

Traffic Safety Facts

2006 Data



DOT HS 810 995

August 2009

Race and Ethnicity

“FARS variables Race and Hispanic origin are obtained only from the death certificate; therefore, it is only available for fatally injured people.”

As the United States' minority population increases, it is essential to evaluate motor vehicle traffic fatalities by race and ethnicity. This evaluation of the data will help to develop countermeasures that will reach those most at risk of death and injury in motor vehicle traffic crashes. NHTSA's Fatality Analysis Reporting System (FARS) obtains race and ethnicity from official death certificates. Due to the delay in obtaining death certificates from the States this fact sheet uses only 2006 data.

From 2002 to 2006, total motor vehicle traffic fatalities decreased by less than 1 percent. Demographically, Hispanics experienced one of the most significant increases in fatalities at 10 percent.

However, data has shown that over the last five years, the United States population grew by 4 percent, the Hispanic population by 14 percent.

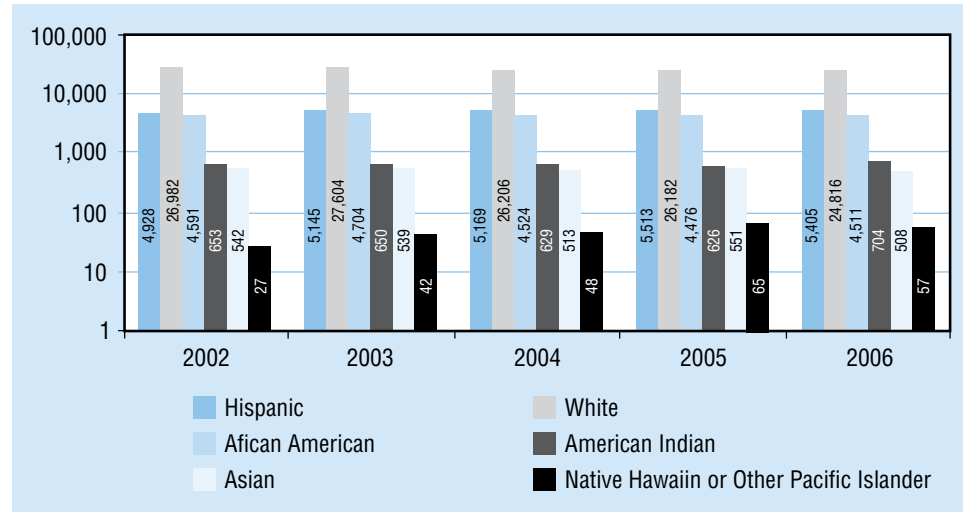
In 1977, guidelines were issued by the Office of Management and Budget (OMB) on Race and Ethnicity Standards for Federal Statistics and Administrative Reporting. In 1997, the standards were further modified into the groups listed:

1. Hispanic;
2. White, Non-Hispanic;
3. African-American or Black, Non-Hispanic;
4. American Indian or Alaska Native;
5. Asian; and
6. Native Hawaiian or Other Pacific Islander.

These categories are the minimum standards for maintaining, collecting, and presenting data on race and ethnicity for all Federal reporting purposes. For a further description on the race and ethnicity categories please see the appendix.

“In 2006, American Indians experienced the highest fatality rate per 100,000 population – 31.17.”

Figure 1
Motor Vehicle Traffic Fatalities, by Race and Ethnicity, 2002-2006



Of the 42,708 people killed in motor vehicle crashes in 2006, 58 percent were White as compared to 13 percent who were Hispanic and 11 percent who were African-American.

The overwhelming majority of the 27,348 drivers killed in 2006 were White (17,220), followed by African-Americans and Hispanics (2,704 and 2,681, respectively).

