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

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Alcohol-Impaired Driving

In this fact sheet for 2024 the information is presented as follows.

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

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

Key Findings

- In 2024 there were 11,904 fatalities in motor vehicle traffic crashes in which at least one driver was alcohol-impaired. This represented 30 percent of all traffic fatalities in the United States for the year.
- Traffic fatalities in alcohol-impaired-driving crashes decreased 3.9 percent (12,382 to 11,904 fatalities) from 2023 to 2024.
- On average, one alcohol-impaired-driving fatality occurred every 44 minutes in 2024.
- The 21- to 24-year-old age group had the highest percentage (28%) of alcohol-impaired drivers in fatal traffic crashes compared to other age groups in 2024.
- Males had a higher percentage (22%) of alcohol-impaired drivers in fatal traffic crashes than females (16%) in 2024.

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

- The percentages of alcohol-impaired drivers in fatal traffic crashes in 2024 were highest for motorcycle riders (25%) and drivers of passenger cars (25%), compared to drivers of light trucks (19%) and large trucks (4%).
- Of the 1,032 traffic fatalities in 2024 among children 14 and younger, an estimated 21 percent (221) occurred in alcohol-impaired-driving crashes.
- In 2024 among the 11,904 alcohol-impaired-driving fatalities, 68 percent (8,097) were in traffic crashes in which at least one driver had a BAC of .15 g/dL or higher.
- The percentage of alcohol impairment among drivers in fatal traffic crashes in 2024 was three times higher at night than during the day.

This fact sheet has motor vehicle traffic crash data from FARS. Refer to the end of this publication for more information on FARS.

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

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

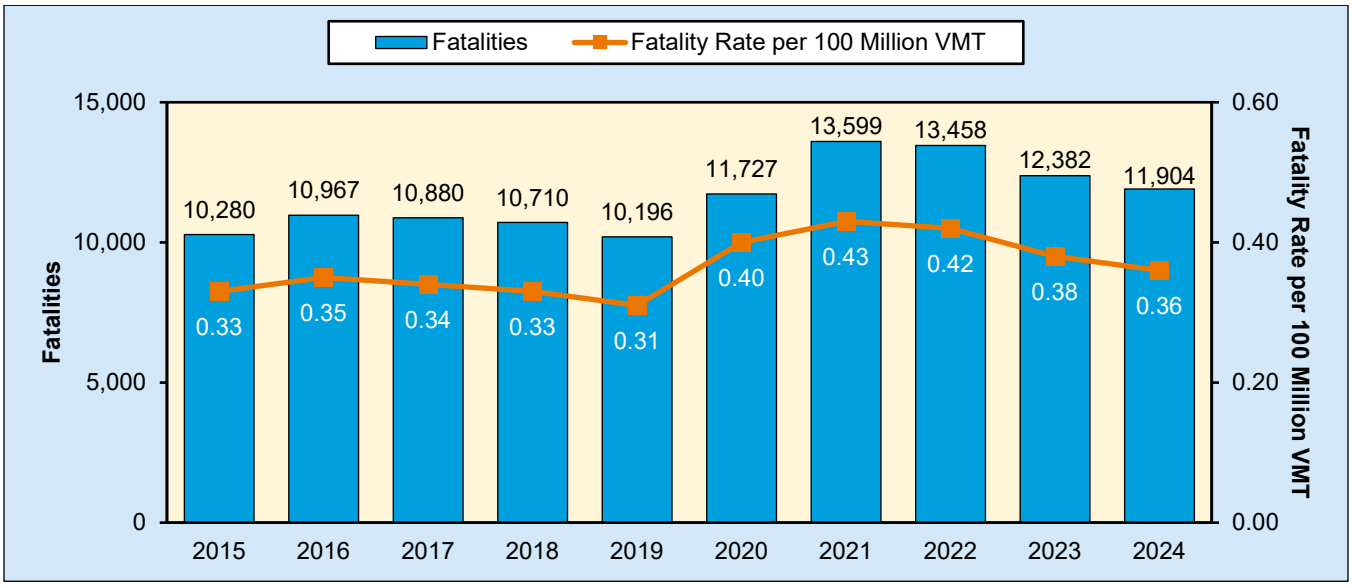
Overview

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

In 2024 there were 11,904 people killed in alcohol-impaired-driving traffic crashes, an average of one alcohol-impaired-driving fatality every 44 minutes. These alcohol-impaired-driving fatalities accounted for 30 percent of all motor vehicle traffic fatalities in the United States in 2024.

