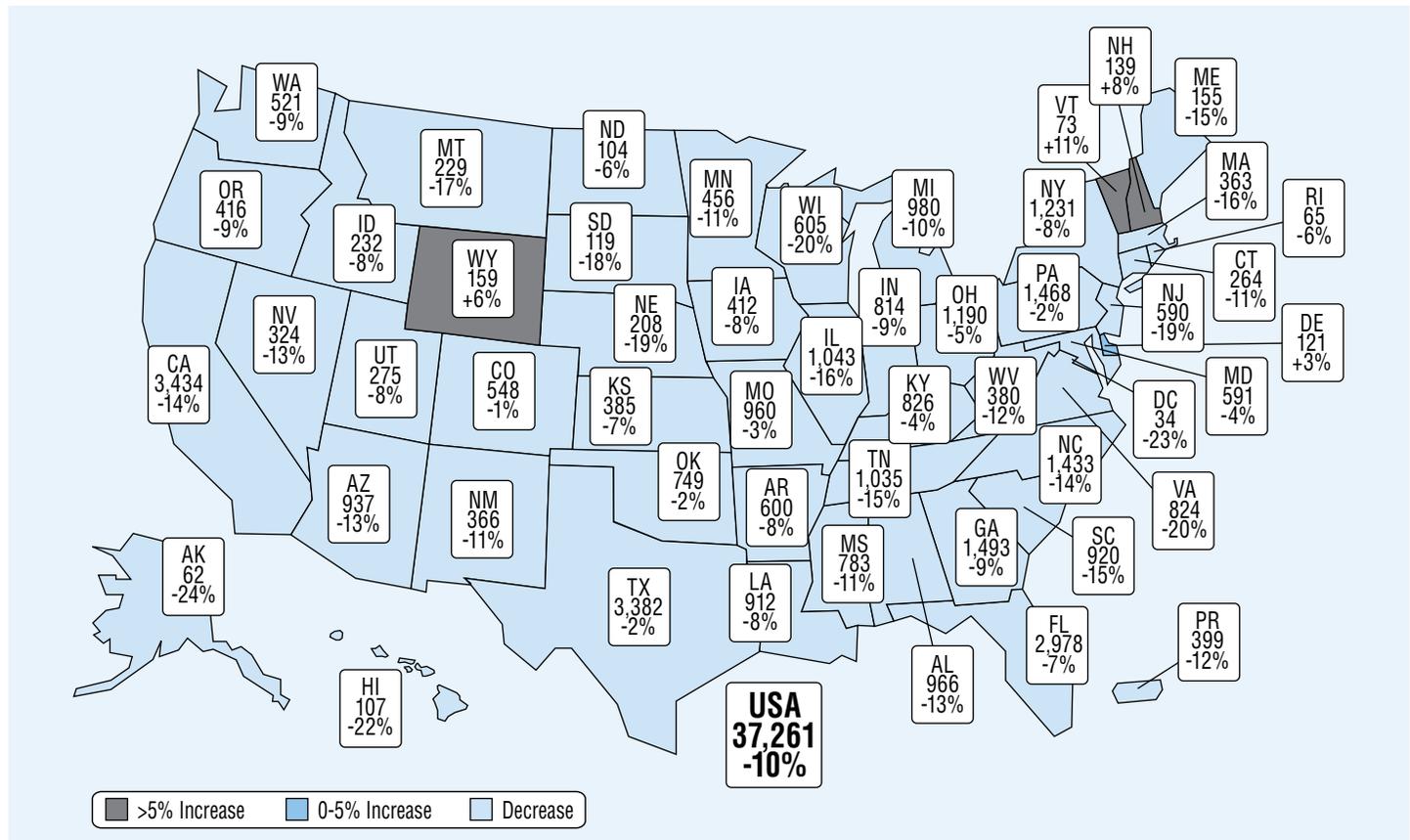


Traffic Safety Facts

2008 Data

State Traffic Data

Figure 1
2008 Traffic Fatalities by State and Percent Change From 2007



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. 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, Alcohol, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, 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/index.aspx.

Table 1.
Traffic Fatalities and Fatality Rates, 2008

State	Traffic Fatalities	Population (thousands)	Licensed Drivers (thousands)	Registered Vehicles (thousands)	Vehicle Miles Traveled (millions)	Fatality Rates per			
						100,000 Population	100,000 Licensed Drivers	100,000 Registered Vehicles	100 Million Vehicle Miles Traveled
AL	966	4,662	3,754	4,857	59,303	20.72	25.74	19.89	1.63
AK	62	686	503	719	4,865	9.03	12.32	8.63	1.27
AZ	937	6,500	4,316	4,508	61,628	14.41	21.71	20.79	1.52
AR	600	2,855	2,055	2,112	33,163	21.01	29.19	28.41	1.81
CA	3,434	36,757	23,698	34,241	327,286	9.34	14.49	10.03	1.05
CO	548	4,939	3,606	1,737	47,860	11.09	15.20	31.55	1.15
CT	264	3,501	2,883	3,160	31,737	7.54	9.16	8.36	0.83
DE	121	873	652	892	8,976	13.86	18.56	13.56	1.35
DC	34	592	374	225	3,611	5.74	9.10	15.09	0.94
FL	2,978	18,328	14,034	17,135	198,616	16.25	21.22	17.38	1.50
GA	1,493	9,686	6,257	8,758	109,057	15.41	23.86	17.05	1.37
HI	107	1,288	885	997	10,278	8.31	12.09	10.73	1.04
ID	232	1,524	1,038	1,383	15,251	15.22	22.34	16.78	1.52
IL	1,043	12,902	8,261	10,126	106,079	8.08	12.63	10.30	0.98
IN	814	6,377	5,550	6,053	70,973	12.77	14.67	13.45	1.15
IA	412	3,003	1,990	3,613	30,713	13.72	20.71	11.40	1.34
KS	385	2,802	2,022	2,533	29,727	13.74	19.04	15.20	1.30
KY	826	4,269	2,933	3,669	47,534	19.35	28.17	22.51	1.74
LA	912	4,411	2,998	4,048	45,091	20.68	30.42	22.53	2.02
ME	155	1,316	1,006	1,129	14,559	11.77	15.41	13.73	1.06
MD	591	5,634	3,787	4,605	55,023	10.49	15.61	12.83	1.07
MA	363	6,498	4,674	5,482	54,505	5.59	7.77	6.62	0.67
MI	980	10,003	7,118	8,217	101,825	9.80	13.77	11.93	0.96
MN	456	5,220	3,190	5,032	57,995	8.73	14.29	9.06	0.79
MS	783	2,939	1,936	2,063	43,711	26.65	40.45	37.95	1.79
MO	960	5,912	4,197	4,965	68,273	16.24	22.88	19.34	1.41
MT	229	967	739	1,039	10,812	23.67	30.99	22.03	2.12
NE	208	1,783	1,346	1,800	19,170	11.66	15.45	11.55	1.09
NV	324	2,600	1,679	1,482	20,780	12.46	19.30	21.86	1.56
NH	139	1,316	1,031	1,295	13,040	10.56	13.48	10.74	1.07
NJ	590	8,683	5,782	6,411	73,629	6.80	10.20	9.20	0.80
NM	366	1,984	1,365	1,617	26,279	18.44	26.81	22.64	1.39
NY	1,231	19,490	11,285	11,429	134,085	6.32	10.91	10.77	0.92
NC	1,433	9,222	6,457	6,371	101,712	15.54	22.19	22.49	1.41
ND	104	641	473	748	7,820	16.21	21.99	13.90	1.33
OH	1,190	11,486	7,962	11,304	108,302	10.36	14.95	10.53	1.10
OK	749	3,642	2,302	3,408	48,499	20.56	32.54	21.98	1.54
OR	416	3,790	2,856	3,209	33,468	10.98	14.57	12.96	1.24
PA	1,468	12,448	8,646	10,765	107,848	11.79	16.98	13.64	1.36
RI	65	1,051	748	826	8,187	6.19	8.69	7.86	0.79
SC	920	4,480	3,185	3,707	49,597	20.54	28.88	24.82	1.85
SD	119	804	597	966	8,986	14.80	19.92	12.32	1.32
TN	1,035	6,215	4,451	5,250	69,469	16.65	23.26	19.72	1.49
TX	3,382	24,327	15,374	18,647	235,382	13.90	22.00	18.14	1.44
UT	275	2,736	1,687	2,497	25,974	10.05	16.30	11.01	1.06
VT	73	621	542	610	7,312	11.75	13.47	11.97	1.00
VA	824	7,769	5,301	6,609	82,278	10.61	15.54	12.47	1.00
WA	521	6,549	4,954	6,215	55,558	7.96	10.52	8.38	0.94
WV	380	1,814	1,361	1,451	20,774	20.94	27.92	26.19	1.83
WI	605	5,628	4,076	5,310	57,462	10.75	14.84	11.39	1.05
WY	159	533	404	695	9,447	29.85	39.31	22.89	1.68
US	37,261	304,060	208,321	257,494	2,973,509	12.25	17.89	14.47	1.25
PR	399	3,954	-	2,647	19,196	10.09	-	15.07	2.08

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration (FHWA); Registered Vehicles by State (estimated)—FHWA; Registered Vehicles for USA—R.L. Polk & Co. and FHWA; Population—Bureau of the Census. Note: Licensed driver data not available for Puerto Rico

Table 2.