Table 1
Fatalities, Population, and Fatality Rates, by Race and Ethnicity, 2006

Race and Ethnicity	Fatalities	Population	Fatality Rate per 100,000 Population
Hispanic	5,405	44,054,348	12.27
White	24,816	198,588,666	12.50
African-American	4,511	36,646,317	12.31
American Indian	704	2,258,877	31.17
Asian	508	12,712,370	4.00
Native Hawaiian or Other Pacific Islander	57	410,101	13.90
Total	*42,708	298,754,819	14.30

Population – U.S. Bureau of the Census

*Includes 6,707 All Other Races and Unknowns

Note: Since race and ethnicity were known for only 88 percent of the fatalities, fatality rates in each race and ethnicity category are underestimated.

Table 2

Motor Vehicle Traffic Fatalities by Person Type, Vehicle Type, and Race and Ethnicity, 2006

Person Type and Vehicle Type		Race and Ethnicity												Total	
		Hispanic		White		African-American		American Indian or Alaska Native		Asian		Native Hawaiian or Other Pacific Islander			
		Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct		
Occupants by Vehicle Type	Passenger Cars	2,213	12	10,271	57	2,161	12	265	1	212	1	19	0	17,925	100
	All Light Trucks	1,758	14	7,739	61	1,011	8	233	2	116	1	15	0	12,761	100
	Pickups	731	12	3,980	66	286	5	135	2	25	0	8	0	5,993	100
	SUVs	770	16	2,706	55	576	12	79	2	48	1	6	0	4,928	100
	Vans	253	14	1,039	57	146	8	19	1	43	2	1	0	1,815	100
	Buses	5	19	9	33	5	19	0	0	0	0	0	0	27	100
	Large Trucks	73	9	497	62	94	12	5	1	6	1	0	0	805	100
	Other/Unknown	38	6	396	66	36	6	43	7	0	0	2	0	601	100
	Total	4,087	13	18,912	59	3,307	10	546	2	334	1	36	0	32,119	100
Motorcyclists		334	7	3,277	68	401	8	30	1	35	1	12	0	4,837	100
Non-occupants	Pedestrians	820	17	2,130	44	686	14	121	3	118	2	8	0	4,795	100
	Pedalcyclists	140	18	392	51	96	12	6	1	19	2	1	0	772	100
	Other/Unknown	24	13	105	57	21	11	1	1	2	1	0	0	185	100
	Total	984	17	2,627	46	803	14	128	2	139	2	9	0	5,752	100
Total		5,405	13	24,816	58	4,511	11	704	2	508	1	57	0	*42,708	100

*Total includes 6,707 other and unknown races.

Passenger Vehicles

In 2006, 30,686 occupants of passenger vehicles (passenger cars, pickups, vans, and SUVs) were killed in motor vehicle traffic crashes. Whites accounted for 59 percent of the passenger vehicle occupants killed while Hispanics and African-Americans accounted for 13 percent and 10 percent, respectively.

Fifty-five percent of passenger vehicle occupants killed in 2006 were unrestrained at the time of the crash (based upon known restraint use). American Indians showed the highest percentage of unrestrained passenger vehicle occupants killed (75%) followed by African-Americans (62%).

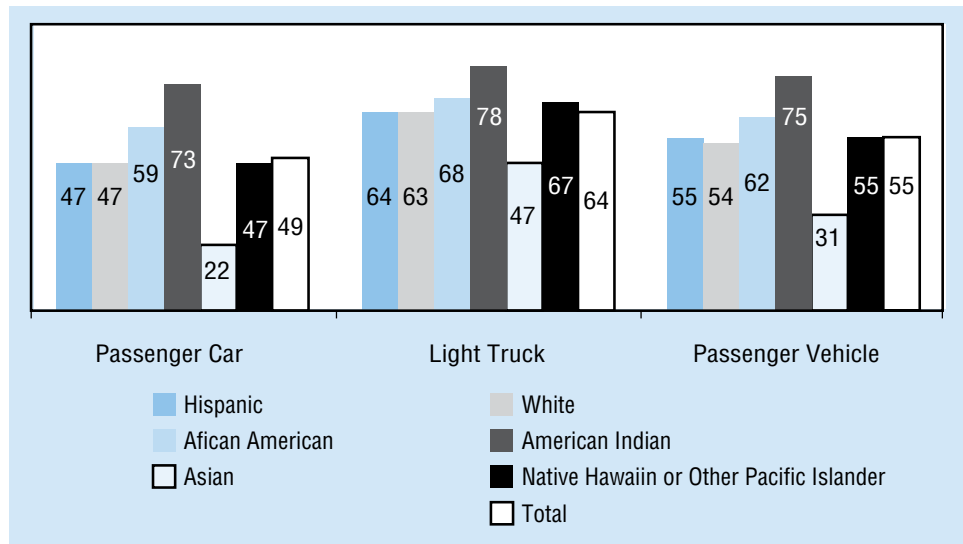
Based upon known restraint use, 78 percent of American Indian light truck occupants killed were unrestrained in motor vehicle traffic crashes as compared to 68 percent of African-Americans and 63 percent of Whites.

