injured			
	2020	2021	Change	% Change	2020	2021	Change	% Change
Total	39,007	42,939	+3,932	+10%	2,282,209	2,497,657	+215,448	+9.4%*
Occupants								
Total Occupants**	25,731	28,358	+2,627	+10%	2,097,022	2,297,890	+200,868	+9.6%*
Passenger Vehicles	23,914	26,325	+2,411	+10%	1,907,011	2,092,541	+185,530	+9.7%*
Passenger Cars	12,628	13,529	+901	+7.1%	1,022,587	1,108,721	+86,134	+8.4%*
Light Trucks	11,286	12,796	+1,510	+13%	884,424	983,820	+99,396	+11%*
SUVs	6,015	6,961	+946	+16%	580,609	659,855	+79,246	+14%*
Pickups	4,333	4,757	+424	+9.8%	219,498	227,981	+8,483	+3.9%
Vans	938	1,078	+140	+15%	84,318	95,984	+11,666	+14%
Large Trucks	822	1,008	+186	+23%	41,566	42,164	+598	+1.4%
Motorcyclists								
Motorcyclists	5,506	5,932	+426	+7.7%	78,944	82,686	+3,742	+4.7%
Nonoccupants								
Total Nonoccupants***	7,770	8,649	+879	+11%	106,244	117,081	+10,837	+10%*
Pedestrians	6,565	7,388	+823	+13%	54,771	60,577	+5,806	+11%
Pedalcyclists	948	966	+18	+1.9%	38,886	41,615	+2,729	+7.0%

Sources: FARS 2020 Final File, 2021 ARF; CRSS 2020-2021

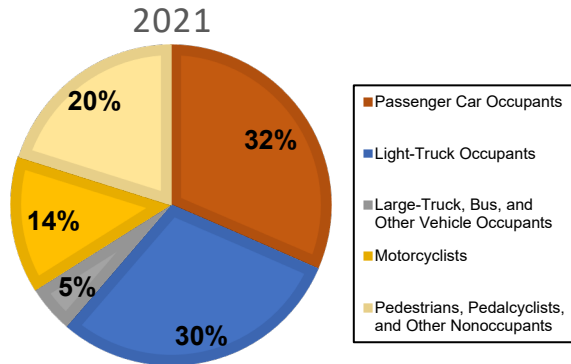
*These estimates are statistically significant at the $\alpha=.05$ level of significance.

**Includes occupants of buses and other/unknown vehicle types.

***Includes other/unknown nonoccupants.

Note: Changes in fatalities are not tested for statistical significance because they are from a census.

The composition of people killed in motor vehicle traffic crashes in 2021 is shown in Figure 4. In 2021 the largest percentage is passenger car occupant fatalities at 32 percent, followed by 30 percent for light-truck occupant fatalities. The remaining proportions of motorcyclist fatalities and large-truck, bus, and other vehicle occupant fatalities are at 14 percent and 5 percent, respectively.

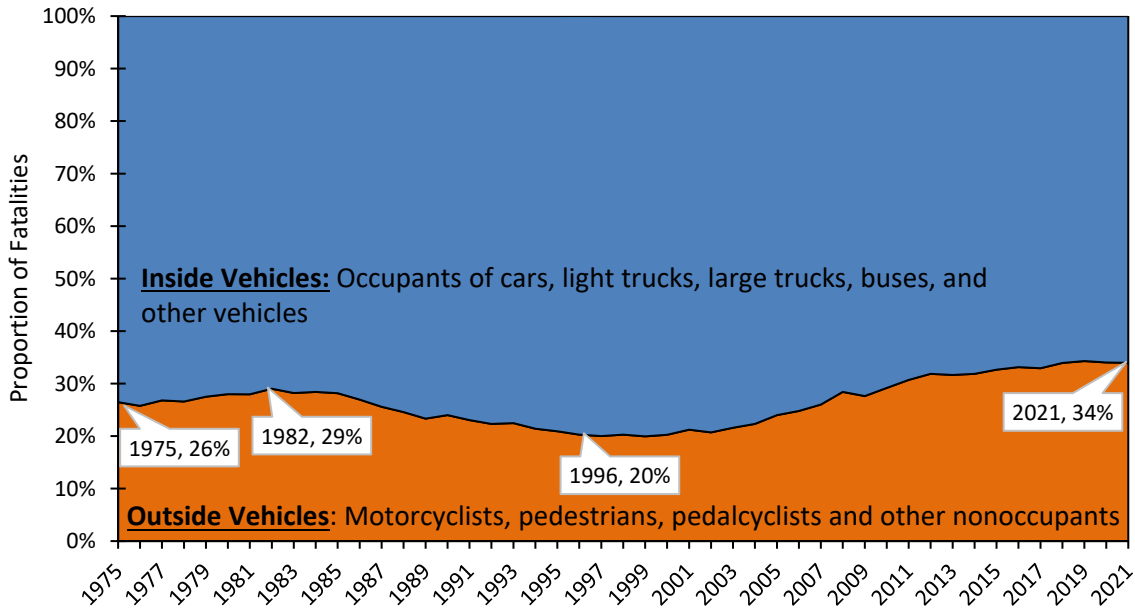


Source: FARS 2021 ARF

Note: Percentages do not add up to 100 percent due to individual rounding.

Figure 4. Composition of Motor Vehicle Traffic Fatalities in 2021, by Person Type

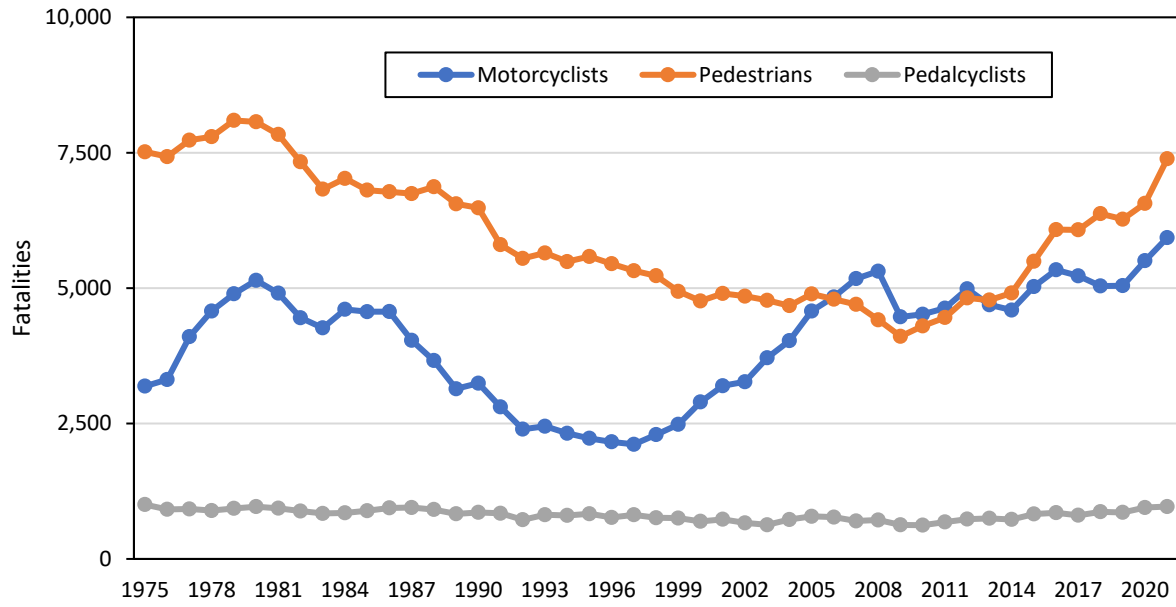
The proportion of people killed “outside the vehicle” (motorcyclists, pedestrians, pedalcyclists, and other nonoccupants) has increased from a low of 20 percent in 1996 to a high of 34 percent in 2021, as seen in Figure 5. Correspondingly, the proportion of people killed “inside the vehicle” (occupants of passenger cars, light trucks, large trucks, buses, and other vehicles) has declined from a high of 80 percent in 1996 to 66 percent in 2021.



Source: FARS 1975-2020 Final File, 2021 ARF

Figure 5. Proportion of Traffic Fatalities Inside/Outside Vehicles, 1975-2021

Figure 6 provides a closer look at the trend of these fatalities outside vehicles from Figure 5. The number of pedestrian fatalities has been outpacing the number of motorcyclist fatalities since 2013. Both pedestrian and motorcyclist fatalities have been rapidly rising in recent years while pedalcyclist fatalities have been relatively constant. In 2021 the number of motorcyclists killed was the highest since FARS began in 1975.



Source: FARS 1975-2020 Final File, 2021 ARF

Figure 6. Motorcyclist, Pedestrian, and Pedalcyclist Traffic Fatalities, 1975-2021

Three Major Behavioral Factors: Speeding, Alcohol-Impaired Driving, and Seat Belt Non-Use

NHTSA's three major behavioral focus areas are speeding, alcohol-impaired driving, and seat belt non-use. These terms are defined as follows.

- NHTSA considers a traffic crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash.
- Drivers or motorcycle riders (operators) 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/rider 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. Estimates of alcohol-impaired driving are generated using BAC values reported to FARS and BAC values imputed when they are not reported.
- Seat belt non-use indicates the occupant was unrestrained, mostly reported for occupants of passenger vehicles.

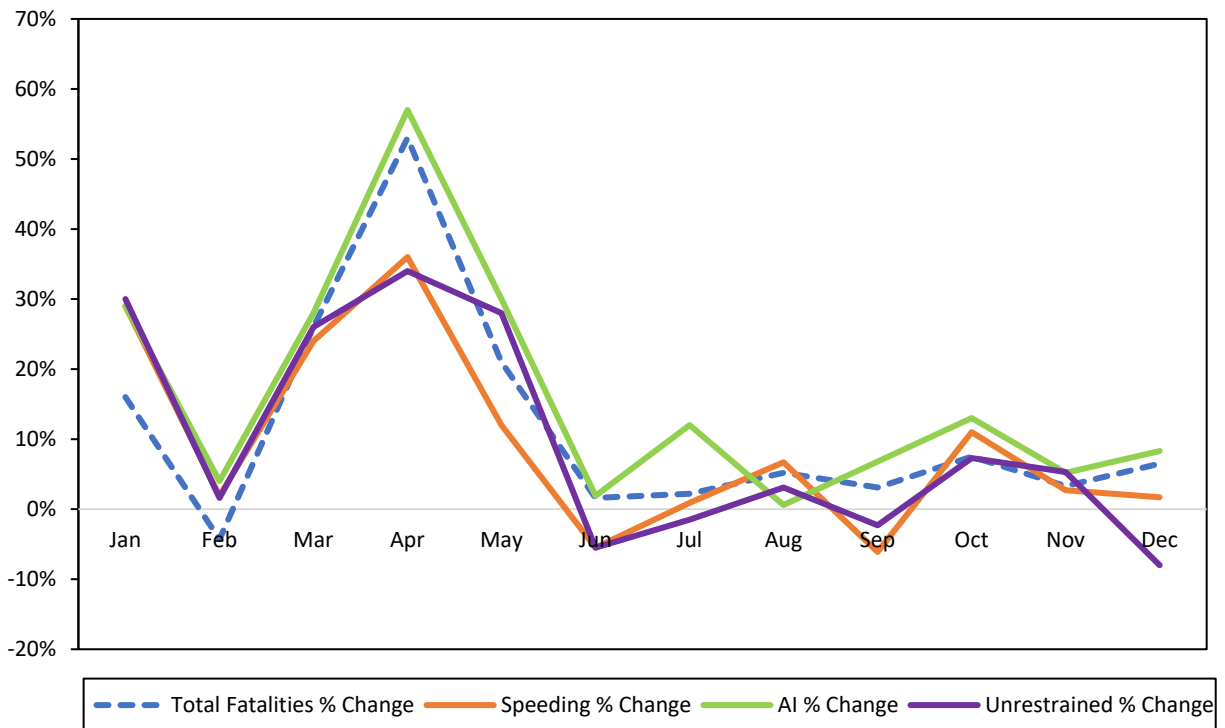
These three major behavioral factors explain some traffic fatality increases from 2020 to 2021, although we cannot say that these factors were the only ones contributing to the rise in fatalities. Figure 7 and Table 4 examine the monthly traffic fatalities involving each of the three behavioral factors from 2020 to 2021.

What follows are the summaries for each month from 2020 to 2021.

- **Speeding Involvement**
 - The total percentage change for speeding-related fatalities (+7.9%) was lower than for total traffic fatalities (+10%).
 - The monthly percentage changes for speeding-related fatalities were higher than the monthly percentage changes for total traffic fatalities in January, February, August, and October.
- **Alcohol-Impaired Driving**
 - The total percentage change for alcohol-impaired-driving fatalities (+14%) was higher than for total traffic fatalities (+10%).
 - The monthly percentage changes for alcohol-impaired-driving fatalities were higher than the monthly percentage changes for total traffic fatalities in all months except August.
- **Passenger Vehicle Occupant Fatalities by Restraint Use**
 - The total percentage change for unrestrained passenger vehicle occupant fatalities (+8.1%) was lower than for total traffic fatalities (+10%).
 - The monthly percentage changes for passenger vehicle occupant fatalities who were unrestrained were higher than the monthly percentage changes for total passenger vehicle occupant fatalities in January, February, May, and October.