Traffic Fatalities and Percent Change, 1975-2008

State	Fatalities							Percent Change					
	1975	1985	1990	1995	2000	2007	2008	1975-1985	1985-1990	1990-1995	1995-2000	1975-2008	2007-2008
AL	902	882	1,121	1,114	996	1,110	966	-2%	+27%	-1%	-11%	+7%	-13%
AK	112	127	98	87	106	82	62	+13%	-23%	-11%	+22%	-45%	-24%
AZ	670	893	869	1,035	1,036	1,071	937	+33%	-3%	+19%	+0%	+40%	-13%
AR	559	534	604	631	652	649	600	-4%	+13%	+4%	+3%	+7%	-8%
CA	4,092	4,960	5,192	4,192	3,753	3,995	3,434	+21%	+5%	-19%	-10%	-16%	-14%
CO	581	579	544	645	681	554	548	-0%	-6%	+19%	+6%	-6%	-1%
CT	389	448	385	317	341	296	264	+15%	-14%	-18%	+8%	-32%	-11%
DE	122	104	138	121	123	117	121	-15%	+33%	-12%	+2%	-1%	+3%
DC	70	60	48	58	48	44	34	-14%	-20%	+21%	-17%	-51%	-23%
FL	1,998	2,832	2,891	2,805	2,999	3,213	2,978	+42%	+2%	-3%	+7%	+49%	-7%
GA	1,360	1,361	1,562	1,488	1,541	1,641	1,493	+0%	+15%	-5%	+4%	+10%	-9%
HI	144	126	177	130	132	138	107	-13%	+40%	-27%	+2%	-26%	-22%
ID	281	255	244	262	276	252	232	-9%	-4%	+7%	+5%	-17%	-8%
IL	2,041	1,534	1,589	1,586	1,418	1,248	1,043	-25%	+4%	-0%	-11%	-49%	-16%
IN	1,128	974	1,049	960	886	898	814	-14%	+8%	-8%	-8%	-28%	-9%
IA	670	474	465	527	445	446	412	-29%	-2%	+13%	-16%	-39%	-8%
KS	509	486	444	442	461	416	385	-5%	-9%	-0%	+4%	-24%	-7%
KY	863	712	849	849	820	864	826	-17%	+19%	0%	-3%	-4%	-4%
LA	934	931	959	894	938	993	912	-0%	+3%	-7%	+5%	-2%	-8%
ME	223	206	213	187	169	183	155	-8%	+3%	-12%	-10%	-30%	-15%
MD	670	729	707	671	588	614	591	+9%	-3%	-5%	-12%	-12%	-4%
MA	864	742	605	444	433	434	363	-14%	-18%	-27%	-2%	-58%	-16%
MI	1,779	1,545	1,571	1,530	1,382	1,087	980	-13%	+2%	-3%	-10%	-45%	-10%
MN	754	608	566	597	625	510	456	-19%	-7%	+5%	+5%	-40%	-11%
MS	546	662	750	868	949	884	783	+21%	+13%	+16%	+9%	+43%	-11%
MO	1,045	931	1,097	1,109	1,157	992	960	-11%	+18%	+1%	+4%	-8%	-3%
MT	291	223	212	215	237	277	229	-23%	-5%	+1%	+10%	-21%	-17%
NE	369	237	262	254	276	256	208	-36%	+11%	-3%	+9%	-44%	-19%
NV	218	259	343	313	323	373	324	+19%	+32%	-9%	+3%	+49%	-13%
NH	151	191	158	118	126	129	139	+26%	-17%	-25%	+7%	-8%	+8%
NJ	1,043	964	886	774	731	724	590	-8%	-8%	-13%	-6%	-43%	-19%
NM	555	535	499	485	432	413	366	-4%	-7%	-3%	-11%	-34%	-11%
NY	2,366	2,006	2,217	1,679	1,460	1,332	1,231	-15%	+11%	-24%	-13%	-48%	-8%
NC	1,506	1,482	1,385	1,448	1,557	1,676	1,433	-2%	-7%	+5%	+8%	-5%	-14%
ND	167	90	112	74	86	111	104	-46%	+24%	-34%	+16%	-38%	-6%
OH	1,766	1,646	1,638	1,360	1,366	1,255	1,190	-7%	-0%	-17%	+0%	-33%	-5%
OK	757	744	641	669	650	766	749	-2%	-14%	+4%	-3%	-1%	-2%
OR	562	559	579	574	451	455	416	-1%	+4%	-1%	-21%	-26%	-9%
PA	2,078	1,771	1,646	1,480	1,520	1,491	1,468	-15%	-7%	-10%	+3%	-29%	-2%
RI	110	109	84	69	80	69	65	-1%	-23%	-18%	+16%	-41%	-6%
SC	820	951	979	881	1,065	1,077	920	+16%	+3%	-10%	+21%	+12%	-15%
SD	195	130	153	158	173	146	119	-33%	+18%	+3%	+9%	-39%	-18%
TN	1,126	1,101	1,177	1,259	1,307	1,211	1,035	-2%	+7%	+7%	+4%	-8%	-15%
TX	3,372	3,678	3,250	3,183	3,779	3,466	3,382	+9%	-12%	-2%	+19%	+0%	-2%
UT	272	303	272	325	373	299	275	+11%	-10%	+19%	+15%	+1%	-8%
VT	143	115	90	106	76	66	73	-20%	-22%	+18%	-28%	-49%	+11%
VA	993	976	1,079	900	929	1,027	824	-2%	+11%	-17%	+3%	-17%	-20%
WA	758	744	825	653	631	571	521	-2%	+11%	-21%	-3%	-31%	-9%
WV	461	420	481	376	411	432	380	-9%	+15%	-22%	+9%	-18%	-12%
WI	930	744	769	745	799	756	605	-20%	+3%	-3%	+7%	-35%	-20%
WY	210	152	125	170	152	150	159	-28%	-18%	+36%	-11%	-24%	+6%
US	44,525	43,825	44,599	41,817	41,945	41,259	37,261	-2%	+2%	-6%	+0%	-16%	-10%
PR	496	600	473	595	568	452	399	+21%	-21%	+26%	-5%	-20%	-12%

Source: FARS.

Table 3.
Traffic Fatality Rates and Percent Change, 1975-2008

State	Fatality Rate per 100 Million VMT							Percent Change					
	1975	1985	1990	1995	2000	2007	2008	1975-1985	1985-1990	1990-1995	1995-2000	1975-2008	2007-2008
AL	3.63	2.51	2.65	2.20	1.76	1.81	1.63	-31%	+6%	-17%	-20%	-55%	-10%
AK	4.38	3.17	2.51	2.11	2.30	1.59	1.27	-28%	-21%	-16%	+9%	-71%	-20%
AZ	4.19	4.14	2.45	2.61	2.11	1.70	1.52	-1%	-41%	+7%	-19%	-64%	-11%
AR	4.01	3.12	2.87	2.37	2.24	1.96	1.81	-22%	-8%	-17%	-5%	-55%	-8%
CA	3.09	2.39	2.01	1.52	1.22	1.21	1.05	-23%	-16%	-24%	-20%	-66%	-13%
CO	3.50	2.21	2.00	1.84	1.63	1.14	1.15	-37%	-10%	-8%	-11%	-67%	+1%
CT	2.13	2.00	1.46	1.13	1.11	0.92	0.83	-6%	-27%	-23%	-2%	-61%	-10%
DE	3.37	1.94	2.11	1.61	1.49	1.23	1.35	-42%	+9%	-24%	-7%	-60%	+10%
DC	2.27	1.86	1.41	1.67	1.37	1.22	0.94	-18%	-24%	+18%	-18%	-59%	-23%
FL	3.24	3.22	2.63	2.19	1.99	1.56	1.50	-1%	-18%	-17%	-9%	-54%	-4%
GA	3.46	2.53	2.22	1.74	1.47	1.46	1.37	-27%	-12%	-22%	-16%	-60%	-6%
HI	3.47	1.86	2.19	1.64	1.55	1.33	1.04	-46%	+18%	-25%	-5%	-70%	-22%
ID	4.78	3.31	2.48	2.13	2.04	1.60	1.52	-31%	-25%	-14%	-4%	-68%	-5%
IL	3.56	2.17	1.91	1.68	1.38	1.16	0.98	-39%	-12%	-12%	-18%	-72%	-16%
IN	3.02	2.39	1.95	1.49	1.25	1.26	1.15	-21%	-18%	-24%	-16%	-62%	-9%
IA	3.75	2.35	2.02	2.03	1.51	1.43	1.34	-37%	-14%	+0%	-26%	-64%	-6%
KS	3.29	2.52	1.94	1.76	1.64	1.38	1.30	-23%	-23%	-9%	-7%	-60%	-6%
KY	3.50	2.50	2.52	2.07	1.75	1.80	1.74	-29%	+1%	-18%	-15%	-50%	-3%
LA	4.60	2.79	2.53	2.31	2.30	2.19	2.02	-39%	-9%	-9%	-0%	-56%	-8%
ME	3.14	2.22	1.79	1.49	1.19	1.22	1.06	-29%	-19%	-17%	-20%	-66%	-13%
MD	2.66	2.19	1.74	1.50	1.17	1.09	1.07	-18%	-21%	-14%	-22%	-60%	-2%
MA	2.75	1.87	1.31	0.92	0.82	0.79	0.67	-32%	-30%	-30%	-11%	-76%	-15%
MI	3.06	2.29	1.94	1.79	1.41	1.04	0.96	-25%	-15%	-8%	-21%	-69%	-8%
MN	2.94	1.86	1.45	1.35	1.19	0.89	0.79	-37%	-22%	-7%	-12%	-73%	-11%
MS	3.80	3.45	3.07	2.94	2.67	2.04	1.79	-9%	-11%	-4%	-9%	-53%	-12%
MO	3.41	2.37	2.16	1.87	1.72	1.43	1.41	-30%	-9%	-13%	-8%	-59%	-1%
MT	5.08	3.03	2.54	2.28	2.40	2.45	2.12	-40%	-16%	-10%	+5%	-58%	-13%
NE	3.29	1.97	1.88	1.61	1.53	1.32	1.09	-40%	-5%	-14%	-5%	-67%	-17%
NV	4.74	3.42	3.36	2.24	1.83	1.68	1.56	-28%	-2%	-33%	-18%	-67%	-7%
NH	2.85	2.53	1.61	1.11	1.05	0.96	1.07	-11%	-36%	-31%	-5%	-62%	+11%
NJ	2.15	1.83	1.50	1.27	1.08	0.95	0.80	-15%	-18%	-15%	-15%	-63%	-16%
NM	5.59	4.03	3.09	2.29	1.90	1.54	1.39	-28%	-23%	-26%	-17%	-75%	-10%
NY	3.63	2.22	2.07	1.46	1.13	0.97	0.92	-39%	-7%	-29%	-23%	-75%	-5%
NC	4.14	2.97	2.21	1.90	1.74	1.62	1.41	-28%	-26%	-14%	-8%	-66%	-13%
ND	3.71	1.61	1.90	1.13	1.19	1.42	1.33	-57%	+18%	-41%	+5%	-64%	-6%
OH	2.75	2.18	1.79	1.35	1.29	1.13	1.10	-21%	-18%	-25%	-4%	-60%	-3%
OK	3.33	2.39	1.93	1.74	1.50	1.61	1.54	-28%	-19%	-10%	-14%	-54%	-4%
OR	3.53	2.61	2.17	1.91	1.33	1.31	1.24	-26%	-17%	-12%	-30%	-65%	-5%
PA	3.26	2.35	1.92	1.57	1.49	1.37	1.36	-28%	-18%	-18%	-5%	-58%	-1%
RI	1.94	1.87	1.14	1.00	0.96	0.80	0.79	-4%	-39%	-12%	-4%	-59%	-1%
SC	3.98	3.56	2.85	2.28	2.34	2.11	1.85	-11%	-20%	-20%	+3%	-54%	-12%
SD	3.76	2.07	2.19	2.06	2.05	1.62	1.32	-45%	+6%	-6%	-0%	-65%	-19%
TN	3.42	3.03	2.52	2.24	1.99	1.70	1.49	-11%	-17%	-11%	-11%	-56%	-12%
TX	3.99	2.57	2.08	1.76	1.72	1.42	1.44	-36%	-19%	-15%	-2%	-64%	+1%
UT	3.42	2.52	1.86	1.73	1.65	1.11	1.06	-26%	-26%	-7%	-5%	-69%	-5%
VT	4.32	2.45	1.54	1.71	1.12	0.86	1.00	-43%	-37%	+11%	-35%	-77%	+16%
VA	2.87	2.04	1.79	1.29	1.24	1.25	1.00	-29%	-12%	-28%	-4%	-65%	-20%
WA	3.16	2.16	1.85	1.33	1.18	1.00	0.94	-32%	-14%	-28%	-11%	-70%	-6%
WV	4.36	3.32	3.12	2.16	2.14	2.10	1.83	-24%	-6%	-31%	-1%	-58%	-13%
WI	3.25	2.03	1.74	1.45	1.40	1.27	1.05	-38%	-14%	-17%	-3%	-68%	-17%
WY	5.36	2.81	2.14	2.41	1.88	1.60	1.68	-48%	-24%	+13%	-22%	-69%	+5%
US	3.35	2.47	2.08	1.73	1.53	1.36	1.25	-26%	-16%	-17%	-12%	-63%	-8%
PR	7.27	5.74	3.68	3.83	3.23	2.35	2.08	-21%	-36%	+4%	-16%	-71%	-11%