Research has shown that lap/shoulder belts, when used, reduce the risk of fatal injury to front-seat occupants (age 5 and older) of passenger cars 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 the risk of moderate-to-critical injury by 65 percent.

“American Indians showed the highest percentage of unrestrained passenger vehicle occupants killed (75%).”

Figure 2

Percentages of Unrestrained Passenger Vehicle Occupants Killed in Motor Vehicle Traffic Crashes, by Vehicle Type and Race and Ethnicity, 2006



Note: Restraint use percentages are based on known restraint use. Light Trucks – Vans, Pickups, and SUVs.

Motorcycles

The term *motorcycle rider (operator)* refers to the driver of the motorcycle and the term *motorcyclist* refers to either the driver or the passenger of the motorcycle. Throughout the remainder of this fact sheet motorcycle riders (operators) will be referred to as motorcycle riders.

Over the last several years motorcyclist fatalities have increased significantly. In 2006, 4,837 motorcyclists were killed in motor vehicle traffic crashes. As shown in Table 2, Whites accounted for 68 percent of motorcyclist fatalities as compared to Hispanics and African-Americans, who accounted for 7 percent and 8 percent, respectively.

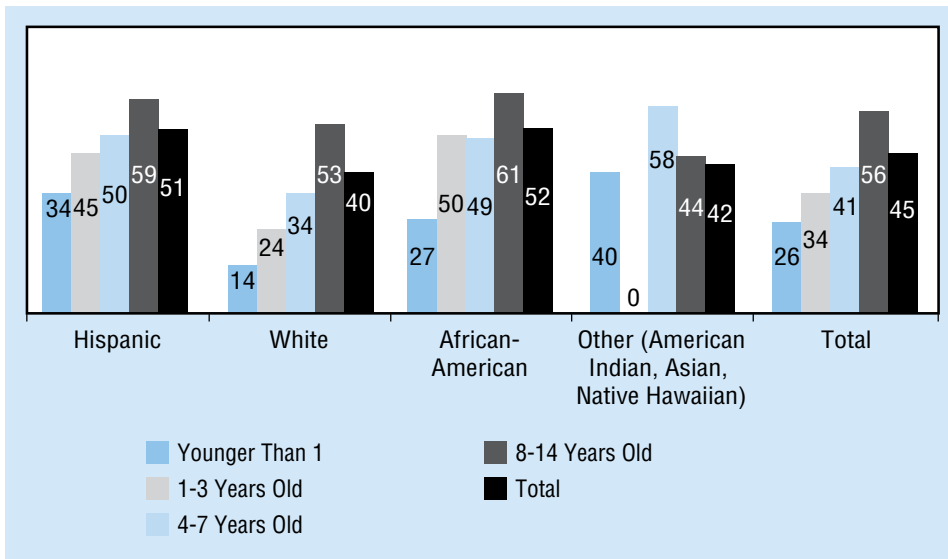
“Among children, African-Americans had the highest percentage of unrestrained passenger vehicle occupants killed (52%).”