Traffic fatalities in alcohol-impaired-driving crashes decreased 3.9 percent (12,382 to 11,904 fatalities) from 2023 to 2024 compared to a 4.3-percent decrease in overall traffic fatalities (41,025 to 39,254) from 2023 to 2024. The national rate of alcohol-impaired-driving fatalities in motor vehicle traffic crashes in 2024 was 0.36 per 100 million vehicle miles traveled (VMT), down from 0.38 in 2023. Figure 1 presents the fatality numbers and rates for the decade from 2015 to 2024.

Figure 1. Traffic Fatalities and Fatality Rate per 100 Million VMT in Alcohol-Impaired-Driving Crashes, 2015–2024



Sources: FARS 2015–2023 Final File, 2024 Annual Report File (ARF); VMT – Federal Highway Administration (FHWA)
Note: NHTSA estimates BACs when alcohol test results are unknown.

Of the 11,904 people who died in alcohol-impaired-driving traffic crashes in 2024, there were 7,247 drivers (61%) who were alcohol-impaired. The remaining fatalities consisted of 1,483 passengers riding with alcohol-impaired drivers (12%), 1,858 occupants of other vehicles (16%), and 1,316 nonoccupants (11%). The distribution of traffic fatalities in these crashes by role is shown in Table 1.

Table 1. Traffic Fatalities in Alcohol-Impaired-Driving Crashes, by Role, 2024

Role	Number	Percent
Alcohol-Impaired Drivers	7,247	61%
Passengers Riding With Alcohol-Impaired Drivers	1,483	12%
Subtotal	**8,730**	**73%**
Occupants of Other Vehicles	1,858	16%
Nonoccupants (pedestrians/pedalcyclists/other)	1,316	11%
Total Alcohol-Impaired-Driving Fatalities	**11,904**	**100%**

Source: FARS 2024 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.

Economic Cost for All Traffic Crashes

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

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

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

Drivers

Table 2 provides information on alcohol-impaired drivers (killed or survived) in fatal traffic crashes by the age of the driver as well as sex and vehicle type. In fatal traffic crashes in 2024 the highest percentage of alcohol-impaired drivers was for 21- to 24-year-olds (28%), followed by 25- to 34-year-old drivers (27%).

The percentages of alcohol-impaired drivers in fatal traffic crashes in 2024 were 22 percent among males and 16 percent among females. In 2024 there were 4 male alcohol-impaired drivers involved for every female alcohol-impaired driver involved (8,889 versus 2,209). When looking at all drivers in fatal traffic crashes, there were 3 male drivers for every female driver (40,662 versus 13,438).

The percentages of alcohol-impaired drivers in fatal traffic crashes in 2024 by vehicle type were 25 percent for motorcycle riders, 25 percent for drivers of passenger cars, and 19 percent for drivers of light trucks (22% for drivers of pickups, 19% for drivers of SUVs, and 12% for drivers of vans). The percentages of alcohol-impaired drivers in fatal crashes were the lowest for drivers of large trucks (4%).

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

Table 2. Alcohol-Impaired Drivers in Fatal Traffic Crashes, by Age Group, Sex, and Vehicle Type, 2023 and 2024