Looking at the three major behavioral factors combined.

- In 2021 there were 2,028 unrestrained **passenger vehicle occupant fatalities** in traffic crashes that involved alcohol-impaired driving and speeding, a 5.4-percent increase from 1,925 for the same metric in 2020.
- In 2021 there were 1,728 passenger vehicle **drivers involved** in fatal traffic crashes who were simultaneously unrestrained, alcohol-impaired, and speeding – a 5.8-percent increase from 1,634 in 2020.
- Figure 8 provides a Venn diagram of passenger vehicle **drivers involved** in fatal traffic crashes in 2021 by the three behavioral factors. Of the 46,484 passenger vehicle **drivers involved** in 2021:
 - 20,778 had at least one of the three behavioral factors (45%);
 - 11,821 were unrestrained (not excluding other behavioral factors [25%]);
 - 5,561 were only unrestrained (12%);
 - 10,049 were alcohol-impaired (not excluding other behavioral factors [22%]);
 - 4,299 were only alcohol-impaired (9.2%);
 - 8,462 were speeding (not excluding other behavioral factors [18%]);
 - 3,093 were only speeding (6.7%);
 - 2,456 were both alcohol-impaired and unrestrained (5.3%);
 - 2,076 were both speeding and unrestrained (4.5%);
 - 1,565 were both speeding and alcohol-impaired (3.4%);
 - 1,728 were in all three behavioral factors simultaneously (3.7%);
 - 25,706 did not have any of the three factors (55%).



Source: FARS 2020 Final File, 2021 ARF

Figure 7. 2021 Monthly Percentage Change From 2020 for Total Traffic Fatalities, Speeding-Related Fatalities, Alcohol-Impaired-Driving Fatalities (AI), and Passenger Vehicle Occupant Fatalities Who Were Unrestrained

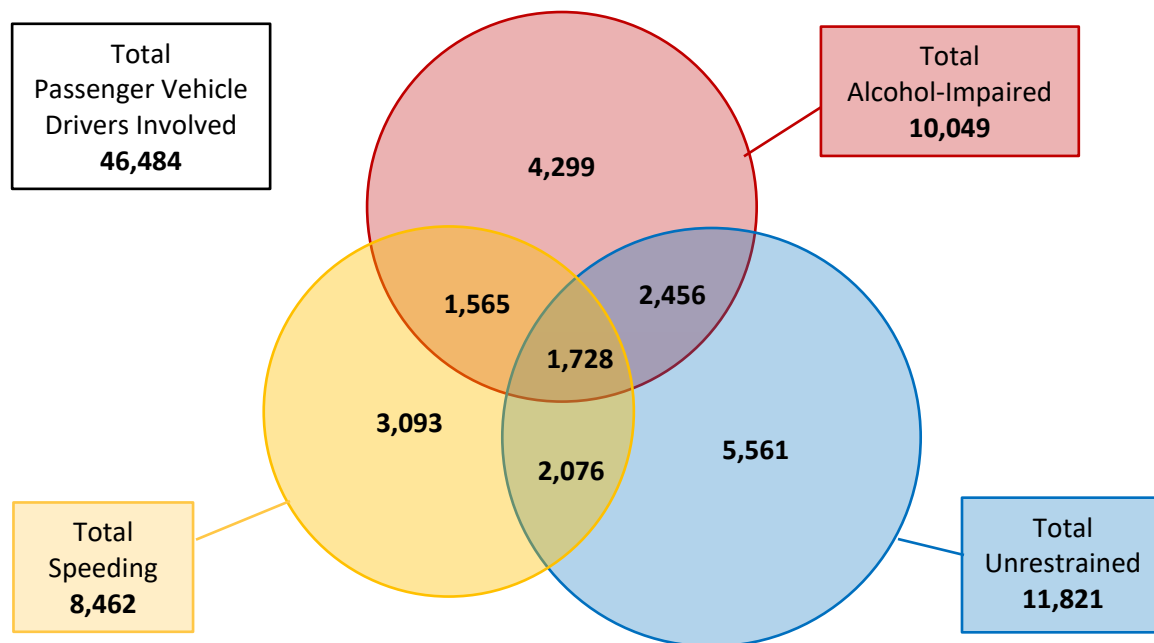
Table 4. Monthly Traffic Fatalities, by Speeding Involvement, Alcohol-Impaired Driving, and Passenger Vehicle Occupant Restraint Use, 2020-2021

Description	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Total Traffic Fatalities													
2019	2,670	2,393	2,769	2,820	3,172	3,201	3,304	3,359	3,331	3,227	3,084	3,025	36,355
2020	2,667	2,677	2,557	2,322	3,112	3,730	3,797	3,816	3,745	3,814	3,484	3,286	39,007
2021	3,099	2,561	3,214	3,557	3,768	3,789	3,879	4,013	3,861	4,101	3,599	3,498	42,939
2020-2021 Comparison													
Change	+432	-116	+657	+1,235	+656	+59	+82	+197	+116	+287	+115	+212	+3,932
% Change	+16%	-4.3%	+26%	+53%	+21%	+1.6%	+2.2%	+5.2%	+3.1%	+7.5%	+3.3%	+6.5%	+10%
Fatalities by Speeding Involvement													
Speeding-Related													
2020	734	724	742	764	1,023	1,197	1,162	1,103	1,101	1,013	917	948	11,428
2021	944	738	922	1,036	1,145	1,131	1,172	1,177	1,034	1,125	942	964	12,330
Change	+210	+14	+180	+272	+122	-66	+10	+74	-67	+112	+25	+16	+902
% Change	+29%	+1.9	+24%	+36%	+12%	-5.5%	+0.9%	+6.7%	-6.1%	+11%	+2.7%	+1.7%	+7.9%
Non-Speeding-Related													
2020	1,933	1,953	1,815	1,558	2,089	2,533	2,635	2,713	2,644	2,801	2,567	2,338	27,579
2021	2,155	1,823	2,292	2,521	2,623	2,658	2,707	2,836	2,827	2,976	2,657	2,534	30,609
Change	+222	-130	+477	+963	+534	+125	+72	+123	+183	+175	+90	+196	+3,030
% Change	+11%	-6.7%	+26%	+62%	+26%	+4.9%	+2.7%	+4.5%	+6.9%	+6.2%	+3.5%	+8.4%	+11%
Alcohol-Impaired-Driving Fatalities*													
2020	731	778	784	696	958	1,178	1,169	1,242	1,116	1,112	1,020	935	11,718
2021	942	809	1,005	1,093	1,243	1,200	1,305	1,249	1,192	1,260	1,073	1,013	13,384
Change	+211	+31	+221	+397	+285	+22	+136	+7	+76	+148	+53	+78	+1,666
% Change	+29%	+4.0	+28%	+57%	+30%	+1.9%	+12%	+0.6%	+6.8%	+13%	+5.2%	+8.3%	+14%
Passenger Vehicle Occupant Fatalities by Restraint Use													
Total (Unknown Restraint Use Included)													
2020	1,713	1,772	1,586	1,448	1,835	2,301	2,204	2,224	2,143	2,318	2,179	2,191	23,914
2021	2,081	1,693	2,021	2,210	2,307	2,235	2,274	2,346	2,180	2,434	2,315	2,229	26,325
Change	+368	-79	+435	+762	+472	-66	+70	+122	+37	+116	+136	+38	+2,411
% Change	+21%	-4.5%	+27%	+53%	+26%	-2.9%	+3.2%	+5.5%	+1.7%	+5.0%	+6.2%	+1.7%	+10%
Restrained													
2020	794	840	753	580	787	966	951	998	901	1,023	984	955	10,532
2021	858	752	922	1,009	963	966	1,047	1,062	1,003	1,123	1,028	1,087	11,820
Change	+64	-88	+169	+429	+176	0	+96	+64	+102	+100	+44	+132	+1,288
% Change	+8.1%	-10%	+22%	+74%	+22%	0.0%	+10%	+6.4%	+11%	+9.8%	+4.5%	+14%	+12%
Unrestrained													
2020	772	769	689	718	863	1,092	1,030	1,017	995	1,013	979	988	10,925
2021	1,007	781	865	959	1,106	1,032	1,015	1,049	972	1,087	1,031	909	11,813
Change	+235	+12	+176	+241	+243	-60	-15	+32	-23	+74	+52	-79	+888
% Change	+30%	+1.6	+26%	+34%	+28%	-5.5%	-1.5%	+3.1%	-2.3%	+7.3%	+5.3%	-8.0%	+8.1%

Source: FARS 2019-2020 Final File, 2021 ARF

*Based on rounded estimates for each month for alcohol-impaired-driving fatalities.

Note: The year 2020 was a leap year and there were 112 fatalities on February 29, 2020.



Source: FARS 2021 ARF

Figure 8. Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use, 2021

Alcohol-Impaired Driving

Alcohol-impaired-driving fatalities increased by 14 percent from 2020 to 2021 (Table 5), accounting for 31 percent of overall fatalities in 2021. Alcohol-impaired-driving fatality rate per 100 million VMT increased by 7.5 percent from 0.40 in 2020 to 0.43 in 2021.

Table 5. Total and Alcohol-Impaired-Driving Traffic Fatalities, and Alcohol-Impaired-Driving (AI-Driving) Fatality Rates per 100 Million VMT, 2020 and 2021

	2020	2021	Change	% Change
Total Fatalities	39,007	42,939	+3,932	+10%
Alcohol-Impaired-Driving Fatalities	11,718	13,384	+1,666	+14%
AI-Driving Fatality Rate per 100 Million VMT	0.40	0.43	+0.03	+7.5%

Sources: FARS 2020 Final File, 2021 ARF; 2020-2021 VMT – FHWA’s Annual Highway Statistics

As shown in Table 6, drivers of all vehicle types saw increases in the number of alcohol-impaired drivers involved in fatal crashes from 2020 to 2021. SUV drivers had the largest number increase (+547) in alcohol-impaired drivers involved in fatal crashes from 2020 to 2021. Passenger car drivers had the second largest number increase (+527).

Table 6. Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2020 and 2021

Vehicle Type	2020	2021	Change	% Change
Passenger Cars	4,530	5,057	+527	+12%
Light Truck – SUVs	2,042	2,589	+547	+27%
Light Truck – Pickups	1,898	2,133	+235	+12%
Light Truck – Vans	237	270	+33	+14%
Motorcycles	1,454	1,727	+273	+19%
Large Trucks	121	150	+29	+24%

Source: FARS 2020 Final File, 2021 ARF

Restraint Use and Time of Day

According to NHTSA’s National Occupant Protection Use Survey (NOPUS),³ the estimated passenger vehicle front-seat belt use for adults increased from 90.3 percent in 2020 to 90.4 percent in 2021, but the change was not statistically significant at the .05 level.

The percentages reported in this section are all based on known restraint use (restraint use was unknown for 10% of passenger vehicle occupant fatalities in 2021). Among passenger vehicle occupants killed in 2021, half (50%) were unrestrained (Table 7). Fifty-seven percent of those killed during the nighttime in 2021 were unrestrained as compared to 43 percent during the daytime.

For those passenger vehicle occupants who survived in fatal crashes in 2021, only 15 percent were unrestrained compared to 50 percent of those who died. During the nighttime, 17 percent of passenger vehicle occupants who survived in fatal crashes were unrestrained as compared to 13 percent during the daytime.

³ Boyle, L. L. (2022, August). *Occupant restraint use in 2021: Results from the NOPUS controlled intersection study* (Report No. DOT HS 813 344). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813344>

Table 7. Passenger Vehicle Occupants Involved in Fatal Traffic Crashes, by Restraint Use, Survival Status and Time of Day, 2020 and 2021

Description	2020	2021	Change	% Change	Restraint Use Percent Based on Known Use	
					2020	2021
Passenger Vehicle Occupants Killed						
Total	23,914	26,325	+2,411	+10%		
Restrained	10,532	11,820	+1,288	+12%	49%	50%
Unrestrained	10,925	11,813	+888	+8.1%	51%	50%
Unknown	2,457	2,692	+235	+9.6%		
Time of Day						
Daytime	11,804	13,194	+1,390	+12%		
Restrained	6,128	6,918	+790	+13%	56%	57%
Unrestrained	4,744	5,205	+461	+9.7%	44%	43%
Unknown	932	1,071	+139	+15%		
Nighttime	11,919	12,931	+1,012	+8.5%		
Restrained	4,353	4,840	+487	+11%	42%	43%
Unrestrained	6,063	6,491	+428	+7.1%	58%	57%
Unknown	1,503	1,600	+97	+6.5%		
Passenger Vehicle Occupants Who Survived in Fatal Crashes						
Total	38,677	43,750	+5,073	+13%		
Restrained	29,246	33,364	+4,118	+14%	84%	85%
Unrestrained	5,527	5,922	+395	+7.1%	16%	15%
Unknown	3,904	4,464	+560	+14%		
Time of Day						
Daytime	18,334	20,869	+2,535	+14%		
Restrained	14,538	16,760	+2,222	+15%	86%	87%
Unrestrained	2,346	2,538	+192	+8.2%	14%	13%
Unknown	1,450	1,571	+121	+8.3%		
Nighttime	20,265	22,803	+2,538	+13%		
Restrained	14,672	16,566	+1,894	+13%	82%	83%
Unrestrained	3,157	3,369	+212	+6.7%	18%	17%
Unknown	2,436	2,868	+432	+18%		

Source: FARS 2020 Final File, 2021 ARF

Notes: Daytime and nighttime totals do not add up to total killed or total survived. Total includes unknown time of day.