Sources: Fatalities—FARS. Vehicle miles traveled—FHWA.

Table 4.

Alcohol Involvement in Fatal Traffic Crashes, 1998 and 2008

State	Percentage of Fatalities by Highest Driver BAC in the Crash						Percentage of Drivers Involved in Fatal Crashes Tested for BAC with Known Results in 2008	
	BAC .01+ g/dL			BAC .08+ g/dL			Killed	Survived
	1998	2008	Percent Change	1998	2008	Percent Change		
AL	39%	38%	-3%	34%	33%	-3%	64%	15%
AK	39%	38%	-3%	34%	33%	-3%	22%	66%
AZ	38%	35%	-8%	32%	28%	-13%	64%	26%
AR	32%	34%	+6%	26%	28%	+8%	80%	63%
CA	33%	35%	+6%	26%	30%	+15%	91%	24%
CO	35%	37%	+6%	30%	32%	+7%	77%	10%
CT	41%	40%	-2%	37%	32%	-14%	79%	21%
DE	32%	40%	+25%	28%	37%	+32%	76%	28%
DC	46%	39%	-15%	36%	26%	-28%	31%	39%
FL	30%	35%	+17%	25%	29%	+16%	63%	16%
GA	29%	33%	+14%	24%	28%	+17%	56%	20%
HI	45%	46%	+2%	36%	39%	+8%	93%	47%
ID	35%	40%	+14%	30%	34%	+13%	82%	38%
IL	40%	42%	+5%	34%	35%	+3%	88%	26%
IN	38%	31%	-18%	32%	26%	-19%	69%	71%
IA	35%	27%	-23%	30%	22%	-27%	25%	25%
KS	31%	41%	+32%	26%	38%	+46%	64%	58%
KY	32%	27%	-16%	28%	24%	-14%	67%	45%
LA	43%	44%	+2%	36%	37%	+3%	52%	63%
ME	26%	30%	+15%	23%	28%	+22%	95%	70%
MD	31%	31%	0%	23%	26%	+13%	84%	8%
MA	40%	42%	+5%	33%	34%	+3%	75%	4%
MI	37%	34%	-8%	31%	29%	-6%	67%	36%
MN	41%	35%	-15%	33%	30%	-9%	85%	49%
MS	36%	38%	+6%	32%	34%	+6%	25%	8%
MO	41%	38%	-7%	34%	32%	-6%	78%	53%
MT	42%	45%	+7%	36%	40%	+11%	82%	65%
NE	36%	36%	0%	28%	27%	-4%	79%	75%
NV	42%	37%	-12%	31%	33%	+6%	87%	36%
NH	44%	38%	-14%	30%	32%	+7%	91%	50%
NJ	31%	33%	+6%	24%	26%	+8%	87%	34%
NM	39%	32%	-18%	34%	29%	-15%	92%	70%
NY	26%	33%	+27%	20%	28%	+40%	68%	4%
NC	30%	35%	+17%	26%	30%	+15%	85%	1%
ND	47%	50%	+6%	43%	46%	+7%	87%	28%
OH	35%	35%	0%	30%	30%	0%	92%	29%
OK	34%	37%	+9%	30%	33%	+10%	90%	39%
OR	38%	38%	0%	30%	33%	+10%	91%	41%
PA	41%	39%	-5%	36%	34%	-6%	77%	17%
RI	45%	45%	0%	35%	38%	+9%	70%	5%
SC	32%	50%	+56%	28%	44%	+57%	75%	7%
SD	38%	34%	-11%	33%	29%	-12%	84%	80%
TN	39%	37%	-5%	33%	32%	-3%	25%	21%
TX	44%	43%	-2%	39%	38%	-3%	57%	14%
UT	16%	20%	+25%	13%	17%	+31%	43%	49%
VT	38%	21%	-45%	32%	16%	-50%	87%	24%
VA	34%	44%	+29%	28%	36%	+29%	46%	1%
WA	43%	43%	0%	37%	35%	-5%	93%	26%
WV	38%	37%	-3%	34%	34%	0%	90%	6%
WI	40%	41%	+3%	34%	34%	0%	90%	40%
WY	46%	47%	+2%	39%	42%	+8%	71%	28%
US	36%	37%	+3%	30%	32%	+7%	71%	26%
PR	40%	41%	+3%	32%	33%	+3%	80%	66%

Source: FARS.

Table 5.

Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2008

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate			Non-Interstate				
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35mph	<35mph
AL	966	447	25	1	106	12	137	48	41	36
AK	62	33	9	5	6	1	4	1	2	3
AZ	937	373	64	9	23	13	81	46	24	44
AR	600	63	3	0	21	2	15	6	12	2
CA	3,434	1,141	161	23	237	44	108	97	175	118
CO	548	210	18	9	29	8	22	23	40	30
CT	264	83	11	10	5	3	3	6	11	34
DE	121	36	1	3	10	14	3	3	0	2
DC	34	12	0	2	0	0	0	0	0	10
FL	2,978	553	55	18	83	16	106	52	79	90
GA	1,493	309	19	16	91	4	71	11	50	23
HI	107	50	0	5	4	3	5	0	18	14
ID	232	74	12	2	6	8	9	2	13	4
IL	1,043	385	47	9	154	9	43	17	32	62
IN	814	250	24	10	64	10	32	30	35	39
IA	412	41	2	0	19	3	2	3	5	4
KS	385	96	6	2	34	2	8	5	4	13
KY	826	154	10	5	80	2	20	0	26	9
LA	912	250	18	5	90	12	45	14	31	19
ME	155	53	3	0	4	8	17	2	10	3
MD	591	191	10	12	32	24	7	27	30	43
MA	363	97	7	7	2	1	7	15	19	30
MI	980	232	28	2	122	3	16	1	15	31
MN	456	134	23	6	57	1	7	4	2	23
MS	783	327	30	2	125	11	55	10	38	19
MO	960	441	46	16	121	14	27	22	65	52
MT	229	72	10	0	3	1	5	1	9	6
NE	208	32	6	0	3	2	1	0	3	4
NV	324	93	11	0	8	3	22	1	15	13
NH	139	40	4	0	2	9	4	4	4	12
NJ	590	65	2	3	3	15	12	6	6	15
NM	366	70	8	0	10	5	9	2	4	11
NY	1,231	410	9	12	144	8	34	28	18	58
NC	1,433	475	28	1	240	3	126	4	45	11
ND	104	27	5	0	13	1	0	0	2	3
OH	1,190	269	26	7	121	7	23	7	43	26
OK	749	221	27	4	26	2	61	7	15	15
OR	416	128	9	4	57	4	12	7	6	8
PA	1,468	718	51	35	171	9	127	97	158	63
RI	65	20	0	0	0	1	2	1	3	9
SC	920	351	35	3	96	11	86	19	52	32
SD	119	37	6	1	15	1	5	0	3	0
TN	1,035	243	20	9	47	14	59	20	28	40
TX	3,382	1,422	138	54	184	49	143	108	122	136
UT	275	98	24	0	7	6	4	12	10	8
VT	73	25	5	0	0	12	0	1	7	0
VA	824	246	20	14	105	4	39	11	23	21
WA	521	216	13	1	21	27	14	10	58	28
WV	380	97	5	1	36	0	14	2	11	12
WI	605	198	11	2	103	0	16	3	14	30
WY	159	66	13	0	11	2	3	4	2	4
US	37,261	11,674	1,118	330	2,951	424	1,671	800	1,438	1,322
PR	399	162	34	0	4	3	22	6	77	15