Children

Children 14 and younger accounted for 1,798 fatalities, 4 percent of the 42,708 total fatalities in 2006. Of those children, Whites (760) represented 42 percent of the fatalities as compared to 21 percent (373) of Hispanics, 17 percent (306) of African-Americans, and 3 percent (55) for Asian, Native Hawaiian or Other Pacific Islander, and American Indian children combined.

In 2006, 1,254 children were killed as occupants of passenger vehicles (passenger cars and light trucks). Of those children where restraint use was known, 52 percent of African-American children were unrestrained at the time of the crash – the highest percentage among any race or ethnicity.

Figure 3
Percentages of Unrestrained Passenger Vehicle Occupant Fatalities Age 14 and Younger, by Age and Race and Ethnicity, 2006



Note: Restraint use percentages are based on known restraint use.

Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively.

Alcohol

In 2006, 13,491 people were killed in alcohol-impaired-driving crashes, which accounted for 32 percent of the total motor vehicle traffic fatalities.

Drivers or motorcycle riders are considered to be alcohol impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatality occurring in a crash involving a driver or motorcycle rider with a BAC of .08 or higher is considered to be an alcohol-impaired-driving fatality. (For additional information on alcohol-impaired-driving crashes please see Alcohol-Impaired-Driving Fact Sheet DOT HS 810 801).

“Forty-eight percent of American Indians were killed in alcohol-impaired-driving crashes – the highest percentage of any race and ethnicity.”

Table 3
Fatalities and Alcohol-Impaired Driving Fatalities in Motor Vehicle Traffic Crashes, by Race and Ethnicity, 2006

Race and Ethnicity	Total Fatalities	BAC=.08+	
		Number	Percent
Hispanic	5,405	1,941	36
White	24,816	7,601	31
African-American	4,511	1,388	31
American Indian	704	338	48
Asian	508	110	22
Native Hawaiian or Other Pacific Islander	57	18	32
Total	*42,708	13,491	32

*Total includes 6,707 fatalities of other or unknown race and ethnicity.

“American Indians and Hispanics had the highest percentages of driver fatalities who were alcohol-impaired, at 53 percent and 40 percent, respectively.”

As shown in Table 3, of American Indians killed in traffic crashes 48 percent of the fatalities occurred in alcohol-impaired-driving crashes, the highest percentage for any race and ethnicity. Hispanics followed with 36 percent of their traffic fatalities occurring in alcohol-impaired-driving crashes.

In 2006, 27,348 drivers were killed in motor vehicle traffic crashes. Thirty-one percent of those drivers (8,578) were alcohol-impaired. American Indians and Hispanics had the highest percentages of driver fatalities who were alcohol-impaired, at 53 percent and 40 percent, respectively.

As shown in Table 4, light-truck drivers killed had the highest percentage of alcohol impairment (37%). Among these drivers, American Indians (52%) were shown to have the highest percentage of drivers killed with BACs of .08+. But American Indian passenger car drivers had the highest overall percentage of alcohol impairment, at 58 percent.

Table 4

Drivers and Alcohol-Impaired Drivers Killed, by Age, Sex, Day of the Week, Time of Day, Crash Type, and Race and Ethnicity, 2006