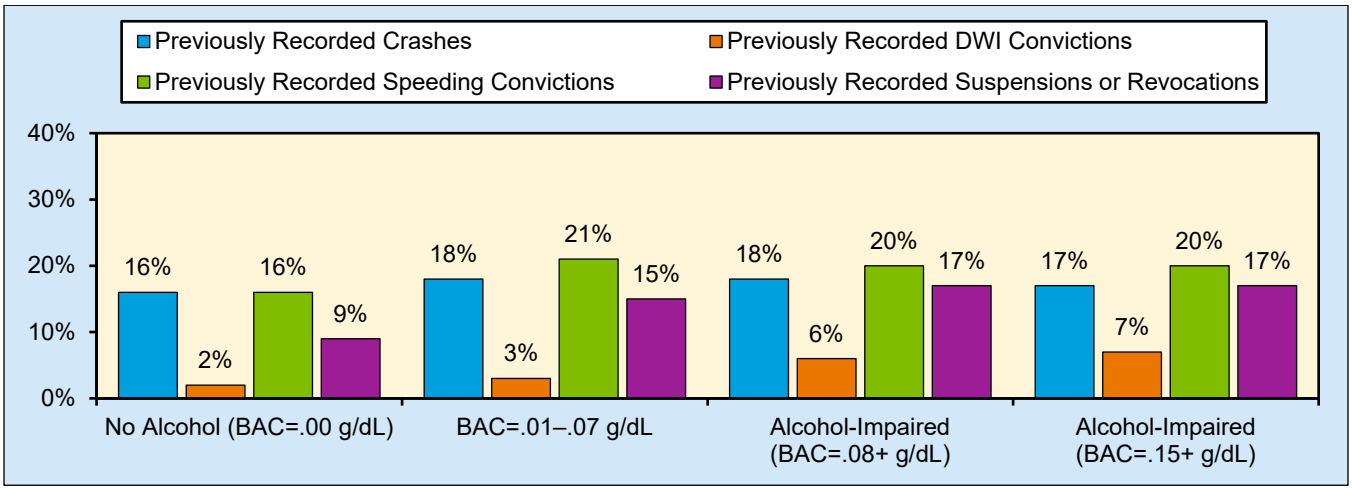
Drivers in Fatal Traffic Crashes	2023			2024		
		Alcohol-Impaired Drivers			Alcohol-Impaired Drivers	
	Total Drivers	Number	Percentage of Total	Total Drivers	Number	Percentage of Total
Total*	**58,125**	**11,724**	**20%**	**55,620**	**11,367**	**20%**
Age Group						
15–20	5,160	989	19%	4,873	989	20%
21–24	5,127	1,424	28%	4,800	1,339	28%
25–34	11,980	3,161	26%	11,219	2,982	27%
35–44	9,898	2,254	23%	9,665	2,232	23%
45–54	8,142	1,548	19%	7,673	1,485	19%
55–64	7,585	1,213	16%	7,186	1,179	16%
65–74	4,962	563	11%	4,784	588	12%
75+	3,468	238	7%	3,700	273	7%
Sex						
Male	42,256	9,101	22%	40,662	8,889	22%
Female	14,244	2,318	16%	13,438	2,209	16%
Vehicle Type						
Passenger Car	18,749	4,462	24%	17,022	4,239	25%
Light Truck**	25,259	4,928	20%	24,890	4,839	19%
--Pickup	*9,329*	*2,048*	*22%*	*8,904*	*1,994*	*22%*
--SUV	*13,962*	*2,641*	*19%*	*14,154*	*2,624*	*19%*
--Van	*1,959*	*238*	*12%*	*1,819*	*221*	*12%*
Large Truck***	5,324	178	3%	5,148	224	4%
Motorcycle	6,465	1,656	26%	6,357	1,606	25%

Source: FARS 2023 Final File, 2024 ARF
*Includes unknown age, unknown sex, and other/unknown vehicle type.
**Includes other/unknown light-truck vehicle types.
***Includes commercial and non-commercial trucks with GVWRs (gross vehicle weight ratings) over 10,000 pounds.
Note: NHTSA estimates BACs when alcohol test results are unknown.

In 2024 there were 5,387 passenger vehicle drivers killed who were alcohol-impaired (passenger vehicles include passenger cars as well as light trucks such as pickups, SUVs, and vans with gross vehicle weight ratings of 10,000 pounds or less). Of these driver fatalities for whom restraint use was known, 64 percent were unrestrained. Based on known restraint use, 65 percent of passenger vehicle drivers who had BACs of .15 g/dL or higher were unrestrained, 57 percent of passenger vehicle drivers killed who had BACs of .01 to .07 g/dL were unrestrained, and 41 percent of passenger vehicle drivers killed who had no alcohol (.00 g/dL) were unrestrained.