Of the total number of speeding-related fatalities in 2008, 4,814 occurred on roads with posted speed limits between 55 and 65 mph, and 717 occurred on roads with speed limits above 65 mph. Notes: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown. Source: FARS.

Table 6.

Passenger Vehicle Occupants and Motorcyclists Killed, 2008

State	Passenger Vehicle Occupants Killed				Motorcyclists Killed			
	Total	Percent Who Were:			Total	Percent Who Were:		
		Restrained	Unrestrained	Unknown		Helmeted	Not Helmeted	Unknown
AL	751	36.1%	60.2%	3.7%	99	84.8%	15.2%	0.0%
AK	43	44.2%	48.8%	7.0%	8	50.0%	50.0%	0.0%
AZ	583	33.6%	54.9%	11.5%	141	45.4%	45.4%	9.2%
AR	445	31.9%	59.6%	8.5%	68	39.7%	54.4%	5.9%
CA	2,023	57.8%	34.7%	7.5%	560	86.8%	12.1%	1.1%
CO	378	49.2%	45.8%	5.0%	98	30.6%	69.4%	0.0%
CT	163	41.7%	42.9%	15.3%	57	35.1%	63.2%	1.8%
DE	78	51.3%	37.2%	11.5%	16	50.0%	50.0%	0.0%
DC	14	35.7%	35.7%	28.6%	8	87.5%	12.5%	0.0%
FL	1,727	39.6%	58.0%	2.4%	556	48.9%	45.7%	5.4%
GA	1,088	37.3%	53.1%	9.6%	177	90.4%	7.9%	1.7%
HI	57	43.9%	47.4%	8.8%	25	28.0%	72.0%	0.0%
ID	171	36.8%	60.2%	2.9%	29	62.1%	37.9%	0.0%
IL	722	44.7%	47.0%	8.3%	133	24.1%	72.2%	3.8%
IN	587	45.0%	45.0%	10.1%	131	23.7%	72.5%	3.8%
IA	313	40.6%	46.0%	13.4%	55	14.5%	81.8%	3.6%
KS	302	31.8%	61.3%	7.0%	46	23.9%	65.2%	10.9%
KY	596	35.9%	63.9%	0.2%	101	40.6%	59.4%	0.0%
LA	669	31.7%	59.2%	9.1%	80	60.0%	40.0%	0.0%
ME	108	47.2%	41.7%	11.1%	18	22.2%	72.2%	5.6%
MD	365	55.3%	38.9%	5.8%	91	89.0%	11.0%	0.0%
MA	227	30.0%	52.9%	17.2%	42	83.3%	2.4%	14.3%
MI	669	51.4%	36.0%	12.6%	128	78.1%	10.9%	10.9%
MN	312	48.4%	40.1%	11.5%	71	15.5%	77.5%	7.0%
MS	652	33.7%	66.3%	-	40	80.0%	20.0%	-
MO	747	28.8%	64.9%	6.3%	107	77.6%	22.4%	0.0%
MT	167	27.5%	70.1%	2.4%	36	36.1%	58.3%	5.6%
NE	175	39.4%	52.0%	8.6%	19	84.2%	15.8%	0.0%
NV	196	49.0%	46.4%	4.6%	59	74.6%	25.4%	0.0%
NH	97	25.8%	74.2%	-	30	36.7%	63.3%	-
NJ	332	48.2%	49.7%	2.1%	82	86.6%	13.4%	0.0%
NM	250	47.6%	51.2%	1.2%	49	4.1%	95.9%	0.0%
NY	680	50.6%	34.1%	15.3%	184	79.3%	19.6%	1.1%
NC	1,033	48.1%	46.3%	5.6%	170	90.6%	8.8%	0.6%
ND	74	23.0%	73.0%	4.1%	13	23.1%	76.9%	0.0%
OH	816	40.7%	54.3%	5.0%	213	29.6%	68.5%	1.9%
OK	569	34.6%	59.4%	6.0%	86	25.6%	73.3%	1.2%
OR	290	57.6%	31.4%	11.0%	48	95.8%	2.1%	2.1%
PA	1,016	33.2%	54.5%	12.3%	239	47.3%	49.0%	3.8%
RI	44	25.0%	65.9%	9.1%	7	71.4%	28.6%	0.0%
SC	658	32.7%	62.5%	4.9%	123	23.6%	74.0%	2.4%
SD	92	30.4%	64.1%	5.4%	15	26.7%	73.3%	0.0%
TN	776	33.8%	58.9%	7.3%	145	85.5%	11.0%	3.4%
TX	2,248	49.7%	42.3%	8.0%	516	37.0%	61.2%	1.7%
UT	179	53.6%	39.1%	7.3%	36	33.3%	66.7%	0.0%
VT	63	49.2%	42.9%	7.9%	7	100.0%	0.0%	0.0%
VA	617	36.1%	60.6%	3.2%	86	91.9%	7.0%	1.2%
WA	351	56.4%	35.9%	7.7%	81	95.1%	4.9%	0.0%
WV	295	33.2%	53.2%	13.6%	52	75.0%	21.2%	3.8%
WI	423	38.1%	52.5%	9.5%	89	21.3%	76.4%	2.2%
WY	120	28.3%	69.2%	2.5%	20	40.0%	60.0%	0.0%
US	25,351	42.0%	50.7%	7.3%	5,290	56.7%	40.6%	2.7%
PR	172	48.3%	51.7%	-	78	35.9%	64.1%	-

Source: FARS.

Table 7.