Daytime – 6 a.m. to 5:59 p.m.

Nighttime – 6 p.m. to 5:59 a.m.

People Killed and Injured in Traffic Crashes Involving Large Trucks

Table 8 displays the number of people killed and the estimated number of people injured in crashes involving large trucks from 2020 to 2021. Large trucks include commercial and non-commercial trucks with GVWRs (gross vehicle weight ratings) over 10,000 pounds.

The number of people killed in crashes involving large trucks increased by 17 percent from 2020 to 2021. Among fatalities in crashes involving large trucks in 2021:

- Occupants of other vehicles killed increased by 648, a 19-percent increase from 2020.
- Large-truck occupant fatalities in multi-vehicle crashes increased by 108, a 34-percent increase from 2020.
- Large-truck occupant fatalities in single-vehicle crashes increased by 78, a 15-percent decrease from 2020.
- Nonoccupants killed increased by 9, a 1.4-percent increase from 2020.

The estimated number of people injured in crashes involving large trucks increased by 9.4 percent from 2020 to 2021. Among the estimated number of people injured in crashes involving large trucks in 2021:

- Nonoccupants injured increased by 16 percent from 2020.
- Occupants of other vehicles who were injured increased by 13 percent from 2020, the only statistically significant increase in this table.
- Large-truck occupants injured in multi-vehicle crashes increased by 6.6 percent from 2020.
- Large-truck occupants injured in single-vehicle crashes decreased by 7.7 percent from 2020, the only decrease in this table.

Table 8. People Killed and Injured in Traffic Crashes Involving Large Trucks, by Person Type, 2020 and 2021

Person Type	Killed				Injured			
	2020	2021	Change	% Change	2020	2021	Change	% Change
Total	4,945	5,788	+843	+17%	141,613	154,993	+13,380	+9.4%
Large-Truck Occupants	822	1,008	+186	+23%	41,566	42,164	+598	+1.4%
In Single-Vehicle Crashes	504	582	+78	+15%	14,969	13,823	-1,146	-7.7%
In Multi-Vehicle Crashes	318	426	+108	+34%	26,597	28,341	+1,744	+6.6%
Other People	4,123	4,780	+657	+16%	100,048	112,829	+12,781	+13%*
Other Vehicle Occupants	3,501	4,149	+648	+19%	97,595	109,981	+12,386	+13%*
Nonoccupants	622	631	+9	+1.4%	2,452	2,848	+396	+16%

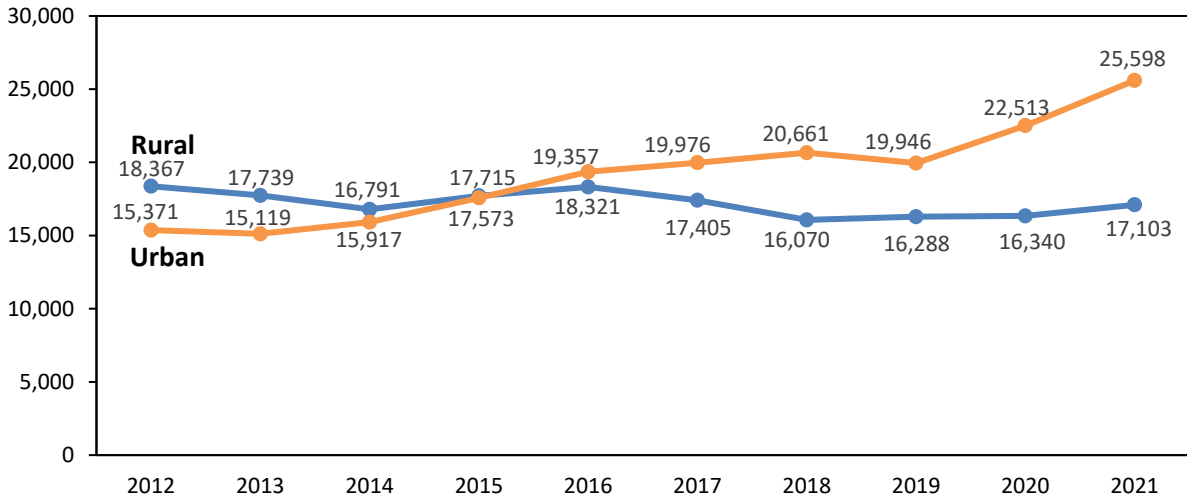
Sources: FARS 2020 Final File, 2021 ARF; CRSS 2020-2021

*These estimates are statistically significant at the $\alpha=.05$ level of significance.

Note: Fatalities are not tested for statistical significance because they are a census.

Traffic Fatalities, by Land Use (Urban/Rural)

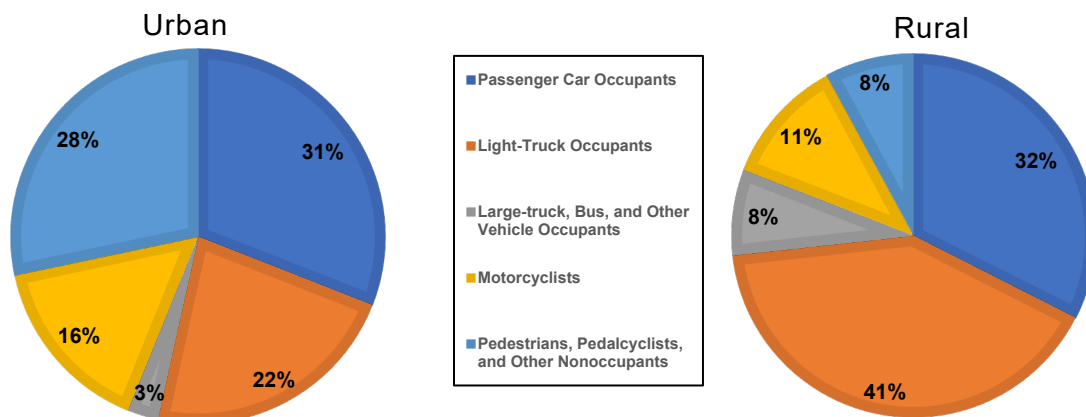
As shown in Figure 9, the number of fatalities on urban roadways has been larger than the number of fatalities on rural roadways since 2016. From 2020 to 2021 urban fatalities increased by 14 percent and rural fatalities increased by 4.7 percent. Of the 3,932 increase in fatalities, 78 percent (3,085) were in urban areas in 2021.



Source: FARS 2012-2020 Final File, 2021 ARF
 Note: Excludes unknown land use.

Figure 9. Traffic Fatalities, by Land Use, 2012-2021

Figure 10 highlights the proportion of fatalities between urban and rural areas. Urban areas have larger proportions of motorcyclist fatalities (16% versus 11%) and nonoccupant fatalities (28% versus 8%) than rural areas. Conversely, rural areas have larger proportions of passenger car occupant fatalities (32% versus 31%), light-truck occupant fatalities (41% versus 22%), and large-truck, bus, and other vehicle occupant fatalities (8% versus 3%) than urban areas.



Source: FARS 2021 ARF

Figure 10. Composition of Motor Vehicle Traffic Fatalities in 2021, by Land Use

Table 9 compares rural and urban characteristics in two different time periods: a 10-year comparison (2012 and 2021) and a 2-year comparison (2020 and 2021).

10-year (2012 and 2021) comparison summary:

- According to the Census Bureau, urban population increased by 4.8 percent from 2012 to 2021; rural population increased by 9.8 percent.
- Urban VMT increased by 7.8 percent since 2012; rural VMT increased by 2.2 percent.
- Urban fatalities increased by 67 percent since 2012; rural fatalities decreased by 6.9 percent.
- Urban fatality rate per 100 million VMT increased by 55 percent from 0.77 in 2012 to 1.19 in 2021; rural fatality rate decreased by 9.0 percent from 1.89 in 2012 to 1.72 in 2021.
- Pedestrian fatalities in urban areas increased by 75 percent since 2012; they decreased by 10 percent in rural areas.
- Pedalcyclist fatalities in urban areas increased by 62 percent since 2012; they decreased by 38 percent in rural areas.

2-year (2020 and 2021) comparison summary:

- According to the Census Bureau, urban population increased by 0.6 percent from 2019 to 2021 (2020 urban/rural population estimates are not yet available); rural population increased by 3.4 percent.
- Urban VMT increased by 7.4 percent since 2020; rural VMT increased by 9.8 percent.
- Urban fatalities increased by 14 percent since 2020; rural fatalities increased by 4.7 percent.
- Urban fatality rate per 100 million VMT increased by 5.3 percent from 1.13 in 2020 to 1.19 in 2021; rural fatality rate decreased by 5.0 percent from 1.81 in 2020 to 1.72 in 2021.
- Passenger vehicle occupant fatalities in urban areas increased by 13 percent since 2020; they increased by 7.0 percent in rural areas.
- Motorcyclist fatalities in urban areas increased by 15 percent since 2020; they decreased by 5.0 percent in rural areas.
- Pedestrian fatalities in urban areas increased by 14 percent since 2020; they increased by 3.8 percent in rural areas.
- Pedalcyclist fatalities in urban areas increased by 8.2 percent since 2020; they decreased by 24 percent in rural areas.

Table 9. 10-Year (2012 and 2021) and 2-Year (2020 and 2021) Comparison of Land Use Characteristics

Characteristics	Urban Percentage Change	Rural Percentage Change	Urban Percentage Change	Rural Percentage Change
	10-Year Comparison		2-Year Comparison	
Population	+4.8%	+9.8%	+0.6%*	+3.4%*
VMT	+7.8%	+2.2%	+7.4%	+9.8%
Total Fatalities	+67%	-6.9%	+14%	+4.7%
Fatality Rate per 100 Million VMT	+55%	-9.0%	+5.3%	-5.0%
Passenger Vehicle Occupant Fatalities	**	**	+13%	+7.0%
Motorcyclist Fatalities	**	**	+15%	-5.0%
Pedestrian Fatalities	+75%	-10%	+14%	+3.8%
Pedalcyclist Fatalities	+62%	-38%	+8.2%	-24%

Sources: Population – Census Bureau; 2012, 2020, and 2021 VMT – FHWA’s Annual Highway Statistics; FARS 2012 and 2020 Final File, 2021 ARF

*Population percentage change from 2019 to 2021 as 2020 urban/rural population estimates are not yet available.

**Due to a vehicle classification change, the 2020 and later year data are not comparable to 2019 and earlier years.

Additional Facts

Time of Day and Day of Week

- Nighttime (6 p.m. to 5:59 a.m.) fatalities increased by 11 percent (20,850 in 2020 to 23,050 in 2021). In comparison, daytime (6 a.m. to 5:59 p.m.) traffic fatalities increased by 9.7 percent (17,834 in 2020 to 19,562 in 2021).
- Weekend (Friday 6 p.m. to Monday 5:59 a.m.) fatalities increased by 11 percent (16,101 in 2020 to 17,890 in 2021). In comparison, weekday (Monday 6 a.m. to Friday 5:59 p.m.) fatalities increased by 9.4 percent (22,822 in 2020 to 24,956 in 2021).

Demographics

- Male fatalities increased by 9.2 percent (28,161 in 2020 to 30,747 in 2021), and female fatalities increased by 12 percent (10,746 in 2020 to 12,051 in 2021).
- There were fewer fatalities among people 10 to 14 years old from 2020 to 2021 (477 in 2020 to 463 in 2021 or a 2.9-percent decrease). All other age groups increased with the largest increase in the 35-to-44 age group (5,865 in 2020 to 6,716 in 2021, or a 15-percent increase).
- Fatal crashes involving young drivers 15 to 20 years old increased by 11 percent from 4,430 in 2020 to 4,923 in 2021.
- Fatal crashes involving older drivers 65+ years old increased by 15 percent from 6,517 in 2020 to 7,481 in 2021.
- Table 10 below shows the 2-year (2020 and 2021) and 10-year (2012 and 2021) trends of drivers involved in fatal crashes. In general older drivers (65+) had higher percentages when compared to other age groups. The only exception is when drivers involved in fatal crashes in the 25-to-44 age group had a higher percentage change than drivers 65+ from 2012 to 2021 (43% versus 39%).