Drivers Killed	Hispanic			White			African-American			American Indian			Asian			Native Hawaiian or Other Pacific Islander			Total		
	BAC=.08+		Total	BAC=.08+		Total	BAC=.08+		Total	BAC=.08+		Total	BAC=.08+		Total	BAC=.08+		Total	BAC=.08+		Total
	#	%		#	%		#	%		#	%		#	%		#	%		#	%	
*Total	1,070	40%	2,681	5,185	30%	17,220	834	31%	2,704	188	53%	353	36	17%	209	9	25%	37	8,578	31%	27,348
Drivers by Age Group																					
15-20	146	32%	452	530	25%	2,129	53	18%	293	27	50%	53	4	16%	27	2	67%	3	893	26%	3,490
21-24	258	52%	500	792	44%	1,809	97	32%	303	32	64%	49	10	35%	30	0	0%	2	1,407	44%	3,219
25-34	359	50%	724	1,195	43%	2,796	263	38%	685	61	73%	84	9	22%	40	4	41%	10	2,211	43%	5,118
35-44	170	39%	440	1,155	42%	2,761	206	41%	505	33	63%	53	3	11%	30	2	22%	9	1,866	41%	4,506
45-54	91	31%	289	916	32%	2,886	121	29%	421	25	45%	56	4	14%	30	1	20%	5	1,312	31%	4,275
55-64	32	22%	144	391	19%	2,031	67	25%	267	7	21%	32	4	16%	23	0	0%	6	578	20%	2,912
65-74	6	8%	74	122	10%	1,207	20	15%	132	2	12%	16	0	0%	17	-	-	-	176	10%	1,695
75+	2	6%	41	81	5%	1,558	6	6%	90	2	26%	8	1	8%	12	-	-	-	120	6%	2,044
Drivers by Gender																					
Male	959	43%	2,213	4,267	33%	12,798	701	33%	2,097	149	57%	262	28	19%	149	6	21%	29	7,150	34%	20,732
Female	110	24%	467	918	21%	4,418	133	22%	607	39	43%	91	8	13%	60	3	38%	8	1,425	22%	6,610
Drivers by Day of Week																					
Weekend	603	52%	1,148	2,340	41%	5,688	416	41%	1,015	81	61%	132	9	12%	71	4	29%	14	3,991	42%	9,441
Weekday	467	30%	1,533	2,846	25%	11,532	419	25%	1,689	108	49%	221	27	19%	138	5	22%	23	4,587	26%	17,907
Drivers by Time of Day																					
Nighttime	848	55%	1,550	3,976	50%	7,888	654	46%	1,435	120	65%	185	30	29%	102	8	35%	23	6,620	50%	13,229
Daytime	200	18%	1,099	1,109	12%	9,157	176	14%	1,257	59	37%	158	4	4%	104	0	0%	13	1,811	13%	13,870
Drivers by Crash Type																					
Single	719	54%	1,335	4,007	45%	8,921	594	41%	1,439	147	65%	226	25	29%	88	5	29%	17	6,428	45%	14,150
Multiple	351	26%	1,346	1,179	14%	8,299	240	19%	1,265	41	32%	127	11	9%	121	4	21%	20	2,150	16%	13,198
Drivers by Vehicle Type																					
Passenger Car	570	43%	1,338	2,122	28%	7,530	491	33%	1,506	92	58%	159	24	20%	119	3	27%	11	3,871	31%	12,626
Light Truck	423	45%	934	2,077	35%	5,862	242	35%	699	70	52%	135	8	13%	57	6	50%	12	3,300	37%	8,986
Motorcycle	68	21%	319	857	28%	3,043	93	24%	389	10	36%	28	4	13%	30	0	1%	12	1,210	27%	4,517

*BAC=.08+ total includes 17 other and 308 unknown. Overall total includes 97 other and 1,923 unknown.

In single-vehicle crashes occurring at nighttime (6 p.m. to 5:59 a.m.), 76 percent of American Indian drivers killed were alcohol impaired as compared to Hispanic and White drivers (66% and 62%, respectively). In addition, 53 percent of African-American drivers killed during this time period were alcohol impaired.

In fatal crashes, over two-thirds of the drivers killed and who had a previous DWI conviction were also alcohol-impaired (BAC .08+). Hispanics led this category with 70 percent of drivers killed with a previous DWI conviction and alcohol impairment, followed by Whites (67%) and African-Americans (64%).

All States and the District of Columbia now have 21-year-old minimum-drinking-age laws. In 2006, 32 percent of all 15- to 20-year-old drivers killed had BACs of .01 or higher. Fifty-three percent of American Indian, 39 percent of Hispanic, 31 percent of White, and 26 percent of African-American 15-to-20-year-old drivers killed had some level of alcohol.