Traffic Fatalities and Vehicles Involved in Fatal Crashes by Type, 2008

State	Total	Percent Who Were: (by Person Type)						Total	Percent That Were: (by Vehicle Type)				
		Drivers	Passengers	Motorcycle Riders	Pedestrians	Pedal-cyclists	Other/Unknown		Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Other/Unknown
AL	966	62.7%	18.8%	10.2%	6.8%	0.4%	0.9%	1,289	41.7%	39.2%	9.6%	7.6%	1.9%
AK	62	53.2%	27.4%	12.9%	4.8%	1.6%	0.0%	91	34.1%	42.9%	5.5%	11.0%	6.6%
AZ	937	41.2%	26.3%	15.0%	12.8%	2.0%	2.7%	1,261	34.2%	39.7%	7.9%	11.6%	6.7%
AR	600	62.0%	17.7%	11.3%	7.5%	0.8%	0.7%	784	35.6%	41.8%	9.8%	9.3%	3.4%
CA	3,434	41.2%	20.2%	16.3%	18.1%	3.2%	1.0%	4,749	43.0%	34.1%	6.4%	12.4%	4.0%
CO	548	49.8%	21.0%	17.9%	8.0%	2.2%	1.1%	713	34.8%	42.6%	8.1%	13.2%	1.3%
CT	264	47.3%	15.2%	21.6%	14.0%	1.9%	0.0%	360	48.1%	28.3%	7.2%	14.7%	1.7%
DE	121	44.6%	19.8%	13.2%	17.4%	5.0%	0.0%	153	39.9%	41.2%	4.6%	11.1%	3.3%
DC	34	26.5%	20.6%	23.5%	26.5%	2.9%	0.0%	44	47.7%	22.7%	4.5%	20.5%	4.5%
FL	2,978	43.0%	16.9%	18.7%	16.5%	4.2%	0.8%	4,227	40.2%	35.9%	6.4%	13.6%	3.9%
GA	1,493	57.3%	19.0%	11.9%	9.8%	1.3%	0.8%	2,070	39.1%	41.1%	8.6%	8.6%	2.6%
HI	107	43.0%	12.1%	23.4%	18.7%	1.9%	0.9%	140	41.4%	33.6%	4.3%	18.6%	2.1%
ID	232	58.2%	23.7%	12.5%	4.7%	0.9%	0.0%	304	32.9%	43.4%	10.5%	9.9%	3.3%
IL	1,043	51.3%	19.9%	12.8%	12.9%	2.6%	0.5%	1,437	43.6%	34.3%	9.5%	9.1%	3.5%
IN	814	53.2%	20.9%	16.1%	6.6%	2.2%	1.0%	1,122	41.3%	34.4%	11.4%	11.3%	1.6%
IA	412	58.3%	22.3%	13.3%	4.1%	1.2%	0.7%	571	38.7%	36.6%	12.1%	9.5%	3.2%
KS	385	60.8%	20.3%	11.9%	4.9%	1.6%	0.5%	498	37.8%	39.2%	11.4%	9.4%	2.2%
KY	826	59.4%	19.2%	12.2%	8.1%	0.7%	0.2%	1,102	39.1%	38.9%	8.9%	9.2%	3.9%
LA	912	55.0%	22.8%	8.8%	11.6%	1.2%	0.5%	1,169	37.6%	44.0%	8.9%	7.3%	2.2%
ME	155	63.2%	14.2%	11.6%	7.7%	2.6%	0.6%	204	40.2%	38.2%	10.3%	8.8%	2.5%
MD	591	46.2%	17.3%	15.4%	19.6%	1.0%	0.5%	817	47.4%	33.5%	6.1%	10.6%	2.3%
MA	363	48.8%	15.2%	11.6%	20.7%	2.8%	1.1%	444	52.0%	30.6%	4.5%	9.7%	3.2%
MI	980	51.7%	20.3%	13.1%	11.6%	2.6%	0.7%	1,414	42.4%	38.8%	6.4%	9.2%	3.3%
MN	456	53.9%	20.4%	15.6%	5.7%	2.9%	1.5%	641	39.6%	36.3%	9.7%	11.1%	3.3%
MS	783	67.6%	20.3%	5.1%	6.4%	0.5%	0.1%	985	44.8%	41.5%	7.1%	4.1%	2.5%
MO	960	58.6%	23.0%	11.1%	6.6%	0.3%	0.3%	1,253	39.7%	40.2%	9.3%	8.2%	2.6%
MT	229	54.1%	23.1%	15.7%	4.8%	1.3%	0.9%	286	29.0%	45.1%	9.4%	13.3%	3.1%
NE	208	65.4%	22.1%	9.1%	2.4%	0.0%	1.0%	284	34.9%	42.3%	14.4%	6.7%	1.8%
NV	324	42.9%	18.5%	18.2%	17.3%	2.2%	0.9%	446	38.6%	39.2%	4.7%	14.1%	3.4%
NH	139	54.7%	15.8%	21.6%	5.0%	1.4%	1.4%	195	42.1%	34.4%	6.2%	16.9%	0.5%
NJ	590	41.2%	18.0%	13.9%	22.9%	3.4%	0.7%	811	48.3%	31.4%	5.9%	11.0%	3.3%
NM	366	43.4%	30.6%	13.4%	10.7%	1.9%	0.0%	446	26.7%	49.8%	9.6%	10.8%	3.1%
NY	1,231	40.9%	16.4%	14.9%	23.9%	3.4%	0.4%	1,703	47.4%	30.8%	6.6%	11.3%	3.9%
NC	1,433	53.8%	20.3%	11.9%	11.2%	2.2%	0.6%	1,892	43.1%	38.3%	7.6%	9.1%	1.9%
ND	104	54.8%	25.0%	12.5%	5.8%	1.0%	1.0%	137	29.2%	40.9%	15.3%	11.7%	2.9%
OH	1,190	53.0%	18.8%	17.9%	8.2%	1.5%	0.5%	1,649	43.2%	33.0%	8.1%	12.9%	2.9%
OK	749	57.9%	22.7%	11.5%	6.8%	0.5%	0.5%	1,009	32.2%	46.4%	10.7%	8.6%	2.1%
OR	416	51.0%	21.6%	11.5%	12.3%	2.4%	1.2%	521	38.8%	41.3%	7.5%	9.0%	3.5%
PA	1,468	56.0%	17.2%	16.3%	9.3%	0.5%	0.7%	2,030	43.3%	32.8%	9.6%	11.9%	2.5%
RI	65	56.9%	10.8%	10.8%	18.5%	1.5%	1.5%	81	56.8%	29.6%	2.5%	8.6%	2.5%
SC	920	54.5%	19.5%	13.4%	10.9%	1.5%	0.3%	1,165	40.5%	40.2%	7.0%	10.4%	2.0%
SD	119	55.5%	21.0%	12.6%	7.6%	0.0%	3.4%	148	43.9%	32.4%	8.8%	10.8%	4.1%
TN	1,035	61.2%	18.0%	14.0%	5.8%	0.7%	0.4%	1,383	42.0%	38.6%	6.7%	10.4%	2.3%
TX	3,382	49.3%	21.0%	15.3%	12.3%	1.6%	0.6%	4,619	33.9%	42.7%	9.1%	11.4%	2.8%
UT	275	48.4%	24.7%	13.1%	11.6%	1.5%	0.7%	350	38.3%	39.4%	9.1%	10.3%	2.9%
VT	73	54.8%	34.2%	9.6%	1.4%	0.0%	0.0%	102	43.1%	43.1%	5.9%	6.9%	1.0%
VA	824	58.9%	19.8%	10.4%	9.2%	1.6%	0.1%	1,097	46.0%	36.8%	6.5%	8.1%	2.6%
WA	521	53.2%	17.3%	15.5%	12.1%	1.7%	0.2%	710	40.6%	37.7%	7.6%	11.5%	2.5%
WV	380	62.1%	19.7%	13.7%	3.4%	0.5%	0.5%	480	36.3%	40.2%	9.6%	10.6%	3.3%
WI	605	54.9%	19.8%	14.7%	8.8%	1.5%	0.3%	857	42.7%	35.1%	7.8%	10.4%	4.0%
WY	159	55.3%	27.0%	12.6%	4.4%	0.6%	0.0%	187	28.3%	43.9%	15.0%	10.7%	2.1%
US	37,261	51.6%	19.9%	14.2%	11.7%	1.9%	0.7%	50,430	40.4%	37.8%	8.1%	10.7%	3.0%
PR	399	33.3%	12.0%	19.5%	31.8%	3.0%	0.3%	536	47.6%	27.1%	5.0%	15.3%	5.0%

Source: FARS.

Table 8.

Fatalities in the Beds of Pickup Trucks, by Age, 2008

State	Age						Unknown	Total
	<5	5-9	10-14	15-20	21-24	>24		
AL	0	0	0	1	0	1	0	2
AK	0	0	0	0	0	0	0	0
AZ	0	0	0	3	0	1	0	4
AR	0	0	0	0	0	0	0	0
CA	0	0	0	1	1	2	0	4
CO	0	0	1	0	0	0	0	1
CT	0	0	0	0	0	0	0	0
DE	0	0	0	0	0	0	0	0
DC	0	0	0	0	0	0	0	0
FL	0	0	0	1	1	7	0	9
GA	0	0	1	0	0	2	0	3
HI	0	0	0	1	0	0	0	1
ID	0	0	0	0	0	0	0	0
IL	0	0	0	0	0	1	0	1
IN	0	0	0	0	0	0	0	0
IA	0	0	0	0	0	0	0	0
KS	0	0	0	0	0	0	0	0
KY	0	0	0	1	0	2	0	3
LA	0	0	0	1	0	0	0	1
ME	0	0	0	0	0	0	0	0
MD	0	0	0	0	0	0	0	0
MA	0	0	0	0	0	0	0	0
MI	0	0	0	1	0	0	0	1
MN	0	0	0	0	0	0	0	0
MS	0	0	0	0	0	0	0	0
MO	0	0	0	0	0	0	0	0
MT	0	0	0	1	0	1	0	2
NE	0	0	0	0	0	0	0	0
NV	0	1	0	0	0	0	0	1
NH	0	0	0	0	0	1	0	1
NJ	0	0	0	0	0	0	0	0
NM	0	0	0	0	0	0	0	0
NY	0	0	0	0	0	0	0	0
NC	0	0	0	1	0	2	0	3
ND	0	0	0	0	0	0	0	0
OH	0	0	0	0	0	2	0	2
OK	0	0	0	0	0	2	0	2
OR	0	0	0	0	0	0	0	0
PA	0	0	0	1	0	2	0	3
RI	0	0	0	0	0	0	0	0
SC	0	0	0	1	0	1	0	2
SD	0	0	0	0	0	0	0	0
TN	0	0	0	1	0	2	0	3
TX	0	0	3	2	0	3	0	8
UT	0	0	0	0	0	0	0	0
VT	0	0	0	0	0	0	0	0
VA	0	0	0	1	0	0	0	1
WA	0	0	0	0	0	0	0	0
WV	0	0	0	0	0	0	0	0
WI	0	0	0	0	0	0	0	0
WY	0	0	0	0	0	0	0	0
US	0	1	5	18	2	32	0	58
PR	0	0	0	0	0	0	0	0

Note: Includes fatalities in both enclosed and unenclosed beds.

Table 9.

Key Provisions of Occupant Restraint Laws and 2008 Belt Use Rates

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions ⁽³⁾	2008 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats ⁽¹⁾	Ages ⁽²⁾					
AL	Primary	\$25	Front	15 and older	Designed for >10 passengers, model year <1965, rural mail carriers/ newspaper delivery vehicles, vehicles operating in reverse.	86.1%	<1 year old (or <20 lb) in rear-facing infant seat; 1 to 4 years old (or 20-40 lb) in forward-facing child safety seat; 5 years old (but not yet 6) in booster seat ⁽⁴⁾	\$25	
AK	Primary	\$15	All	16 and older	School buses, emergency vehicles, mail or newspaper delivery vehicles, non-highway vehicles (generally, off-road or snowmobiles).	84.9%	3 and under in child safety seat; 4 to 8 years old (and 20-65 lb and <57 inches tall) in booster seat	\$15 ⁽⁵⁾	
AZ	Secondary	\$10	All Front	5-15 5 and older	Designed for >10 passengers, model year <1972, rural mail carriers.	79.9%	<5 years old	\$50	
AR	Primary	\$25	Front	15 and older	Not required when an emergency exists that threatens the life of a child or person operating a motor vehicle. Any child who is physically unable because of a medical condition (as certified by a physician) is exempted.	70.4%	5 years old and under <60 lb	\$100 ⁽⁶⁾	Children 60 lb or more may be in seat belts.
CA	Primary	\$20 ⁽⁷⁾	All	16 and older	Emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis.	95.7%	5 years old and younger (or <60 lb) in a rear seat	\$100 ⁽⁶⁾	<1 year old or <20 lb or in rear-facing restraint may not ride in front if front passenger air bag is activated; 60 lb or more in rear seat if available.
CO	Secondary ⁽⁹⁾	\$18	All Front	Under 16 16 and older	Passenger buses, school buses, ambulances, postal service vehicles, delivery and pickup service vehicles.	81.7%	<1 year old (and <20 lb) in rear-facing infant seat; 1 to 3 years old (and 20-40 lb) in forward-facing child safety seat; 4 or 5 years old (and <55 inches) in booster seat ⁽¹⁰⁾	\$82	<1 year old and <20 lb in rear-facing infant seat; 1 to 3 years old and 20-40 lb in forward-facing child seat; 4 or 5 years old and <55 inches in booster seat.