Table 10. Comparison of 2-Year (2020 and 2021) and 10-Year (2012 and 2021) Percentage Change of All Drivers Involved in Fatal Traffic Crashes With 10-Year Percentage Change of Population Estimate and 10-Year Percentage Change of Licensed Driver Data, by Age Group

Age Group	Percentage Change of All Drivers Involved in Fatal Crashes		10-Year Percentage Change of Population Estimates (2012 and 2021)	10-Year Percentage Change of Licensed Driver Data (2012 and 2021)
	2-Year Comparison (2020 and 2021)	10-Year Comparison (2012 and 2021)		
15-24	+12%	+17%	-2.0%	-1.4%
25-44	+12%	+43%	+7.3%	+9.5%
45-64	+12%	+24%	+0.8%	+0.9%
65+	+16%	+39%	+29%	+38%
Total*	+12%	+33%	+5.7%	+9.9%

Sources: FARS 2012 and 2020 Final File, 2021 ARF; Population – Census Bureau; and Licensed Drivers – FHWA

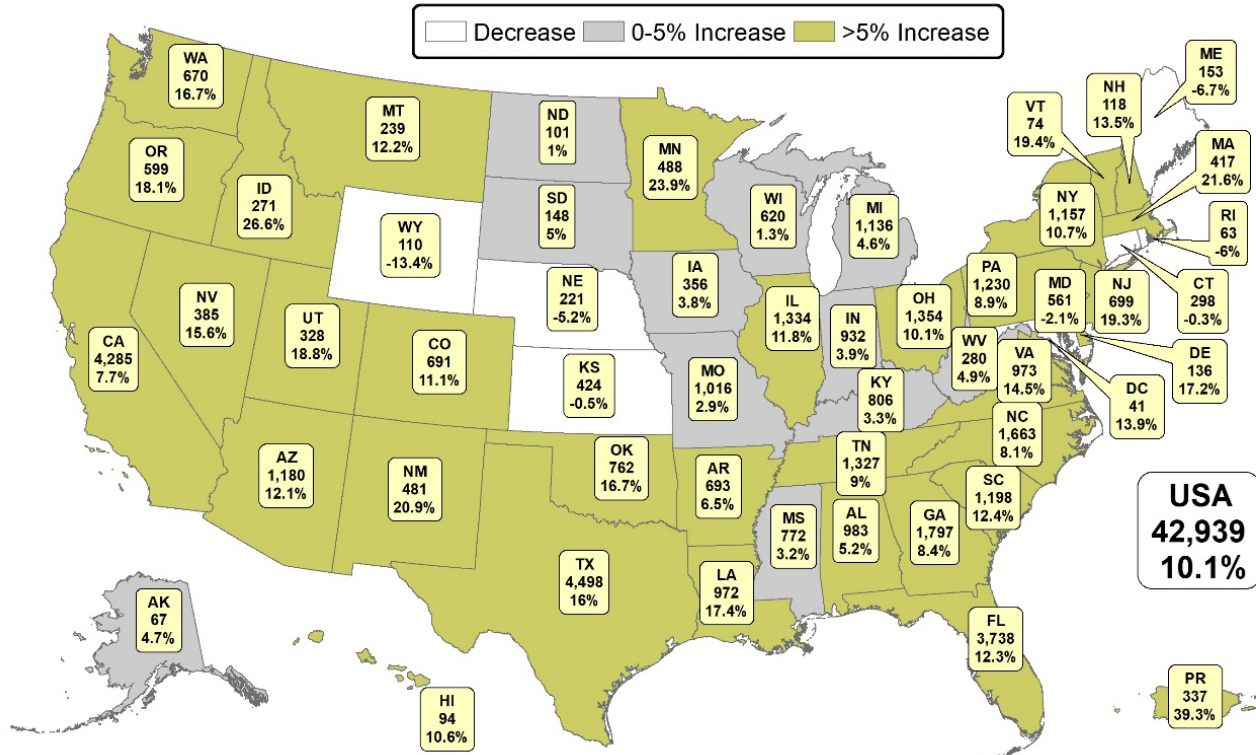
*Includes those who were under 15 years old.

Crash Characteristics

- Fatalities in single-vehicle crashes increased by 6.0 percent (21,823 in 2020 to 23,129 in 2021). In comparison, fatalities in multi-vehicle crashes increased by 15 percent (17,184 in 2020 to 19,810 in 2021).
- Passenger vehicle occupants killed in vehicles that rolled over increased by 5.6 percent (7,157 in 2020 to 7,561 in 2021).
- In 2021, of the 26,325 passenger vehicle occupants killed, 22 percent (5,867) were ejected from the vehicles, a 7.5-percent increase from 5,460 occupants ejected and killed in 2020.
- The number of passenger vehicle occupants killed increased by 6.9 percent in vehicles 10 years and older (15,357 in 2020 to 16,418 in 2021). In comparison, those killed in newer vehicles increased by 16 percent (8,539 in 2020 to 9,878 in 2021).
- There were 2,872 fatalities in crashes involving hit-and-run drivers in 2021, an increase of 11 percent from 2,596 in 2020.
 - Of the 7,388 pedestrian fatalities, 1,802 (24%) were involved in hit-and-run crashes in 2021.
 - Of the 966 pedalcyclist fatalities, 220 (22%) were involved in hit-and-run crashes in 2021.
- Fatalities in school-transportation-related crashes were relatively the same in 2019 and 2021 (111 and 108 fatalities, respectively) along with a drop to 54 fatalities in 2020.
- The number of fatalities in distraction-affected crashes, i.e., a crash involving at least one driver who was distracted, was 3,522, or 8.2 percent of total fatalities in 2021. This represents a 12-percent increase from 3,154 in 2020.
- The number of fatalities involving drowsy drivers was 684 or 1.6 percent of total fatalities in 2021. This represents an 8.2-percent increase from 632 in 2020.

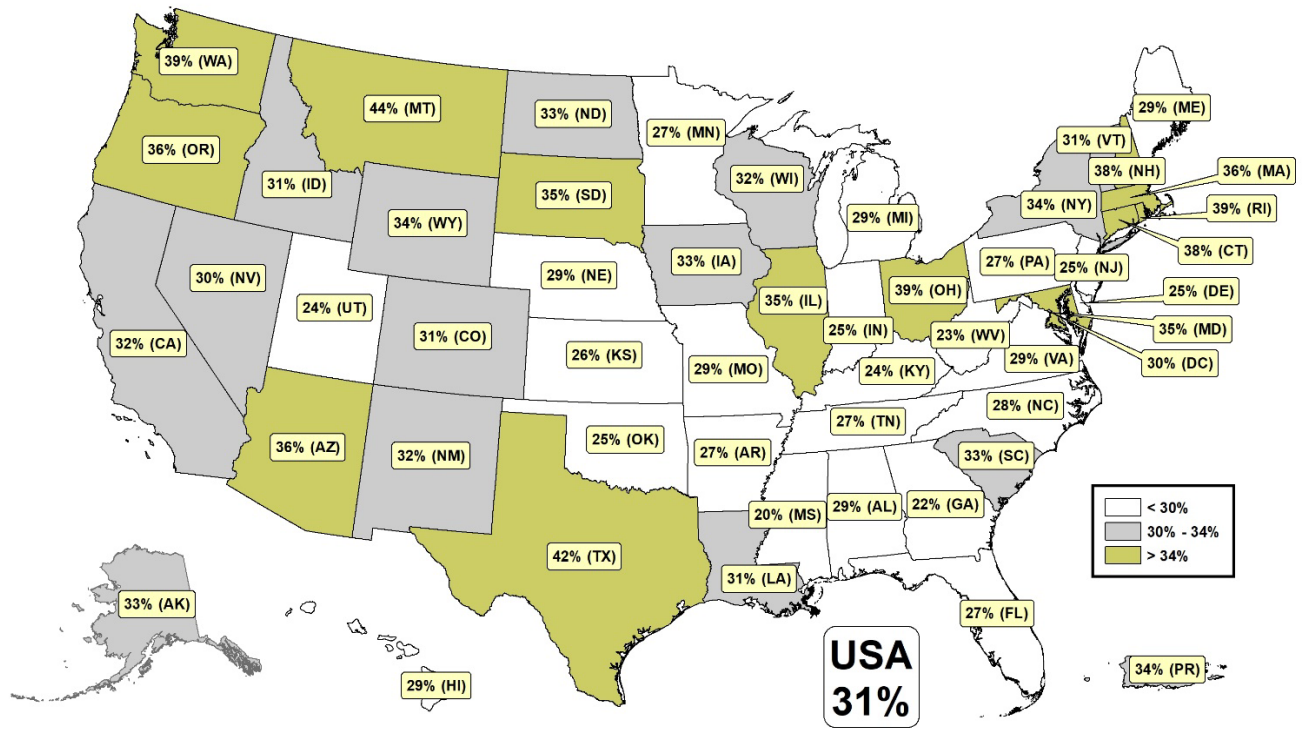
State Data

Figure 11 displays a map of 2021 traffic fatalities by State and the percentage changes from 2020. Figure 12 contains a color-coded map of the percentage of alcohol-impaired-driving fatalities by State in 2021.



Source: FARS 2020 Final File, 2021 ARF
 Note: Puerto Rico is not included in the U.S. total.

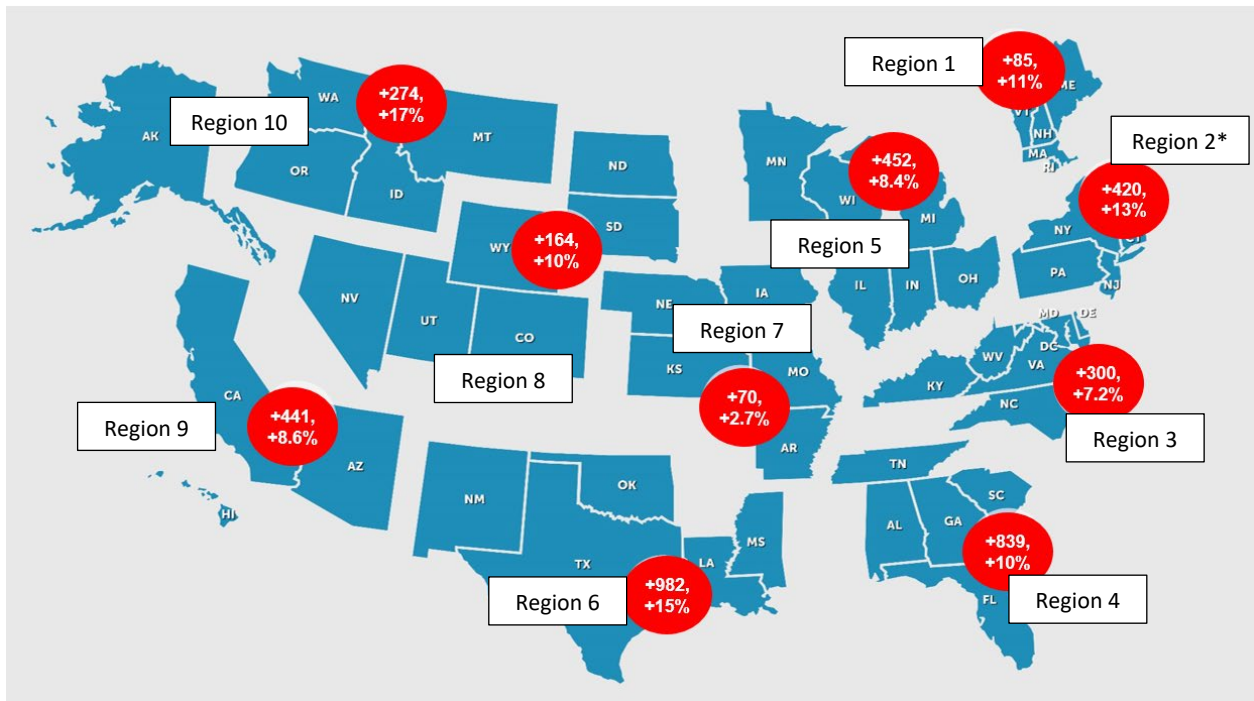
Figure 11. 2021 Traffic Fatalities and Percentage Changes from 2020, by State



Source: FARS 2021 ARF

Figure 12. Alcohol-Impaired-Driving Fatalities as Percentages of Total Traffic Fatalities, by State, 2021

Figure 13 shows the 10 NHTSA Regions along with the number changes in traffic fatalities and the percentage changes from 2020 to 2021 for each Region. All NHTSA Regions had increases in fatalities.



Source: FARS 2020 Final File, 2021 ARF
 *Includes Puerto Rico.

Figure 13. 2021 Number Changes and Percentage Changes in Traffic Fatalities From 2020, by NHTSA Region

Table 11 presents the total number of motor vehicle traffic crash fatalities and the number of alcohol-impaired-driving fatalities for 2020 and 2021, the changes in the number of fatalities, and the percentage changes for each State, the District of Columbia, and Puerto Rico. Forty-three States, the District of Columbia, and Puerto Rico had increases in the number of fatalities. In 2021 the largest increase was in Texas, with 622 more fatalities. Seven States had fewer fatalities in 2021 than in 2020. Wyoming had the largest reduction with 17 fewer fatalities.