Pedestrians and Pedalcyclists

Table 5 shows that in 2006 nearly 40 percent of Hispanic pedestrians and pedalcyclists killed were age 25 to 44, followed by African-Americans (31%) and Whites (27%).

Table 5
Pedestrian and Pedalcyclist Fatalities, by Age and by Race and Ethnicity, 2006

Age	Race and Ethnicity											
	Hispanic		White		African-American		American Indian		Asian		Total	
	#	%	#	%	#	%	#	%	#	%	#	%
<5	35	4%	23	1%	32	4%	1	1%	2	1%	112	2%
5-9	27	3%	43	2%	43	5%	2	2%	-	-	148	3%
10-15	32	3%	98	4%	41	5%	3	2%	1	1%	220	4%
16-20	63	7%	160	6%	34	4%	13	10%	2	1%	329	6%
21-24	67	7%	135	5%	42	5%	11	9%	6	4%	321	6%
25-34	184	19%	270	11%	106	14%	20	16%	9	7%	716	13%
35-44	178	19%	391	16%	136	17%	30	24%	14	10%	897	16%
45-54	155	16%	539	21%	173	22%	25	20%	20	15%	1,097	20%
55-64	89	9%	335	13%	106	14%	13	10%	26	19%	678	12%
65-74	61	6%	205	8%	34	4%	5	4%	23	17%	427	8%
>74	55	6%	316	13%	33	4%	4	3%	34	25%	575	10%
Unknown	14	1%	7	0%	2	0%	-	-	-	-	47	1%
Total	960	100%	2,522	100%	782	100%	127	100%	137	100%	5,567	100%

Total includes 1,039 other and unknown; Native Hawaiian or Other Pacific Islander was not shown due to insufficient data.

Almost 20 percent of American Indian pedestrians and pedalcyclists were killed in alcohol-impaired driving crashes as compared to 16 percent for both Hispanics and African-Americans, respectively. Whites and Asians followed with 13 percent and 9 percent of pedestrians and pedalcyclists killed in alcohol-impaired-driving crashes.

“In single-vehicle crashes occurring at nighttime (6 p.m. to 5:59 a.m.), 76 percent of American Indian drivers killed were alcohol impaired as compared to Hispanic and White drivers (66% and 62%, respectively).”

Table 6

Pedestrians and Pedalcyclists Killed in Motor Vehicle Traffic Crashes, by Race and Ethnicity and by Pedestrians' and Pedalcyclists' BACs, 2006

Hispanic Origin and Race	BAC = .08+		BAC = .01+		Total
	Number	Percent	Number	Percent	
Hispanic	409	43%	462	48%	960
White	786	31%	896	36%	2,522
African-American	262	33%	317	40%	782
American Indian or Alaska Native	80	63%	83	65%	127
Asian	19	14%	24	17%	137
Total	1,873	34%	2,137	38%	5,567

Native Hawaiian or Other Pacific Islander was not shown due to insufficient data.

As shown in Table 6, 65 percent of American Indian pedestrians and pedalcyclists killed in motor vehicle traffic crashes had some level of alcohol. Among Hispanics 48 percent of the pedestrian and pedalcyclist were discovered to have had alcohol followed by African-Americans at 40 percent and Whites at 36 percent.

“Sixty-five percent of American Indian pedestrians and pedalcyclists killed had some level of alcohol.”

Appendix

Data Source

In a given crash year, the Fatality Analysis Reporting System releases two versions of annual files. The first file, known as the Annual Report File (ARF), is released following the crash year. The ARF is replaced about a year later with a “Final” file, which contains additional cases or updates to cases that had become available after the ARF was released. Although most updates are minor, Race and Hispanic Origin data are notorious for containing numerous updates. Therefore, for any fact sheet with Race and Hispanic Origin data, the most current Final file will be used. The availability of this information differs from State to State resulting in large numbers of unknowns (see Table 7.) This needs to be taken into consideration when comparing race data at the State level.