⁽¹⁾The word "All" used in this category means everyone must be restrained. For children, that may be in a child restraint.

⁽²⁾May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

⁽³⁾Emergency vehicle and bus exemptions generally do not apply to the operator.

⁽⁴⁾First violation, 1 point; second or subsequent violation, 2 points.

⁽⁵⁾Two points for child restraint violation.

⁽⁶⁾Arkansas reduces the fine for the primary violation by \$10.

⁽⁷⁾Court may substitute traffic safety school for fine for first offense. Fine for second and subsequent offenses is \$50.

⁽⁸⁾One point for child restraint violation; operators are liable for children <16 years old not wearing seat belts or in proper child safety restraints.

⁽⁹⁾Primary enforcement for child safety restraints.

⁽¹⁰⁾Less than 1 year old and <20 lb in rear-facing restraint system; 1 to 3 years old and 20-39 lb in forward-facing child safety seat; 4 to 5 years old and <55 inches in booster seat.

Source: NHTSA, Regional Office. Updated as of January 2010.

Table 9.

Key Provisions of Occupant Restraint Laws and 2008 Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions ⁽³⁾	2008 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats ⁽¹⁾	Ages ⁽²⁾					
CT	Primary	\$15 ⁽¹¹⁾	Front	7 and older	Truck or bus >15,000 lb, public vehicles, emergency vehicles, delivery vehicles, postal service vehicles, newspaper delivery vehicles.	88.0%	<1 year old (or <20 lb) in rear-facing restraint system; 1 to 6 years old (and <60 lb) in child restraint system; booster seat only in seating position with lap and shoulder belt	\$60 ⁽¹²⁾	4 and older, or <4 and <40 lb in student transportation vehicle (not a school bus), must be in child seat or belt.
DE	Primary	\$25	All	16 and older	Postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices.	91.3%	<7 years old and <65 lb in age/weight appropriate restraint; 8 to 15 years old or >65 lb in seat belt	\$25	
DC	Primary	\$50 ⁽¹³⁾	All	16 and older	Seating for >8 people, taxis (6pm-6am), vehicles with 3 or fewer wheels, farm vehicles.	90.0%	7 and younger	\$75 ⁽¹³⁾	
FL	Primary	\$30	All Front	6-17 >6	Newspaper delivery vehicles; solid waste/recyclable collection service vehicles working designated routes; people traveling in the living quarters of a recreational vehicle or a space within a truck body primarily intended for merchandise or property; school buses; buses that transport for compensation; farm tractors or implements of husbandry; trucks >26,000 lb.	81.7%	3 and younger ⁽¹⁴⁾	\$60	A person who have a doctor-certified medical condition for which the use of a seat belt may be inappropriate or dangerous are exempt.
GA	Primary	\$15 ⁽¹⁵⁾	All Front	6-17 18 and older	Pickups, vehicles designed for >10 passengers, off-road vehicles, vehicles used for frequent stops (all seats), rural postal vehicles, newspaper delivery vehicles, emergency vehicles, driver in reverse, taxis, public transit vehicles.	89.6%	5 and older (and <57 inches) in rear seat if available ⁽¹⁶⁾	\$50 ⁽¹⁷⁾	5 and younger must be in rear seat if available; exemption for pickups applies to passengers over 18 years old.

⁽¹¹⁾If a driver under 18 commits a violation, the driver is subject to a \$75 fine.⁽¹²⁾The fine is \$15 if the child is 4 to 16 years old and 40 pounds or more; a mandatory child restraint education program is also required for the first or second violation.⁽¹³⁾For child restraint violation, the driver may opt to take a child restraint safety class for \$25 in lieu of the \$75 base fine. In either case, and for seat belt violation, 2 points are assessed on the driver's record.⁽¹⁴⁾Children 3 and younger must be secured in a Federally approved child restraint seat; children 4 and 5 years old must be secured by either a federally approved child restraint seat or seat belt; points are assessed.⁽¹⁵⁾If a minor violates the seat belt law, the driver may be fined \$25.⁽¹⁶⁾For children at least 40 lb, the child restraint requirement is satisfied if they are restrained in the rear seat by a seat belt; the seat belt may be a lap belt if 3-point belts are unavailable or already being used by other children >40 lb.⁽¹⁷⁾One point assessed against the driver's record; 2 points for subsequent offense.

Table 9.

Key Provisions of Occupant Restraint Laws and 2008 Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions ⁽³⁾	2008 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats ⁽¹⁾	Ages ⁽²⁾					
HI	Primary	\$45 ⁽¹⁸⁾	All Front	8-17 18 and older	Bus or school bus >10,000 lb, emergency vehicles, taxicabs. DOT may establish additional exemptions.	97.0%	3 and younger in child safety seat; 4-7 in booster seat or child restraint ⁽¹⁹⁾	\$100 ⁽²⁰⁾	People are exempted if they are unable to use a seat belt because all available seat belt assemblies are in use. In this case, unsecured children must sit in the back seat.
ID	Secondary	\$10	All	7 and older	Vehicles >8,000 lb, mail carriers, implements of husbandry, motorcycles.	76.9%	7 and younger	Less than \$100 ⁽²¹⁾	
IL	Primary	\$25	All Front	18 and younger if driver is 18 or younger 16 and older	Emergency vehicles, motorcycles, vehicles that stop frequently, rural letter carriers, model year <1964.	90.5%	7 and younger	Less than \$50	Children >40 lb may use lap belt in rear seat if no three-point belt is available.
IN	Primary	\$25	All	16 and older	Tractors, RVs, postal vehicles, school buses, delivery vehicles, taxis, buses, emergency vehicles, antique cars, motorcycles, farm vehicles engaged in farming, law enforcement vehicles, non-drivers in parades, public utility vehicles, towing recovery vehicles.	91.2%	7 and younger ⁽²²⁾	Less than \$25 ⁽²³⁾	Child restraint law applies only to drivers with Indiana licenses.
IA	Primary	\$25	Front	11 and older	Delivery vehicles that do not exceed 25 mph between stops, buses, model year <1965, emergency vehicles, motorcycles, postal vehicles making frequent stops.	92.9%	5 and younger ⁽²⁴⁾	\$25 ⁽²⁵⁾	
KS	Secondary (primary for ages 14-17)	\$30	All Front	14-17 18 and older	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, vehicles delivering newspapers.	77.4%	3 and younger in child restraint; 4-7 (and <80 lb or <57 inches tall) in child restraint or booster seat ⁽²⁶⁾	\$60 ⁽²⁷⁾	

⁽¹⁸⁾In addition to the \$45 fine, the driver must pay a surcharge of \$10 for the neurotrauma special fund.

⁽¹⁹⁾Children 4-7 are exempted if >57 inches or >40 lb and traveling in a motor vehicle equipped only with lap belts, without shoulder straps, in the back seat.

⁽²⁰⁾First-time violators are required to attend a child passenger restraint system seat class not to exceed 4 hours in length, pay a driver education safety assessment fee of \$50, and pay a \$10 surcharge into the neurotrauma fund.

⁽²¹⁾This is an infraction punishable by a fine not exceeding \$100. The typical total fine is \$60, including all add-on costs.

⁽²²⁾A child >40 lb may be restrained by a lap seat belt if: (1) the motor vehicle is not equipped with lap and shoulder seat belts; or (2) not including the operator's seat and the front passenger seat, all the lap and shoulder seat belts are being used properly to restrain other children under 16. A child under 8 may be exempt if the child cannot reasonably fit in a child safety restraint.

⁽²³⁾Four points assessed on driving record.

⁽²⁴⁾Younger than 1 year and <20 lb in rear-facing child seat; children over 3 but under 6 years old may be secured in a child restraint, seat belt, or seat harness.

⁽²⁵⁾First offenders who prove purchase or acquisition of a child restraint system shall not be convicted.

Table 9.