Nationwide, 31 percent of the total fatalities were in alcohol-impaired-driving crashes. Thirty-six States, the District of Columbia, and Puerto Rico saw increases in the number of alcohol-impaired-driving fatalities from 2020 to 2021. Texas had the largest increase, with 373 more lives lost in alcohol-impaired-driving crashes in 2021. Hawaii and Iowa had no change in the number of alcohol-impaired-driving fatalities from 2020 to 2021. Twelve States saw decreases in the number of alcohol-impaired-driving fatalities from 2020 to 2021. Missouri had the largest reduction with 19 fewer alcohol-impaired-driving fatalities.

Table 12 presents the State-level fatality rate per 100 million VMT as well as the alcohol-impaired-driving fatality rate per 100 million VMT for 2020 and 2021. In summary for 2021:

- The total traffic fatality rate per 100 million VMT ranged from a high of 2.08 (South Carolina) to a low of 0.71 (Massachusetts), relative to the U.S. fatality rate of 1.37.
- The alcohol-impaired-driving fatality rate per 100 million VMT ranged from a high of 0.77 (Montana) to a low of 0.23 (Minnesota and Utah, respectively), relative to the U.S. fatality rate of 0.43.

For additional information, refer to Appendices A and B.

- Appendix A
 - Table 13 – Total Traffic Fatalities, by State and Person Type, 2020 and 2021
 - Table 14 – Total Traffic Fatalities, by State and Speeding Involvement, 2020 and 2021
 - Table 15 – Vehicles Involved in Fatal Traffic Crashes and Occupant Fatalities, by Vehicle Type and Classification Type, 2020 and 2021
- Appendix B – Subcategories include monthly analysis by person type and various crash characteristics.
 - Table 16 – Monthly Traffic Fatalities, by Subcategories, 2019-2021
 - Table 17 – Monthly Traffic Fatalities, by Age Group, 2019-2021

Table 11. Total and Alcohol-Impaired-Driving Traffic Fatalities, by State, 2020 and 2021

State	2020			2021			2020 to 2021 Change			
	Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		Number	Percent		Number	Percent	Change	% Change	Change	% Change
Alabama	934	233	25%	983	281	29%	+49	+5.2%	+48	+21%
Alaska	64	15	23%	67	22	33%	+3	+4.7%	+7	+47%
Arizona	1,053	295	28%	1,180	421	36%	+127	+12%	+126	+43%
Arkansas	651	166	26%	693	185	27%	+42	+6.5%	+19	+11%
California	3,980	1,180	30%	4,285	1,370	32%	+305	+7.7%	+190	+16%
Colorado	622	188	30%	691	216	31%	+69	+11%	+28	+15%
Connecticut	299	123	41%	298	112	38%	-1	-0.3%	-11	-8.9%
Delaware	116	30	26%	136	34	25%	+20	+17%	+4	+13%
District of Columbia	36	8	21%	41	12	30%	+5	+14%	+4	+50%
Florida	3,329	891	27%	3,738	1,019	27%	+409	+12%	+128	+14%
Georgia	1,658	373	22%	1,797	391	22%	+139	+8.4%	+18	+4.8%
Hawaii	85	28	32%	94	28	29%	+9	+11%	0	0.0%
Idaho	214	61	28%	271	85	31%	+57	+27%	+24	+39%
Illinois	1,193	380	32%	1,334	461	35%	+141	+12%	+81	+21%
Indiana	897	247	28%	932	234	25%	+35	+3.9%	-13	-5.3%
Iowa	343	118	35%	356	118	33%	+13	+3.8%	0	0.0%
Kansas	426	93	22%	424	109	26%	-2	-0.5%	+16	+17%
Kentucky	780	198	25%	806	190	24%	+26	+3.3%	-8	-4.0%
Louisiana	828	229	28%	972	299	31%	+144	+17%	+70	+31%
Maine	164	60	37%	153	45	29%	-11	-6.7%	-15	-25%

State	2020			2021			2020 to 2021 Change			
	Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		Number	Percent		Number	Percent	Change	% Change	Change	% Change
Maryland	573	190	33%	561	195	35%	-12	-2.1%	+5	+2.6%
Massachusetts	343	98	29%	417	150	36%	+74	+22%	+52	+53%
Michigan	1,086	306	28%	1,136	325	29%	+50	+4.6%	+19	+6.2%
Minnesota	394	107	27%	488	130	27%	+94	+24%	+23	+21%
Mississippi	748	146	20%	772	155	20%	+24	+3.2%	+9	+6.2%
Missouri	987	309	31%	1,016	290	29%	+29	+2.9%	-19	-6.1%
Montana	213	95	45%	239	104	44%	+26	+12%	+9	+9.5%
Nebraska	233	71	31%	221	65	29%	-12	-5.2%	-6	-8.5%
Nevada	333	90	27%	385	116	30%	+52	+16%	+26	+29%
New Hampshire	104	38	37%	118	45	38%	+14	+13%	+7	+18%
New Jersey	586	153	26%	699	178	25%	+113	+19%	+25	+16%
New Mexico	398	129	32%	481	154	32%	+83	+21%	+25	+19%
New York	1,045	295	28%	1,157	388	34%	+112	+11%	+93	+32%
North Carolina	1,538	448	29%	1,663	466	28%	+125	+8.1%	+18	+4.0%
North Dakota	100	35	35%	101	33	33%	+1	+1.0%	-2	-5.7%
Ohio	1,230	461	37%	1,354	531	39%	+124	+10%	+70	+15%
Oklahoma	653	180	28%	762	192	25%	+109	+17%	+12	+6.7%
Oregon	507	183	36%	599	215	36%	+92	+18%	+32	+17%
Pennsylvania	1,129	318	28%	1,230	337	27%	+101	+8.9%	+19	+6.0%
Rhode Island	67	28	42%	63	24	39%	-4	-6.0%	-4	-14%
South Carolina	1,066	319	30%	1,198	401	33%	+132	+12%	+82	+26%
South Dakota	141	50	36%	148	52	35%	+7	+5.0%	+2	+4.0%
Tennessee	1,217	323	27%	1,327	355	27%	+110	+9.0%	+32	+9.9%
Texas	3,876	1,533	40%	4,498	1,906	42%	+622	+16%	+373	+24%
Utah	276	60	22%	328	79	24%	+52	+19%	+19	+32%
Vermont	62	17	28%	74	23	31%	+12	+19%	+6	+35%
Virginia	850	283	33%	973	281	29%	+123	+14%	-2	-0.7%
Washington	574	212	37%	670	262	39%	+96	+17%	+50	+24%
West Virginia	267	74	28%	280	65	23%	+13	+4.9%	-9	-12%
Wisconsin	612	207	34%	620	199	32%	+8	+1.3%	-8	-3.9%
Wyoming	127	44	35%	110	38	34%	-17	-13%	-6	-14%
U.S. Total*	39,007	11,718	30%	42,939	13,384	31%	+3,932	+10%	+1,666	+14%
Puerto Rico	242	76	31%	337	116	34%	+95	+39%	+40	+53%

Source: FARS 2020 Final File, 2021 ARF

*Puerto Rico is not included in the U.S. total.

Notes: Percentages of alcohol-impaired-driving fatalities are computed based on unrounded estimates. Year-to-year percentage changes in alcohol-impaired-driving fatalities are based on rounded estimates.

Table 12. Traffic Fatality Rate and Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT, by State, 2020 and 2021

State	2020					2021				
	VMT (millions)	Total Fatalities		Alcohol-Impaired-Driving Fatalities		VMT (millions)	Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		Number	Rate	Number	Rate		Number	Rate	Number	Rate
Alabama	67,921	934	1.38	233	0.34	79,569	983	1.24	281	0.35
Alaska	5,306	64	1.21	15	0.28	5,752	67	1.16	22	0.38
Arizona	65,758	1,053	1.60	295	0.45	73,760	1,180	1.60	421	0.57
Arkansas	33,919	651	1.92	166	0.49	38,427	693	1.80	185	0.48
California	299,812	3,980	1.33	1,180	0.39	310,823	4,285	1.38	1,370	0.44
Colorado	48,642	622	1.28	188	0.39	53,840	691	1.28	216	0.40
Connecticut	29,845	299	1.00	123	0.41	28,989	298	1.03	112	0.39
Delaware	8,345	116	1.39	30	0.36	10,152	136	1.34	34	0.33
District of Columbia	3,030	36	1.19	8	0.26	3,248	41	1.26	12	0.37
Florida	208,076	3,329	1.60	891	0.43	217,566	3,738	1.72	1,019	0.47
Georgia	115,967	1,658	1.43	373	0.32	120,685	1,797	1.49	391	0.32
Hawaii	8,785	85	0.97	28	0.32	9,972	94	0.94	28	0.28
Idaho	17,406	214	1.23	61	0.35	19,308	271	1.40	85	0.44
Illinois	94,121	1,193	1.27	380	0.40	97,530	1,334	1.37	461	0.47
Indiana	76,608	897	1.17	247	0.32	78,640	932	1.19	234	0.30
Iowa	29,751	343	1.15	118	0.40	33,039	356	1.08	118	0.36
Kansas	27,854	426	1.53	93	0.33	31,693	424	1.34	109	0.34
Kentucky	46,536	780	1.68	198	0.43	48,111	806	1.68	190	0.39
Louisiana	48,374	828	1.71	229	0.47	54,728	972	1.78	299	0.55
Maine	13,086	164	1.25	60	0.46	14,560	153	1.05	45	0.31
Maryland	50,885	573	1.13	190	0.37	56,601	561	0.99	195	0.34
Massachusetts	54,127	343	0.63	98	0.18	59,115	417	0.71	150	0.25
Michigan	86,547	1,086	1.25	306	0.35	96,744	1,136	1.17	325	0.34
Minnesota	51,619	394	0.76	107	0.21	57,171	488	0.85	130	0.23
Mississippi	39,665	748	1.89	146	0.37	40,853	772	1.89	155	0.38
Missouri	72,797	987	1.36	309	0.42	79,791	1,016	1.27	290	0.36
Montana	12,104	213	1.76	95	0.78	13,482	239	1.77	104	0.77
Nebraska	19,432	233	1.20	71	0.37	21,210	221	1.04	65	0.31
Nevada	25,231	333	1.32	90	0.36	27,077	385	1.42	116	0.43
New Hampshire	11,956	104	0.87	38	0.32	13,130	118	0.90	45	0.34
New Jersey	66,341	586	0.88	153	0.23	73,673	699	0.95	178	0.24
New Mexico	23,756	398	1.68	129	0.54	26,823	481	1.79	154	0.57
New York	102,477	1,045	1.02	295	0.29	106,870	1,157	1.08	388	0.36
North Carolina	106,342	1,538	1.45	448	0.42	117,734	1,663	1.41	466	0.40
North Dakota	8,768	100	1.14	35	0.40	9,256	101	1.09	33	0.36
Ohio	103,115	1,230	1.19	461	0.45	112,923	1,354	1.20	531	0.47
Oklahoma	42,000	653	1.55	180	0.43	44,760	762	1.70	192	0.43
Oregon	32,298	507	1.57	183	0.57	36,842	599	1.63	215	0.58
Pennsylvania	87,982	1,129	1.28	318	0.36	102,686	1,230	1.20	337	0.33
Rhode Island	6,864	67	0.98	28	0.41	7,526	63	0.84	24	0.32

State	2020					2021				
	VMT (millions)	Total Fatalities		Alcohol- Impaired- Driving Fatalities		VMT (millions)	Total Fatalities		Alcohol- Impaired- Driving Fatalities	
		Number	Rate	Number	Rate		Number	Rate	Number	Rate
South Carolina	53,972	1,066	1.98	319	0.59	57,492	1,198	2.08	401	0.70
South Dakota	9,743	141	1.45	50	0.51	9,994	148	1.48	52	0.52
Tennessee	76,392	1,217	1.59	323	0.42	82,596	1,327	1.61	355	0.43
Texas	260,582	3,876	1.49	1,533	0.59	285,028	4,498	1.58	1,906	0.67
Utah	30,251	276	0.91	60	0.20	33,638	328	0.98	79	0.23
Vermont	6,007	62	1.03	17	0.28	6,625	74	1.12	23	0.35
Virginia	76,110	850	1.12	283	0.37	80,102	973	1.21	281	0.35
Washington	53,658	574	1.07	212	0.40	57,797	670	1.16	262	0.45
West Virginia	16,054	267	1.66	74	0.46	16,079	280	1.74	65	0.40
Wisconsin	57,600	612	1.06	207	0.36	64,983	620	0.95	199	0.31
Wyoming	9,800	127	1.30	44	0.45	11,097	110	0.99	38	0.34
U.S. Total*	2,903,622	39,007	1.34	11,718	0.40	3,140,088	42,939	1.37	13,384	0.43
Puerto Rico	13,762	242	1.76	76	0.55	13,869	337	2.43	116	0.84

Sources: FARS 2020 Final File, 2021 ARF; 2020-2021 VMT – FHWA’s Annual Highway Statistics

*Puerto Rico is not included in the U.S. total.