Ethnicity and Race Categories

These standards were established by OMB to provide a minimum standard for maintaining, collecting, and presenting data on race and ethnicity for all Federal reporting purposes. The categories in this classification are social-political constructs and should not be interpreted as being scientific or anthropological in nature. The standards have been developed to provide a common language for uniformity and comparability in the collection and use of data on race and ethnicity by Federal agencies.

- **Hispanic.** A person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race. The term, “Spanish origin,” can be used in addition to “Hispanic” or “Latino.”
- **White Non-Hispanic.** A person having origins in any of the original peoples of Europe, the Middle East, or North Africa.
- **Black or African-American Non-Hispanic.** A person having origins in any of the black racial groups of Africa. Terms such as “Haitian” or “Negro” can be used in addition to “Black or African-American.”

- **American Indian or Alaska Native.** A person having origins in any of the original peoples of North and South America (including Central America), and who maintains tribal affiliation or community attachment.
- **Asian.** A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- **Native Hawaiian or Other Pacific Islander.** A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific islands.
- **Other.** Includes other Indian (South and Central America, any others, except American or Asian Indians), multiple races, all other races, other Asian or Pacific Islander, and combined other Asian or Pacific Islander.

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517. Fax messages should be sent to 202-366-7078. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.gov/portal/site/nhtsa/nca. 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 *Overview*, *African American*, *Bicyclists and Other Cyclists* (formerly titled *Pedalcyclists*), *Children*, *Hispanic*, *Large Trucks*, *Motorcycles*, *Occupant Protection*, *Older Population*, *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 is 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.

For a more in-depth look at this issue, reference the Technical Report "Race and Ethnicity in Fatal Motor Vehicle Traffic Crashes 1999 – 2004," DOT HS 809 956. It can be found online at www-nrd.nhtsa.dot.gov/Pubs/809956. PDF. Access all of NCSA's publications at www-nrd.nhtsa.dot.gov/CATS.