Key Provisions of Occupant Restraint Laws and 2008 Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions ⁽³⁾	2008 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats ⁽¹⁾	Ages ⁽²⁾					
KY	Primary	\$25	All	All	Designed for >10 people, farm trucks >2,000 lb, motorcycles.	73.3%	40 inches tall or less in child restraint; 6 and younger (and between 40 and 50 inches tall) in booster seat	Child restraint \$50; booster seat \$30	
LA	Primary	\$25	All	14 and older	Vehicles with gross weight >10,000 lb, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, people delivering newspapers.	75.5%	5 and younger ⁽²⁸⁾	\$50	
ME	Primary	\$50	All	18 and older	Postal vehicles, passengers riding in taxi or limousine for hire.	83.0%	<40 lb in child safety seat; 40-80 lb and <8 years old in safety system that elevates child so adult seat belt fits properly; <11 (and <100 lb) in rear seat if available	\$50	Everyone riding in school bus equipped with seat belts must use them.
MD	Primary	\$25	Front	16 and older	"Historical" vehicles, for-hire vehicles, motorcycles, trucks, buses, vehicles delivering mail, vehicles built before June 1, 1964.	93.3%	<8 years old (and either <57 inches tall or 65 lb or less)	\$25	
MA	Secondary	\$25 ⁽²⁹⁾	All	13 and older	Buses, trucks 18,000 lb or more, taxis, utility vehicles, model year <1966, postal vehicles, farm vehicles, authorized emergency vehicles, side-facing seat in car owned for antique collecting.	66.8%	7 and younger (and <57 inches tall)	\$25	
MI	Primary	\$25	Front	16 and older	Taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	97.2%	7 and younger (and <57 inches tall); <4 must be in car seat in the back seat	\$10 ⁽³⁰⁾	

⁽²⁶⁾If the number of children subject to these requirements exceeds the number of passenger-securing locations available for use by children and all of the securing locations are in use by children, the requirement is waived for the additional children.

⁽²⁷⁾\$10 plus court costs are waived if offender purchases or obtains an appropriate child restraint.

⁽²⁸⁾Age <1 year or <20 lb in rear-facing child seat; 1 to 3 years old or 20-39 lb in forward-facing child seat; 4-5 years old or 40-60 lb in booster seat.

⁽²⁹⁾Operator may be fined an additional \$25 if allowing anyone >12 and <16 years old to ride unrestrained.

⁽³⁰⁾\$10 for child <4; \$50 for child 4 to 8 years old and <57 inches tall.

Table 9.

Key Provisions of Occupant Restraint Laws and 2008 Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions ⁽³⁾	2008 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats ⁽¹⁾	Ages ⁽²⁾					
MN	Primary	\$25	All	8 and older	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops and going <25 mph between stops, vehicles driving in reverse, people riding in a vehicle in which all the seating positions equipped with seat belts are occupied by other people in seat belts, model year <1965, people in possession of written certificate from a licensed physician verifying that he/she is unable to wear a seat belt.	86.7%	7 and younger (and <57 inches tall)	\$50	
MS	Primary	\$25	Front	7 and older	Farm vehicles, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed to carry >15 people, trailers.	71.3%	3 and younger in child restraint; 4-6 (and <57 inches tall or <65 lb) in booster seat	\$25	
MO	Secondary (primary for <16 years old)	\$10	Front	16 and older	Vehicles designed for >10 people, trucks >12,000 lb, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles.	75.8%	Primary enforcement: <4 years old (or <40 lb) in child safety seat; 4 to 7 (and 40-80 lb and <57 inches tall) in booster seat. If all safety restraints are in use, <16 years old must be in rear seat.	\$50; \$10 for >80 lb or >57 inches tall	A person <18 operating or riding in a truck is required to wear seat belts.
MT	Secondary	\$20	All	6 and older	Motorcycles, taxis, vehicles making frequent stops, construction vehicles.	79.3%	<6 (and <60 lb)	\$100	A person who cannot use a seat belt because all belts are in use is exempt.
NE	Secondary	\$25	Front	18 and older	Emergency vehicles, model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles.	82.6%	5 and younger	\$25	
NV	Secondary	\$25	All	6 and older	Taxis, buses, school buses, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph. Any vehicle or seating position if the State determines compliance is impractical.	90.9%	<6 (and <60 lb)	\$500	
NH	No law	—	—	—	—	69.2%	5 and younger (and <55 inches tall)	\$25	

Table 9.

Key Provisions of Occupant Restraint Laws and 2008 Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions ⁽³⁾	2008 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats ⁽¹⁾	Ages ⁽²⁾					
NJ	Primary	\$20	All	8-17	Vehicles manufactured before 1966, rural letter carriers, fewer belts than seats.	91.8%	<8 (and <55 inches tall)	\$25	
			All	>7 and >80 lb					
			Front	18 and older					
NM	Primary	\$25 ⁽³¹⁾	All	18 and older	Vehicles >10,000 lb, rural letter carriers.	91.1%	<1 year in rear-facing infant seat, in rear seat if available; 1 to 4 years old (or <40 lb) in child safety seat; 5 to 6 (or <60 lb) in booster seat	\$25	
NY	Primary	\$50 ⁽³²⁾	Front	16 and older	Buses, school buses, taxis, emergency or delivery vehicles, rural letter carriers.	89.1%	<3 unless >40 lb and no lap/shoulder belt available; 4 to 6 years old unless no lap/shoulder belt available	\$100	
NC	Primary (secondary for rear seat occupants)	\$25	All	16 and older	Farm vehicles, postal vehicles, designated commercial vehicles, delivery vehicles traveling <20 mph, trash/recycling trucks.	89.8%	7 and younger (and <80 lb)	\$25	
ND	Secondary	\$20	Front	18 and older	Designed for >10 people, farm vehicles, rural mail carriers, all front seat belts in use by other occupants.	81.6%	6 and younger (and <57 inches tall or <80 lb)	\$25 ⁽³³⁾	
OH	Secondary	\$30 ⁽³⁴⁾	All	4-14	Postal service vehicles, vehicles delivering newspapers.	82.7%	<4 years old (or <40 lb) in child safety seat; 4 to 8 years old (and <57 inches) in booster seat	\$150	
			Front	15 and older					
OK	Primary	\$20	Front	13 and older	Exempt from seat belt law: farm vehicles (trucks, truck tractors), RVs, postal service vehicles. Exempt from child restraint law: school buses, taxicabs, emergency vehicles.	84.3%	5 and younger ⁽³⁵⁾	\$50 ⁽³⁶⁾	
OR	Primary	\$97	All	16 and older	Designed for >15 passengers, newspaper and mail vehicles, meter and transit vehicles, for-hire vehicles, trash trucks, emergency vehicles, taxicab operators.	96.3%	<1 year old (or <20 lb) in rear-facing child safety seat; <40 lb in child safety seat; >40 lb (and 57 inches or less or <8 years old) in safety system that elevates the child so that an adult seat belts fits properly	\$97	

⁽³¹⁾New Mexico also assesses points for violations.⁽³²⁾New York assesses points only when the violation involves a child under 16 years old.⁽³³⁾North Dakota assesses 1 point for child restraint violations.⁽³⁴⁾Fine is \$30 for a driver violating the law, \$20 for a passenger.⁽³⁵⁾Children >40 lb may be belted in the rear seat by lap belts if the vehicle is not equipped with lap and shoulder belts, or when the lap and shoulder belts are being used by other children.⁽³⁶⁾Child restraint fine is \$15 with proof of possession of a child safety seat.

Table 9.

Key Provisions of Occupant Restraint Laws and 2008 Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions ⁽³⁾	2008 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats ⁽¹⁾	Ages ⁽²⁾					
PA	Secondary	\$10	All Front	8-17 18 and older	Trucks >7,000 lb, rural letter carriers, delivery vehicles, vehicles traveling <15 mph.	85.1%	7 and younger	\$100	
RI	Secondary (primary for drivers and occupants <18)	\$75	All	All	Postal service vehicles.	72.0%	6 and younger (and <80 lb and <54 inches tall) in rear seat if available	\$75	
SC	Primary ^(37, 38)	\$25	Front Rear with shoulder belt	6 and older 6 and older	Emergency vehicles, buses, postal service vehicles, delivery vehicles, parade vehicles, vehicles in which all seating positions with seat belts are already occupied, people occupying vehicles not originally equipped with seat belts.	79.0%	<1 year old (or <20 lb) in rear-facing infant seat; 1 to 5 years old (and 20-39 lb) in forward-facing child safety seat; 1 to 5 years old (and 40-80 lb) in booster seat secured by lap/ shoulder belt (lap belt alone is not permissible); <6 in rear seat if available	\$150 ⁽³⁹⁾	
SD	Secondary	\$20	Front	18 and older	Passenger buses, school buses, farm tractors, rural mail carriers, newspaper or periodical delivery vehicles.	71.8%	<5 years old (and <40 lb)	\$25	
TN	Primary	\$10 ⁽⁴⁰⁾	Front	16 and older	Vehicles >8,500 lb, rural letter carriers, utility workers, newspaper delivery vehicles, parade vehicles, hayrides crossing a highway from one field to another if operated at <15 mph.	81.5%	<1 year old (or 20 lb or less) in rear-facing infant seat; 1 to 3 years old (and >20 lb) in forward-facing infant seat; 4 to 8 years old (and <57 inches tall) in booster seat; <9 (and <57 inches) in rear seat if available; rear seat recommended for 9 to 12 years old	\$50	
TX	Primary	\$200	All Front	5-16 17 and older	Farm vehicles <48,000 lb, postal service vehicles, newspaper delivery vehicles, meter readers.	91.2%	4 and younger (and <36 inches tall) in child safety seat; 4 to 8 years old (and <57 inches) in booster seat.	\$200	
UT	Secondary (primary for drivers and occupants 18 and younger)	\$45 ⁽⁴¹⁾	All	16 and older	Passengers exempted if all seats are occupied or person is riding in a seating position not equipped with seat belts.	86.0%	7 or younger (and <57 inches tall)	\$45	

⁽³⁷⁾Seat belt law may not be enforced by checkpoints designed for that purpose.⁽³⁸⁾Seat belt law does not apply to an occupant if all belts in the vehicle are used by other occupants.⁽³⁹⁾Up to \$150 fine, but it may be waived with acquisition of child restraint.⁽⁴⁰⁾Drivers 18 or older who choose not to contest the citation pay a \$10 fine by mail (\$20 for drivers 16-17 years old).⁽⁴¹⁾Reduced to \$15 upon completion of class.