Appendix A

Table 13. Total Traffic Fatalities, by State and Person Type, 2020 and 2021

State	Total Fatalities		Change From 2020 to 2021		Passenger Car Occupants		Light-Truck Occupants		Other/Unknown Vehicle Occupants**	
	2020	2021	Number	Percentage	2020	2021	2020	2021	2020	2021
Alabama	934	983	+49	+5.2%	371	368	334	353	38	48
Alaska	64	67	+3	+4.7%	14	16	25	23	6	3
Arizona	1,053	1,180	+127	+12%	280	307	236	295	109	126
Arkansas	651	693	+42	+6.5%	182	206	253	242	46	59
California	3,980	4,285	+305	+7.7%	1,351	1,413	784	931	93	105
Colorado	622	691	+69	+11%	142	170	209	259	25	18
Connecticut	299	298	-1	-0.3%	108	119	60	50	7	6
Delaware	116	136	+20	+17%	37	53	36	26	1	3
District of Columbia	36	41	+5	+14%	12	8	5	2	1	3
Florida	3,329	3,738	+409	+12%	972	1,089	774	841	105	108
Georgia	1,658	1,797	+139	+8.4%	558	613	507	569	95	95
Hawaii	85	94	+9	+11%	23	12	17	18	2	2
Idaho	214	271	+57	+27%	73	83	83	104	14	28
Illinois	1,193	1,334	+141	+12%	445	471	332	373	56	58
Indiana	897	932	+35	+3.9%	305	332	283	282	39	46
Iowa	343	356	+13	+3.8%	103	102	104	117	31	26
Kansas	426	424	-2	-0.5%	127	121	161	179	23	28
Kentucky	780	806	+26	+3.3%	285	281	256	272	49	62
Louisiana	828	972	+144	+17%	252	293	281	335	38	41
Maine	164	153	-11	-6.7%	52	39	62	68	9	4
Maryland	573	561	-12	-2.1%	208	209	115	125	14	12
Massachusetts	343	417	+74	+22%	128	141	83	105	12	20
Michigan	1,086	1,136	+50	+4.6%	299	316	371	375	28	51
Minnesota	394	488	+94	+24%	115	152	130	170	30	32
Mississippi	748	772	+24	+3.2%	289	289	246	294	38	40
Missouri	987	1,016	+29	+2.9%	364	313	313	344	51	73
Montana	213	239	+26	+12%	64	54	86	119	20	19
Nebraska	233	221	-12	-5.2%	77	68	81	97	22	19
Nevada	333	385	+52	+16%	88	79	73	112	14	16
New Hampshire	104	118	+14	+13%	37	36	19	42	5	3
New Jersey	586	699	+113	+19%	187	215	116	122	13	22
New Mexico	398	481	+83	+21%	90	115	149	163	26	40
New York	1,045	1,157	+112	+11%	312	307	206	245	47	50
North Carolina	1,538	1,663	+125	+8.1%	600	604	434	513	51	38
North Dakota	100	101	+1	+1.0%	20	21	41	47	13	14
Ohio	1,230	1,354	+124	+10%	439	458	351	396	49	65
Oklahoma	653	762	+109	+17%	183	234	270	297	39	31
Oregon	507	599	+92	+18%	154	176	152	194	41	35
Pennsylvania	1,129	1,230	+101	+8.9%	387	389	279	343	80	69
Rhode Island	67	63	-4	-6.0%	29	27	5	14	2	0
South Carolina	1,066	1,198	+132	+12%	381	410	320	354	27	40

State	Total Fatalities		Change From 2020 to 2021		Passenger Car Occupants		Light-Truck Occupants		Other/Unknown Vehicle Occupants**	
	2020	2021	Number	Percentage	2020	2021	2020	2021	2020	2021
South Dakota	141	148	+7	+5.0%	25	55	66	50	9	7
Tennessee	1,217	1,327	+110	+9.0%	439	457	375	444	65	67
Texas	3,876	4,498	+622	+16%	1,131	1,315	1,299	1,503	173	231
Utah	276	328	+52	+19%	90	101	85	116	17	19
Vermont	62	74	+12	+19%	23	23	15	22	5	6
Virginia	850	973	+123	+14%	303	358	279	323	45	35
Washington	574	670	+96	+17%	185	231	151	165	17	21
West Virginia	267	280	+13	+4.9%	70	71	107	113	30	31
Wisconsin	612	620	+8	+1.3%	195	193	202	195	35	47
Wyoming	127	110	-17	-13%	24	16	65	55	12	11
U.S. Total*	39,007	42,939	+3,932	+10%	12,628	13,529	11,286	12,796	1,817	2,033
Puerto Rico	242	337	+95	+39%	84	105	31	49	8	9

Source: FARS 2020 Final File, 2021 ARF

*Puerto Rico is not included in the U.S. total.

**Includes occupant fatalities in large trucks and buses.

Table 13 (Continued). Total Traffic Fatalities, by State and Person Type, 2020 and 2021

State	Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown Nonoccupants	
	2020	2021	2020	2021	2020	2021	2020	2021
Alabama	78	77	101	128	10	7	2	2
Alaska	4	6	13	16	2	2	0	1
Arizona	161	150	222	248	33	45	12	9
Arkansas	81	96	82	79	6	10	1	1
California	549	565	1,013	1,108	136	125	54	38
Colorado	138	135	87	92	15	15	6	2
Connecticut	57	65	59	53	6	3	2	2
Delaware	14	23	25	29	3	2	0	0
District of Columbia	7	7	10	18	1	3	0	0
Florida	589	651	695	817	170	197	24	35
Georgia	186	185	279	306	32	15	1	14
Hawaii	18	33	21	25	4	4	0	0
Idaho	26	31	14	21	3	3	1	1
Illinois	151	174	175	209	30	34	4	15
Indiana	150	134	93	111	20	21	7	6
Iowa	65	68	29	30	10	11	1	2
Kansas	65	47	46	43	4	4	0	2
Kentucky	89	105	91	75	5	10	5	1
Louisiana	75	83	144	184	34	34	4	2
Maine	29	21	9	19	2	2	1	0
Maryland	83	77	134	129	15	6	4	3
Massachusetts	54	72	52	74	10	5	4	0
Michigan	167	174	172	174	39	29	10	17
Minnesota	64	69	45	50	10	9	0	6

State	Motorcyclists		Pedestrians		Pedalecyclists		Other/Unknown Nonoccupants	
	2020	2021	2020	2021	2020	2021	2020	2021
Mississippi	61	38	105	94	9	16	0	1
Missouri	122	158	128	117	8	7	1	4
Montana	25	26	17	18	0	3	1	0
Nebraska	33	21	18	15	1	1	1	0
Nevada	62	87	81	80	11	6	4	5
New Hampshire	25	26	16	8	2	2	0	1
New Jersey	74	99	174	212	18	23	4	6
New Mexico	44	51	79	102	8	6	2	4
New York	194	218	229	293	47	33	10	11
North Carolina	190	230	230	248	26	23	7	7
North Dakota	17	8	8	10	1	1	0	0
Ohio	207	223	159	168	18	30	7	14
Oklahoma	61	80	86	106	12	12	2	2
Oregon	67	84	71	87	14	18	8	5
Pennsylvania	209	222	143	176	20	21	11	10
Rhode Island	12	13	17	7	2	2	0	0
South Carolina	136	177	188	190	14	23	0	4
South Dakota	27	22	14	14	0	0	0	0
Tennessee	148	166	172	177	13	7	5	9
Texas	477	515	688	817	79	91	29	26
Utah	40	39	33	43	8	6	3	4
Vermont	10	15	8	8	1	0	0	0
Virginia	100	111	111	123	7	16	5	7
Washington	92	90	105	142	13	14	11	7
West Virginia	38	27	18	36	3	0	1	2
Wisconsin	116	121	50	48	12	9	2	7
Wyoming	19	17	6	11	1	0	0	0
U.S. Total*	5,506	5,932	6,565	7,388	948	966	257	295
Puerto Rico	47	67	63	92	9	12	0	3

Source: FARS 2020 Final File, 2021 ARF

*Puerto Rico is not included in the U.S. total.

**Includes occupant fatalities in large trucks and buses.

Table 14. Total Traffic Fatalities, by State and Speeding Involvement, 2020 and 2021

State	2020					2021				
	Total Fatalities	Non-Speeding Related		Speeding-Related		Total Fatalities	Non-Speeding Related		Speeding-Related	
		Number	Percent	Number	Percent		Number	Percent	Number	Percent
Alabama	934	668	72%	266	28%	983	709	72%	274	28%
Alaska	64	41	64%	23	36%	67	40	60%	27	40%
Arizona	1,053	687	65%	366	35%	1,180	807	68%	373	32%
Arkansas	651	481	74%	170	26%	693	545	79%	148	21%
California	3,980	2,685	67%	1,295	33%	4,285	2,776	65%	1,509	35%
Colorado	622	335	54%	287	46%	691	489	71%	202	29%
Connecticut	299	193	65%	106	35%	298	179	60%	119	40%
Delaware	116	83	72%	33	28%	136	90	66%	46	34%
District of Columbia	36	20	56%	16	44%	41	22	54%	19	46%
Florida	3,329	3,034	91%	295	9%	3,738	3,347	90%	391	10%
Georgia	1,658	1,278	77%	380	23%	1,797	1,428	79%	369	21%
Hawaii	85	48	56%	37	44%	94	49	52%	45	48%
Idaho	214	152	71%	62	29%	271	212	78%	59	22%
Illinois	1,193	732	61%	461	39%	1,334	847	63%	487	37%
Indiana	897	659	73%	238	27%	932	680	73%	252	27%
Iowa	343	280	82%	63	18%	356	272	76%	84	24%
Kansas	426	324	76%	102	24%	424	326	77%	98	23%
Kentucky	780	618	79%	162	21%	806	663	82%	143	18%
Louisiana	828	639	77%	189	23%	972	691	71%	281	29%
Maine	164	115	70%	49	30%	153	127	83%	26	17%
Maryland	573	403	70%	170	30%	561	393	70%	168	30%
Massachusetts	343	242	71%	101	29%	417	303	73%	114	27%
Michigan	1,086	795	73%	291	27%	1,136	815	72%	321	28%
Minnesota	394	272	69%	122	31%	488	321	66%	167	34%
Mississippi	748	619	83%	129	17%	772	650	84%	122	16%
Missouri	987	566	57%	421	43%	1,016	612	60%	404	40%
Montana	213	130	61%	83	39%	239	153	64%	86	36%
Nebraska	233	194	83%	39	17%	221	185	84%	36	16%
Nevada	333	230	69%	103	31%	385	273	71%	112	29%
New Hampshire	104	67	64%	37	36%	118	78	66%	40	34%
New Jersey	586	440	75%	146	25%	699	521	75%	178	25%
New Mexico	398	238	60%	160	40%	481	295	61%	186	39%
New York	1,045	662	63%	383	37%	1,157	739	64%	418	36%
North Carolina	1,538	1,050	68%	488	32%	1,663	1,185	71%	478	29%
North Dakota	100	76	76%	24	24%	101	72	71%	29	29%
Ohio	1,230	890	72%	340	28%	1,354	1,013	75%	341	25%
Oklahoma	653	497	76%	156	24%	762	581	76%	181	24%
Oregon	507	372	73%	135	27%	599	445	74%	154	26%
Pennsylvania	1,129	668	59%	461	41%	1,230	730	59%	500	41%
Rhode Island	67	33	49%	34	51%	63	43	68%	20	32%
South Carolina	1,066	570	53%	496	47%	1,198	712	59%	486	41%
South Dakota	141	99	70%	42	30%	148	113	76%	35	24%
Tennessee	1,217	1,028	84%	189	16%	1,327	1,096	83%	231	17%

State	2020					2021				
	Total Fatalities	Non-Speeding Related		Speeding-Related		Total Fatalities	Non-Speeding Related		Speeding-Related	
		Number	Percent	Number	Percent		Number	Percent	Number	Percent
Texas	3,876	2,433	63%	1,443	37%	4,498	2,930	65%	1,568	35%
Utah	276	204	74%	72	26%	328	219	67%	109	33%
Vermont	62	45	73%	17	27%	74	44	59%	30	41%
Virginia	850	593	70%	257	30%	973	636	65%	337	35%
Washington	574	401	70%	173	30%	670	464	69%	206	31%
West Virginia	267	207	78%	60	22%	280	216	77%	64	23%
Wisconsin	612	398	65%	214	35%	620	408	66%	212	34%
Wyoming	127	85	67%	42	33%	110	65	59%	45	41%
U.S. Total*	39,007	27,579	71%	11,428	29%	42,939	30,609	71%	12,330	29%
Puerto Rico	242	169	70%	73	30%	337	225	67%	112	33%

Source: FARS 2020 Final File, 2021 ARF

*Puerto Rico is not included in the U.S. total.