Table 7

Motor Vehicle Traffic Fatalities by Region, State, and Race and Ethnicity, 2006

Region and State		Hispanic		White		African-American		American Indian or Alaska Native		Asian		Native Hawaiian or Other Pacific Islander		All Others		Unknown		Total	
		Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct
Region 1	Connecticut	31	10	235	76	26	8	0	0	3	1	0	0	2	1	14	5	311	100
	Maine	2	1	182	97	2	1	2	1	0	0	0	0	0	0	0	0	188	100
	Massachusetts	36	8	326	76	32	7	1	0	5	1	0	0	16	4	13	3	429	100
	New Hampshire	1	1	126	99	0	0	0	0	0	0	0	0	0	0	0	0	127	100
	Rhode Island	7	9	68	84	4	5	1	1	0	0	0	0	1	1	0	0	81	100
	Vermont	0	0	87	100	0	0	0	0	0	0	0	0	0	0	0	0	87	100
Region 2	New Jersey	55	7	235	30	57	7	0	0	2	0	0	0	8	1	414	54	771	100
	New York	1	0	21	1	2	0	0	0	1	0	0	0	20	1	1,409	97	1,454	100
	Pennsylvania	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1,524	100	1,525	100
	*Puerto Rico	509	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	509	100
Region 3	Delaware	18	12	117	79	10	7	0	0	0	0	0	0	3	2	0	0	148	100
	Dist of Columbia	0	0	4	11	30	81	0	0	0	0	0	0	2	5	1	3	37	100
	Kentucky	18	2	850	93	42	5	0	0	1	0	0	0	2	0	0	0	913	100
	Maryland	16	2	389	60	157	24	1	0	2	0	0	0	15	2	72	11	652	100
	North Carolina	137	9	1,015	65	325	21	46	3	6	0	0	0	5	0	20	1	1,554	100
	Virginia	0	0	649	67	166	17	1	0	2	0	0	0	12	1	132	14	962	100
	West Virginia	5	1	368	90	11	3	0	0	0	0	0	0	3	1	23	6	410	100
Region 4	Alabama	56	5	850	70	278	23	2	0	6	0	0	0	4	0	11	1	1,207	100
	Florida	775	23	2,056	61	454	14	7	0	28	1	1	0	34	1	2	0	3,357	100
	Georgia	96	6	804	47	331	20	1	0	23	1	0	0	4	0	434	26	1,693	100
	South Carolina	73	7	633	61	330	32	0	0	3	0	0	0	5	0	1	0	1,045	100
	Tennessee	61	5	1,044	81	167	13	0	0	6	0	0	0	4	0	2	0	1,284	100
Region 5	Illinois	130	10	913	73	175	14	3	0	3	0	0	0	23	2	7	1	1,254	100
	Indiana	18	2	702	78	58	6	0	0	2	0	0	0	4	0	118	13	902	100
	Michigan	46	4	824	76	140	13	36	3	11	1	0	0	7	1	22	2	1,086	100
	Minnesota	16	3	414	84	14	3	12	2	4	1	0	0	7	1	27	5	494	100
	Ohio	14	1	1,063	86	126	10	0	0	4	0	0	0	16	1	15	1	1,238	100
	Wisconsin	43	6	611	84	28	4	16	2	4	1	0	0	4	1	18	2	724	100
Region 6	Louisiana	16	2	3	0	230	23	2	0	1	0	0	0	725	73	10	1	987	100
	Mississippi	42	5	553	61	310	34	3	0	0	0	0	0	3	0	0	0	911	100
	New Mexico	211	44	196	40	3	1	72	15	0	0	0	0	2	0	0	0	484	100
	Oklahoma	63	8	536	70	25	3	89	12	5	1	0	0	5	1	42	5	765	100
	Texas	845	24	1,589	45	311	9	15	0	35	1	0	0	21	1	715	20	3,531	100
Region 7	Arkansas	37	6	526	79	96	14	0	0	0	0	0	0	6	1	0	0	665	100
	Iowa	11	3	412	94	13	3	0	0	1	0	0	0	2	0	0	0	439	100
	Kansas	48	10	397	85	18	4	2	0	1	0	0	0	2	0	0	0	468	100
	Missouri	20	2	928	85	121	11	4	0	9	1	1	0	11	1	2	0	1,096	100
	Nebraska	21	8	229	85	10	4	7	3	2	1	0	0	0	0	0	0	269	100
	Colorado	112	21	377	70	20	4	10	2	1	0	0	0	12	2	3	1	535	100
Region 8	Nevada	75	17	193	45	24	6	5	1	0	0	0	0	15	3	119	28	431	100
	North Dakota	1	1	87	78	0	0	23	21	0	0	0	0	0	0	0	0	111	100
	South Dakota	4	2	138	72	1	1	44	23	2	1	0	0	1	1	1	1	191	100
	Utah	6	2	8	3	0	0	0	0	0	0	0	0	0	0	273	95	287	100
	Wyoming	13	7	157	81	3	2	18	9	1	1	0	0	3	2	0	0	195	100
Region 9	Arizona	411	32	618	48	31	2	141	11	4	0	0	0	76	6	12	1	1,293	100
	California	1,606	38	1,924	45	289	7	36	1	266	6	8	0	105	2	6	0	4,240	100
	Hawaii	20	12	46	29	2	1	1	1	44	27	42	26	6	4	0	0	161	100
Region 10	Alaska	1	1	55	74	0	0	16	22	1	1	0	0	1	1	0	0	74	100
	Idaho	42	16	206	77	2	1	7	3	2	1	0	0	1	0	7	3	267	100
	Montana	14	5	195	74	3	1	45	17	2	1	0	0	0	0	5	2	264	100
	Oregon	63	13	388	81	8	2	9	2	1	0	2	0	7	1	0	0	478	100
	Washington	68	11	469	74	26	4	26	4	13	2	3	0	12	2	16	3	633	100
U.S. Total		5,405	13	24,816	58	4,511	11	704	2	508	1	57	0	1,217	3	5,490	13	42,708	100

Note: Some States either underreport or do not report race and ethnicity data; thus, State-level comparisons are not recommended.