Table 9.

Key Provisions of Occupant Restraint Laws and 2008 Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat belt Required		Exemptions ⁽³⁾	2008 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats ⁽¹⁾	Ages ⁽²⁾					
VT	Secondary	\$25	All	16 and older	Buses, taxis, rural mail carriers, delivery vehicles traveling <15 mph, emergency vehicles, farm tractors, vehicles ordered by emergency personnel to evacuate people from stricken area.	87.3%	<1 year old (or <20 lb) in rear-facing infant seat; 2-7 (and >20 lb) in rear seat unless front passenger airbag is deactivated	\$25	
VA	Secondary	\$25	Front	16 and older	Trucks >10,000 lb, school buses, motor homes, taxis, police vehicles enforcing parking or transporting prisoners, rural mail carriers, newspaper delivery vehicles, utility meter readers, commercial vehicles making frequent stops.	80.6%	7 and younger; rear-facing devices in rear seat if available; if not, in front seat only if front passenger airbag is deactivated	\$50	
WA	Primary	\$124	All	16 and older	Vehicles designed for >10 people; when all designated seating positions are occupied; vehicles exempted by State regulation, including farm construction or commercial vehicles making frequent stops.	96.5%	<8 (and <57 inches); <13 in rear seat if practical	\$124 ⁽⁴²⁾	
WV	Secondary	\$25	All Front	8 to 17 8 and older	Designed for >10 people, rural mail carriers, trailers. All seat belts in use and vehicle contains more passengers than total number of seat belts or other safety devices installed in compliance with Federal motor vehicle safety standards.	89.5%	7 and younger (and <57 inches tall)	\$20	
WI	Primary	\$10	All	8 and older	Taxis, farm trucks engaged in farming, emergency vehicles, rural mail carriers, land surveyors.	74.2%	<1 year old (or <20 lb) in rear-facing infant seat, 1 to 3 years old (and 20-40 lb) in forward-facing infant seat, in rear seat if available; 4-7 (and 40-80 lb) in booster seat.	\$75	
WY	Secondary	\$25 ⁽⁴³⁾	All	9 and older	Postal vehicles; excess passengers exempted if all seats occupied.	68.6%	8 and younger in rear seat if available.	\$50	

⁽⁴²⁾\$124 to driver if passenger under 16 years old; \$124 to passenger if over 16 years old.

⁽⁴³⁾If motorist is wearing a seat belt when stopped for another violation, the fine for that violation is reduced by \$10. Passengers violating the seat belt requirements are subject to a fine of \$10.

Table 10.

History of Motorcycle Helmet Laws

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/06/67		
AK	01/01/71	06/23/76	Repealed for operators 18 and older.
AZ	01/01/69	05/27/76	Repealed for 18 and older.
AR	06/29/67	07/31/97	Repealed for 21 and older.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/20/77	Repealed.
		07/01/07	Reinstated for under 18.
CT	10/01/67	06/01/76	Repealed.
		01/01/90	Reinstated for under 18.
DE	06/21/68	06/10/78	Repealed for 19 and older. All riders must have helmets in their possession.
		07/17/84	Helmets required for instruction permit holders.
DC	02/11/70		
FL	09/13/67	07/01/00	Repealed for 21 and older if covered by insurance of at least \$10,000 in medical benefits.
GA	07/01/69		
HI	06/04/67	06/07/77	Repealed for 18 and older.
ID	01/01/68	03/29/78	Repealed for 18 and older.
IL	07/01/69	07/01/70	No helmet law for any motorcyclists since 1970 repeal.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under 18.
IA	09/01/75	07/01/76	No helmet law for any motorcyclists since 1976 repeal.
KS	07/01/67	07/01/70	Repealed for 21 and older.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for 16 and older.
		07/01/79	Reinstated for ages 16 and 17.
KY	06/13/68	07/15/98	Repealed for 21 and older provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle.
		07/04/00	Health insurance requirement repealed.
LA	07/31/68	10/01/76	Repealed for 18 and older.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for 18 and older if covered by insurance of at least \$10,000 in medical benefits.
		08/15/04	Reinstated for all.
ME	10/07/67	10/24/77	Repealed.
		07/03/80	Reinstated for under 15.
		09/23/83	Required for holders of learners' permits, for licensees holding license for 1 year or less, and for passengers if required for operator.
		09/01/09	Reinstated for ages 16 and 17, instruction permit holders, operators licensed for less than 1 year, and passengers (regardless of age) if required for operator.
MD	07/01/68	07/01/79	Repealed for 18 and older.
		10/01/92	Reinstated for all.
MA	05/22/67		
MI	03/10/67	06/12/68	All riders required to have helmet in their possession.
		07/29/69	Reinstated for all.
MN	05/01/68	04/06/77	Repealed for 18 and older and for holders of learners' permits.
MS	03/28/74		

Table 10.

History of Motorcycle Helmet Laws (Continued)

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for 18 and older.
NE	05/29/67	09/02/77	Repealed (law was never enforced).
		01/01/89	Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77	Repealed for 18 and older until Federal law ceases to require a motorcycle helmet law as a condition for receipt of Federal funds.
		09/30/95	Repealed for all when Federal law requiring helmet laws for Federal funds was voided.
NJ	01/01/68		
NM	06/16/67	03/31/77	Repealed for 18 and older.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/27/67	04/01/69	Repealed for 21 and older.
		11/01/75	Reinstated for all.
		05/21/76	Repealed for 18 and older.
OR	01/01/68	10/04/77	Repealed for 18 and older.
		06/16/88	Reinstated for all (by voter referendum).
PA	07/15/68	09/04/03	Repealed for operator 21 and older if operator has held motorcycle license for at least 2 years old or has completed rider education. Repealed for passenger 21 and older if operator is exempt.
RI	04/04/67	05/21/76	Repealed for all operators. Required for all passengers.
		07/01/92	Required for operators under 21, operators licensed for 1 year or less, and all passengers.
SC	07/01/67	06/16/80	Repealed for 21 and older.
SD	07/01/67	07/01/77	Repealed for 18 and older.
TN	06/04/67		
TX	01/01/68	08/29/77	Repealed for 18 and older.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for 21 and older who have completed rider education or are covered by insurance of at least \$10,000 in medical benefits.
UT	05/13/69	05/10/77	Repealed for 18 and older. Required for 17 and under on roads posted for speeds higher than 35 mph.
VT	03/06/68		
VA	06/26/70		
WA	06/08/67	09/21/77	Repealed.
		07/26/87	Reinstated for under 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for 19 and older.
		07/01/93	Repealed for 18 and older.
PR	07/20/60		

*Original law applied to all motorcyclists, unless otherwise noted.

**Applied only to riders under 15½.

Sources: Motorcycle Industry Council, Insurance Institute for Highway Safety, Highway Data Loss Institute.

Table 11.

States With .08 Blood Alcohol Concentration Per Se Laws

State	Enactment Date	Effective Date	State	Enactment Date	Effective Date
AL	July 31, 1995	October 1, 1995	MT	April 15, 2003	April 15, 2003
AK	July 3, 2001	September 1, 2001	NE	March 1, 2001	September 1, 2001
AZ	April 11, 2001	August 31, 2001	NV	June 10, 2003	September 23, 2003
AR	March 6, 2001	August 13, 2001	NH	April 15, 1993	January 1, 1994
CA	1989	January 1, 1990	NJ	January 12, 2004	January 20, 2004
CO	May 21, 2004	July 1, 2004	NM	March 19, 1993	January 1, 1994
CT	July 1, 2002	July 1, 2002	NY	December 30, 2002	July 1, 2003
DE	July 12, 2004	July 12, 2004	NC	July 5, 1993	October 1, 1993
DC	December 1, 1998	April 13, 1999	ND	April 7, 2003	August 27, 2003
FL	April 27, 1993	January 1, 1994	OH	March 31, 2003	July 1, 2003
GA	April 16, 2001	July 1, 2001	OK	June 8, 2001	July 1, 2001
HI	June 30, 1995	June 30, 1995	OR	August 4, 1983	October 15, 1983
ID	March 17, 1997	July 1, 1997	PA	September 30, 2003	September 30, 2003
IL	July 2, 1997	July 2, 1997	RI	July 2, 2003	July 2, 2003
IN	May 9, 2001	July 1, 2001	SC	June 19, 2003	August 19, 2003
IA	April 24, 2003	July 1, 2003	SD	February 27, 2002	July 1, 2002
KS	April 22, 1993	July 1, 1993	TN	June 27, 2002	July 1, 2003
KY	April 21, 2000	October 1, 2000	TX	May 28, 1999	September 1, 1999
LA	June 26, 2001	September 30, 2003	UT	March 19, 1983	August 1, 1983
ME	April 28, 1988	August 4, 1988	VT	June 6, 1991	July 1, 1991
MD	April 10, 2001	September 30, 2001	VA	April 6, 1994	July 1, 1994
MA	June 30, 2003	June 30, 2003	WA	March 30, 1998	January 1, 1999
MI	July 15, 2003	September 30, 2003	WV	February 16, 2004	May 4, 2004
MN	May 27, 2004	August 1, 2005	WI	July 3, 2003	September 30, 2003
MS	March 11, 2002	July 1, 2002	WY	March 11, 2002	July 1, 2002
MO	June 12, 2001	September 29, 2001	PR	January 10, 2000	January 10, 2001

All 50 States, the District of Columbia, and Puerto Rico have .08 blood alcohol concentration illegal per se laws.

Note: The term "illegal per se" refers to State laws that make it a criminal offense to operate a motor vehicle at or above aspecified alcohol (or drug) concentration in the blood, breath, or urine.

Source: NHTSA, Injury Control Operations and Resources.



U.S. Department
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**National Highway
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