Table 15. Vehicles Involved in Fatal Traffic Crashes and Occupant Fatalities, by Vehicle Type and Classification Type, 2020 and 2021

Vehicle Type	NCSA Classification		vPIC Classification		Difference Between vPIC and NCSA Classifications			
	Vehicles Involved	Occupant Fatalities	Vehicles Involved	Occupant Fatalities	Vehicles Involved		Occupant Fatalities	
					Change	% Change	Change	% Change
2020								
Passenger Vehicles	41,694	23,939	41,626	23,914	-68	-0.2%	-25	-0.1%
Passenger Cars	21,024	13,544	19,186	12,628	-1,838	-8.7%	-916	-6.8%
All Light Trucks	20,670	10,395	22,440	11,286	+1,770	+8.6%	+891	+8.6%
---SUVs	9,965	5,097	11,817	6,015	+1,852	+19%	+918	+18%
---Pickups	8,830	4,345	8,815	4,333	-15	-0.2%	-12	-0.3%
---Vans	1,812	938	1,808	938	-4	-0.2%	0	0.0%
---Other Light Trucks	63	15	0	0	-63	-100%	-15	-100%
Large Trucks	4,870	832	4,821	822	-49	-1.0%	-10	-1.2%
Motorcycles	5,757	5,619	5,639	5,506	-118	-2.0%	-113	-2.0%
Buses	156	16	165	19	+9	+5.8%	+3	+19%
Other Vehicles	749	667	872	767	+123	+16%	+100	+15%
Unknown Vehicles	1,326	164	1,429	209	+103	+7.8%	+45	+27%
Total	54,552	31,237	54,552	31,237	0	0.0%	0	0.0%
2021								
Passenger Vehicles	46,938	26,366	46,822	26,325	-116	-0.2%	-41	-0.2%
Passenger Cars	23,262	14,645	21,118	13,529	-2,144	-9.2%	-1,116	-7.6%
All Light Trucks	23,676	11,721	25,704	12,796	+2,028	+8.6%	+1,075	+9.2%
---SUVs	11,590	5,859	13,704	6,961	+2,114	+18%	+1,102	+19%
---Pickups	9,850	4,768	9,832	4,757	-18	-0.2%	-11	-0.2%
---Vans	2,168	1,076	2,168	1,078	0	0.0%	+2	+0.2%
---Other Light Trucks	68	18	0	0	-68	-100%	-18	-100%
Large Trucks	5,759	1,019	5,700	1,008	-59	-1.0%	-11	-1.1%
Motorcycles	6,242	6,084	6,082	5,932	-160	-2.6%	-152	-2.5%
Buses	184	12	204	14	+20	+11%	+2	+17%
Other Vehicles	721	624	904	778	+183	+25%	+154	+25%
Unknown Vehicles	1,488	185	1,620	233	+132	+8.9%	+48	+26%
Total	61,332	34,290	61,332	34,290	0	0.0%	0	0.0%

Source: FARS 2020 Final File, 2021 ARF

Appendix B

Table 16. Monthly Traffic Fatalities, by Subcategories, 2019-2021

Description	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Total Traffic Fatalities													
2019	2,670	2,393	2,769	2,820	3,172	3,201	3,304	3,359	3,331	3,227	3,084	3,025	36,355
2020	2,667	2,677	2,557	2,322	3,112	3,730	3,797	3,816	3,745	3,814	3,484	3,286	39,007
2021	3,099	2,561	3,214	3,557	3,768	3,789	3,879	4,013	3,861	4,101	3,599	3,498	42,939
2019-to-2020 Comparison													
Change	-3	+284	-212	-498	-60	+529	+493	+457	+414	+587	+400	+261	+2,652
% Change	-0.1%	+12%	-7.7%	-18%	-1.9%	+17%	+15%	+14%	+12%	+18%	+13%	+8.6%	+7.3%
2020-to-2021 Comparison													
Change	+432	-116	+657	+1,235	+656	+59	+82	+197	+116	+287	+115	+212	+3,932
% Change	+16%	-4.3%	+26%	+53%	+21%	+1.6%	+2.2%	+5.2%	+3.1%	+7.5%	+3.3%	+6.5%	+10%
Passenger Car Occupant Fatalities*													
2020	910	962	871	810	944	1,171	1,122	1,194	1,112	1,222	1,179	1,131	12,628
2021	1,075	838	1,089	1,130	1,264	1,129	1,142	1,195	1,095	1,252	1,177	1,143	13,529
Change	+165	-124	+218	+320	+320	-42	+20	+1	-17	+30	-2	+12	+901
% Change	+18%	-13%	+25%	+40%	+34%	-3.6%	+1.8%	+0.1%	-1.5%	+2.5%	-0.2%	+1.1%	+7.1%
Light-Truck Occupant Fatalities*													
2020	803	810	715	638	891	1,130	1,082	1,030	1,031	1,096	1,000	1,060	11,286
2021	1,006	855	932	1,080	1,043	1,106	1,132	1,151	1,085	1,182	1,138	1,086	12,796
Change	+203	+45	+217	+442	+152	-24	+50	+121	+54	+86	+138	+26	+1,510
% Change	+25%	+5.6%	+30%	+69%	+17%	-2.1%	+4.6%	+12%	+5.2%	+7.8%	+14%	+2.5%	+13%
Motorcyclist Fatalities*													
2020	159	205	318	348	540	661	716	744	682	545	375	213	5,506
2021	189	174	410	540	664	710	706	709	709	553	317	251	5,932
Change	+30	-31	+92	+192	+124	+49	-10	-35	+27	+8	-58	+38	+426
% Change	+19%	-15%	+29%	+55%	+23%	+7.4%	-1.4%	-4.7%	+4.0%	+1.5%	-15%	+18%	+7.7%
Pedestrian Fatalities													
2019	577	533	493	441	438	413	456	501	539	605	627	649	6,272
2020	623	552	478	315	443	464	531	517	629	667	688	658	6,565
2021	642	502	542	557	510	518	560	636	628	791	732	770	7,388
2019-to-2020 Comparison													
Change	+46	+19	-15	-126	+5	+51	+75	+16	+90	+62	+61	+9	+293
% Change	+8.0%	+3.6%	-3.0%	-29%	+1.1%	+12%	+16%	+3.2%	+17%	+10%	+9.7%	+1.4%	+4.7%
2020-to-2021 Comparison													
Change	+19	-50	+64	+242	+67	+54	+29	+119	-1	+124	+44	+112	+823
% Change	+3.0%	-9.1%	+13%	+77%	+15%	+12%	+5.5%	+23%	-0.2%	+19%	+6.4%	+17%	+13%
Pedalcyclist Fatalities													
2019	55	58	59	63	68	81	102	93	79	80	61	60	859
2020	51	39	58	66	88	96	106	116	82	87	84	75	948
2021	62	45	77	64	86	83	97	79	120	105	65	83	966
2019-to-2020 Comparison													
Change	-4	-19	-1	+3	+20	+15	+4	+23	+3	+7	+23	+15	+89
% Change	-7.3%	-33%	-1.7%	+4.8%	+29%	+19%	+3.9%	+25%	+3.8%	+8.8%	+38%	+25%	+10%
2020-to-2021 Comparison													
Change	+11	+6	+19	-2	-2	-13	-9	-37	+38	+18	-19	+8	+18
% Change	+22%	+15%	+33%	-3.0%	-2.3%	-14%	-8.5%	-32%	+46%	+21%	-23%	+11%	+1.9%

Source: FARS 2019-2020 Final File, 2021 ARF

*2019 data not included because they are not comparable to 2020-2021 vPIC vehicle classification.

Table 16 (Continued). Monthly Traffic Fatalities, by Subcategories, 2019-2021

Description	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Male Fatalities													
2019	1,838	1,702	1,971	2,013	2,286	2,283	2,414	2,422	2,428	2,283	2,138	2,041	25,819
2020	1,872	1,889	1,804	1,694	2,328	2,723	2,807	2,775	2,744	2,745	2,474	2,306	28,161
2021	2,163	1,838	2,286	2,550	2,717	2,746	2,817	2,895	2,805	2,924	2,569	2,437	30,747
2019-to-2020 Comparison													
Change	+34	+187	-167	-319	+42	+440	+393	+353	+316	+462	+336	+265	+2,342
% Change	+1.8%	+11%	-8.5%	-16%	+1.8%	+19%	+16%	+15%	+13%	+20%	+16%	+13%	+9.1%
2020-to-2021 Comparison													
Change	+291	-51	+482	+856	+389	+23	+10	+120	+61	+179	+95	+131	+2,586
% Change	+16%	-2.7%	+27%	+51%	+17%	+0.8%	+0.4%	+4.3%	+2.2%	+6.5%	+3.8%	+5.7%	+9.2%
Female Fatalities													
2019	830	690	794	802	883	911	888	937	899	943	939	979	10,495
2020	786	785	748	623	776	1,000	982	1,026	995	1,060	999	966	10,746
2021	926	714	919	997	1,033	1,030	1,052	1,107	1,041	1,165	1,019	1,048	12,051
2019-to-2020 Comparison													
Change	-44	+95	-46	-179	-107	+89	+94	+89	+96	+117	+60	-13	+251
% Change	-5.3%	+14%	-5.8%	-22%	-12%	+9.8%	+11%	+9.5%	+11%	+12%	+6.4%	-1.3%	+2.4%
2020-to-2021 Comparison													
Change	+140	-71	+171	+374	+257	+30	+70	+81	+46	+105	+20	+82	+1,305
% Change	+18%	-9.0%	+23%	+60%	+33%	+3.0%	+7.1%	+7.9%	+4.6%	+9.9%	+2.0%	+8.5%	+12%
Daytime Fatalities													
2019	1,289	1,116	1,287	1,423	1,499	1,501	1,617	1,598	1,650	1,573	1,489	1,476	17,518
2020	1,290	1,232	1,189	1,112	1,468	1,696	1,678	1,688	1,636	1,739	1,567	1,539	17,834
2021	1,388	1,110	1,478	1,623	1,729	1,725	1,721	1,782	1,796	1,821	1,738	1,651	19,562
2019-to-2020 Comparison													
Change	+1	+116	-98	-311	-31	+195	+61	+90	-14	+166	+78	+63	+316
% Change	+0.1%	+10%	-7.6%	-22%	-2.1%	+13%	+3.8%	+5.6%	-0.8%	+11%	+5.2%	+4.3%	+1.8%
2020-to-2021 Comparison													
Change	+98	-122	+289	+511	+261	+29	+43	+94	+160	+82	+171	+112	+1,728
% Change	+7.6%	-9.9%	+24%	+46%	+18%	+1.7%	+2.6%	+5.6%	+9.8%	+4.7%	+11%	+7.3%	+9.7%
Nighttime Fatalities													
2019	1,358	1,257	1,463	1,383	1,648	1,675	1,663	1,736	1,655	1,632	1,571	1,532	18,573
2020	1,363	1,427	1,351	1,185	1,621	2,004	2,086	2,093	2,074	2,034	1,893	1,719	20,850
2021	1,684	1,427	1,719	1,904	2,009	2,039	2,125	2,194	2,034	2,250	1,839	1,826	23,050
2019-to-2020 Comparison													
Change	+5	+170	-112	-198	-27	+329	+423	+357	+419	+402	+322	+187	+2,277
% Change	+0.4%	+14%	-7.7%	-14%	-1.6%	+20%	+25%	+21%	+25%	+25%	+20%	+12%	+12%
2020-to-2021 Comparison													
Change	+321	0	+368	+719	+388	+35	+39	+101	-40	+216	-54	+107	+2,200
% Change	+24%	0.0%	+27%	+61%	+24%	+1.7%	+1.9%	+4.8%	-1.9%	+11%	-2.9%	+6.2%	+11%

Source: FARS 2019-2020 Final File, 2021 ARF

Daytime – 6 a.m. to 5:59 p.m.

Nighttime – 6 p.m. to 5:59 a.m.

Table 16 (Continued). Monthly Traffic Fatalities, by Subcategories, 2019-2021

Description	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Weekday Fatalities													
2019	1,732	1,419	1,523	1,715	1,886	1,679	2,084	1,904	1,964	2,027	1,849	1,861	21,643
2020	1,701	1,479	1,518	1,413	1,663	2,227	2,274	2,042	2,189	2,205	1,985	2,126	22,822
2021	1,760	1,478	1,962	2,131	2,015	2,279	2,136	2,278	2,299	2,141	2,259	2,218	24,956
2019-to-2020 Comparison													
Change	-31	+60	-5	-302	-223	+548	+190	+138	+225	+178	+136	+265	+1,179
% Change	-1.8%	+4.2%	-0.3%	-18%	-12%	+33%	+9.1%	+7.2%	+11%	+8.8%	+7.4%	+14%	+5.4%
2020-to-2021 Comparison													
Change	+59	-1	+444	+718	+352	+52	-138	+236	+110	-64	+274	+92	+2,134
% Change	+3.5%	-0.1%	+29%	+51%	+21%	+2.3%	-6.1%	+12%	+5.0%	-2.9%	+14%	+4.3%	+9.4%
Weekend Fatalities													
2019	928	967	1,239	1,100	1,278	1,515	1,217	1,446	1,364	1,196	1,228	1,159	14,637
2020	961	1,192	1,034	903	1,442	1,494	1,517	1,768	1,550	1,595	1,492	1,153	16,101
2021	1,330	1,076	1,247	1,417	1,745	1,500	1,736	1,727	1,549	1,955	1,333	1,275	17,890
2019-to-2020 Comparison													
Change	+33	+225	-205	-197	+164	-21	+300	+322	+186	+399	+264	-6	+1,464
% Change	+3.6%	+23%	-17%	-18%	+13%	-1.4%	+25%	+22%	+14%	+33%	+21%	-0.5%	+10%
2020-to-2021 Comparison													
Change	+369	-116	+213	+514	+303	+6	+219	-41	-1	+360	-159	+122	+1,789
% Change	+38%	-9.7%	+21%	+57%	+21%	+0.4%	+14%	-2.3%	-0.1%	+23%	-11%	+11%	+11%
Rural Fatalities													
2019	1,152	947	1,174	1,211	1,485	1,503	1,558	1,563	1,635	1,451	1,316	1,293	16,288
2020	1,037	1,049	1,042	982	1,307	1,652	1,729	1,697	1,577	1,573	1,438	1,257	16,340
2021	1,190	1,006	1,198	1,381	1,552	1,553	1,657	1,639	1,594	1,672	1,372	1,289	17,103
2019-to-2020 Comparison													
Change	-115	+102	-132	-229	-178	+149	+171	+134	-58	+122	+122	-36	+52
% Change	-10%	+11%	-11%	-19%	-12%	+9.9%	+11%	+8.6%	-3.5%	+8.4%	+9.3%	-2.8%	+0.3%
2020-to-2021 Comparison													
Change	+153	-43	+156	+399	+245	-99	-72	-58	+17	+99	-66	+32	+763
% Change	+15%	-4.1%	+15%	+41%	+19%	-6.0%	-4.2%	-3.4%	+1.1%	+6.3%	-4.6%	+2.5%	+4.7%
Urban Fatalities													
2019	1,513	1,437	1,587	1,601	1,685	1,692	1,726	1,786	1,682	1,759	1,757	1,721	19,946
2020	1,621	1,619	1,503	1,328	1,793	2,064	2,052	2,107	2,151	2,220	2,035	2,020	22,513
2021	1,888	1,544	1,998	2,150	2,202	2,215	2,194	2,358	2,253	2,406	2,209	2,181	25,598
2019-to-2020 Comparison													
Change	+108	+182	-84	-273	+108	+372	+326	+321	+469	+461	+278	+299	+2,567
% Change	+7.1%	+13%	-5.3%	-17%	+6.4%	+22%	+19%	+18%	+28%	+26%	+16%	+17%	+13%
2020-to-2021 Comparison													
Change	+267	-75	+495	+822	+409	+151	+142	+251	+102	+186	+174	+161	+3,085
% Change	+16%	-4.6%	+33%	+62%	+23%	+7.3%	+6.9%	+12%	+4.7%	+8.4%	+8.6%	+8.0%	+14%

Source: FARS 2019-2020 Final File, 2021 ARF

Weekday – Monday 6 a.m. to Friday 5:59 p.m.

Weekend – Friday 6 p.m. to Monday 5:59 a.m.

Table 16 (Continued). Monthly Traffic Fatalities, by Subcategories, 2019-2021

Description	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Passenger Vehicle Occupant Fatalities in Vehicles That Rolled Over*													
2020	464	468	448	464	566	780	721	686	626	679	650	605	7,157
2021	580	472	603	651	682	665	692	649	661	717	633	556	7,561
Change	+116	+4	+155	+187	+116	-115	-29	-37	+35	+38	-17	-49	+404
% Change	+25%	+0.9%	+35%	+40%	+20%	-15%	-4.0%	-5.4%	+5.6%	+5.6%	-2.6%	-8.1%	+5.6%
Passenger Vehicle Occupant Fatalities – Vehicles 9 Years or Newer*													
2020	613	674	556	455	605	754	746	834	782	875	833	812	8,539
2021	744	573	744	807	871	794	856	905	852	934	866	932	9,878
Change	+131	-101	+188	+352	+266	+40	+110	+71	+70	+59	+33	+120	+1,339
% Change	+21%	-15%	+34%	+77%	+44%	+5.3%	+15%	+8.5%	+9.0%	+6.7%	+4.0%	+15%	+16%
Passenger Vehicle Occupant Fatalities – Vehicles 10 Years or Older*													
2020	1,099	1,098	1,025	993	1,230	1,545	1,455	1,389	1,358	1,440	1,346	1,379	15,357
2021	1,335	1,119	1,272	1,400	1,434	1,441	1,417	1,439	1,324	1,495	1,446	1,296	16,418
Change	+236	+21	+247	+407	+204	-104	-38	+50	-34	+55	+100	-83	+1,061
% Change	+21%	+1.9%	+24%	+41%	+17%	-6.7%	-2.6%	+3.6%	-2.5%	+3.8%	+7.4%	-6.0%	+6.9%

Source: FARS 2019-2020 Final File, 2021 ARF

*2019 data not included because they are not comparable to 2020-2021 vPIC vehicle classification.

Table 17. Monthly Traffic Fatalities, by Age Group, 2019-2021

Age Group/ Description	Month													Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
<15	2019	89	63	77	79	105	113	107	83	72	97	99	80	1,064
	2020	65	67	67	69	94	112	124	106	105	99	108	85	1,101
	2021	71	66	99	106	132	119	119	93	78	100	104	97	1,184
	2019-to-2020 Comparison													
	Change	-24	+4	-10	-10	-11	-1	+17	+23	+33	+2	+9	+5	+37
	% Change	-27%	+6.3%	-13%	-13%	-10%	-0.9%	+16%	+28%	+46%	+2.1%	+9.1%	+6.3%	+3.5%
	2020-to-2021 Comparison													
Change	+6	-1	+32	+37	+38	+7	-5	-13	-27	+1	-4	+12	+83	
% Change	+9.2%	-1.5%	+48%	+54%	+40%	+6.3%	-4.0%	-12%	-26%	+1.0%	-3.7%	+14%	+7.5%	
15-24	2019	385	389	465	444	565	514	538	544	512	483	505	504	5,848
	2020	441	433	432	420	541	726	639	678	640	597	603	535	6,685
	2021	532	477	545	584	664	661	611	626	585	672	569	553	7,079
	2019-to-2020 Comparison													
	Change	+56	+44	-33	-24	-24	+212	+101	+134	+128	+114	+98	+31	+837
	% Change	+15%	+11%	-7.1%	-5.4%	-4.2%	+41%	+19%	+25%	+25%	+24%	+19%	+6.2%	+14%
	2020-to-2021 Comparison													
Change	+91	+44	+113	+164	+123	-65	-28	-52	-55	+75	-34	+18	+394	
% Change	+21%	+10%	+26%	+39%	+23%	-9.0%	-4.4%	-7.7%	-8.6%	+13%	-5.6%	+3.4%	+5.9%	
25-34	2019	486	412	491	529	584	583	627	611	626	577	537	533	6,596
	2020	468	505	472	500	627	754	757	799	756	770	701	628	7,737
	2021	623	493	623	696	804	779	802	815	745	772	664	632	8,448
	2019-to-2020 Comparison													
	Change	-18	+93	-19	-29	+43	+171	+130	+188	+130	+193	+164	+95	+1,141
	% Change	-3.7%	+23%	-3.9%	-5.5%	+7.4%	+29%	+21%	+31%	+21%	+33%	+31%	+18%	+17%
	2020-to-2021 Comparison													
Change	+155	-12	+151	+196	+177	+25	+45	+16	-11	+2	-37	+4	+711	
% Change	+33%	-2.4%	+32%	+39%	+28%	+3.3%	+5.9%	+2.0%	-1.5%	+0.3%	-5.3%	+0.6%	+9.2%	
35-44	2019	373	330	379	433	449	451	465	485	482	473	412	422	5,154
	2020	369	384	382	352	470	527	605	569	616	587	502	502	5,865
	2021	457	352	550	577	566	606	578	670	610	673	536	541	6,716
	2019-to-2020 Comparison													
	Change	-4	+54	+3	-81	+21	+76	+140	+84	+134	+114	+90	+80	+711
	% Change	-1.1%	+16%	+0.8%	-19%	+4.7%	+17%	+30%	+17%	+28%	+24%	+22%	+19%	+14%
	2020-to-2021 Comparison													
Change	+88	-32	+168	+225	+96	+79	-27	+101	-6	+86	+34	+39	+851	
% Change	+24%	-8.3%	+44%	+64%	+20%	+15%	-4.5%	+18%	-1.0%	+15%	+6.8%	+7.8%	+15%	
45-54	2019	362	331	346	394	421	468	468	473	467	465	424	371	4,990
	2020	384	348	360	286	417	518	503	534	501	502	464	431	5,248
	2021	410	349	433	507	497	491	547	529	570	524	486	446	5,789
	2019-to-2020 Comparison													
	Change	+22	+17	+14	-108	-4	+50	+35	+61	+34	+37	+40	+60	+258
	% Change	+6.1%	+5.1%	+4.0%	-27%	-1.0%	+11%	+7.5%	+13%	+7.3%	+8.0%	+9.4%	+16%	+5.2%
	2020-to-2021 Comparison													
Change	+26	+1	+73	+221	+80	-27	+44	-5	+69	+22	+22	+15	+541	
% Change	+6.8%	+0.3%	+20%	+77%	+19%	-5.2%	+8.7%	-0.9%	+14%	+4.4%	+4.7%	+3.5%	+10%	

Source: FARS 2019-2020 Final File, 2021 ARF

Table 17 (Continued). Monthly Traffic Fatalities, by Age Group, 2019-2021

55-64	2019	394	356	428	377	455	466	509	516	487	469	454	474	5,385
	2020	391	373	405	362	457	522	544	519	520	573	467	489	5,622
	2021	460	379	426	483	498	485	569	541	587	582	504	491	6,005
	2019-to-2020 Comparison													
	Change	-3	+17	-23	-15	+2	+56	+35	+3	+33	+104	+13	+15	+237
	% Change	-0.8%	+4.8%	-5.4%	-4.0%	+0.4%	+12%	+6.9%	+0.6%	+6.8%	+22%	+2.9%	+3.2%	+4.4%
	2020-to-2021 Comparison													
	Change	+69	+6	+21	+121	+41	-37	+25	+22	+67	+9	+37	+2	+383
	% Change	+18%	+1.6%	+5.2%	+33%	+9.0%	-7.1%	+4.6%	+4.2%	+13%	+1.6%	+7.9%	+0.4%	+6.8%
	65+	2019	578	511	576	560	590	602	587	643	681	659	641	633
2020		542	554	429	324	493	555	604	593	595	675	618	600	6,582
2021		532	439	517	591	580	627	636	720	663	760	709	715	7,489
2019-to-2020 Comparison														
Change		-36	+43	-147	-236	-97	-47	+17	-50	-86	+16	-23	-33	-679
% Change		-6.2%	+8.4%	-26%	-42%	-16%	-7.8%	+2.9%	-7.8%	-13%	+2.4%	-3.6%	-5.2%	-9.4%
2020-to-2021 Comparison														
Change		-10	-115	+88	+267	+87	+72	+32	+127	+68	+85	+91	+115	+907
% Change		-1.8%	-21%	+21%	+82%	+18%	+13%	+5.3%	+21%	+11%	+13%	+15%	+19%	+14%
Total*		2019	2,670	2,393	2,769	2,820	3,172	3,201	3,304	3,359	3,331	3,227	3,084	3,025
	2020	2,667	2,677	2,557	2,322	3,112	3,730	3,797	3,816	3,745	3,814	3,484	3,286	39,007
	2021	3,099	2,561	3,214	3,557	3,768	3,789	3,879	4,013	3,861	4,101	3,599	3,498	42,939
	2019-to-2020 Comparison													
	Change	-3	+284	-212	-498	-60	+529	+493	+457	+414	+587	+400	+261	+2,652
	% Change	-0.1%	+12%	-7.7%	-18%	-1.9%	+17%	+15%	+14%	+12%	+18%	+13%	+8.6%	+7.3%
	2020-to-2021 Comparison													
	Change	+432	-116	+657	+1,235	+656	+59	+82	+197	+116	+287	+115	+212	+3,932
	% Change	+16%	-4.3%	+26%	+53%	+21%	+1.6%	+2.2%	+5.2%	+3.1%	+7.5%	+3.3%	+6.5%	+10%

Source: FARS 2019-2020 Final File, 2021 ARF

*Includes unknowns.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis, NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at 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 www.nhtsa.gov/report-a-safety-problem.

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

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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**National Highway
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