Figure 2 shows information on the driving record of drivers in fatal traffic crashes in 2024 at different BAC levels. There was little difference by BAC level in the percentages of drivers with previously recorded crashes. Alcohol-impaired drivers in fatal traffic crashes were 3 times more likely to have prior DWI convictions than were drivers with no alcohol (6% and 2%, respectively).

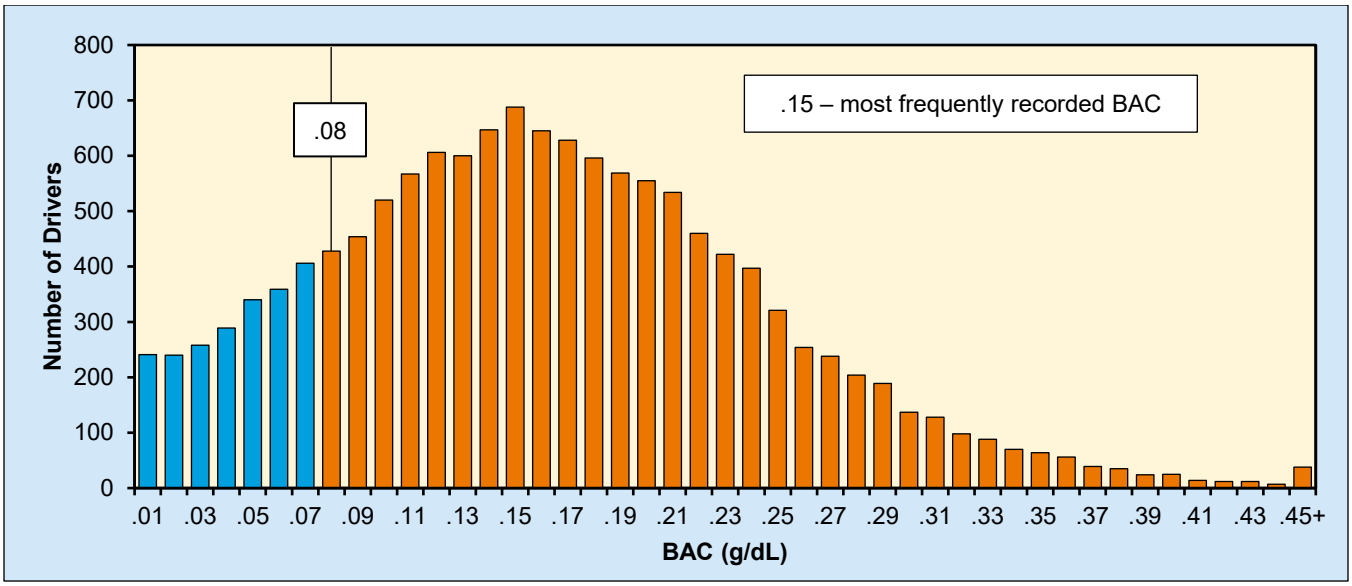
Figure 2. Percentages of Previous 5-Year Driving Records of Drivers in Fatal Traffic Crashes, by BAC, 2024



Source: FARS 2024 ARF
Notes: Excludes all drivers with previous records that were unknown. NHTSA estimates BACs when alcohol test results are unknown.

While a driver with a BAC of .08 g/dL is considered to be impaired, the large majority of drivers in fatal traffic crashes with any measurable alcohol had levels far higher. Eighty-four percent (11,367) of the 13,500 drivers with alcohol in their systems who were in fatal traffic crashes in 2024 had BAC levels at or above .08 g/dL, and 56 percent (7,547) had BACs at or above .15 g/dL. In 2024 among the 11,904 alcohol-impaired-driving fatalities, 68 percent (8,097) were in traffic crashes in which at least one driver in the crash had BACs of .15 g/dL or higher. Figure 3 presents the distribution of BACs for those drivers with any alcohol in their systems. The most frequently recorded BAC among drinking drivers in fatal traffic crashes was at .15 g/dL.

Figure 3. Distribution of BACs for Drivers With BACs of .01 g/dL or Higher in Fatal Traffic Crashes, 2024



Source: FARS 2024 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.

Children

A total of 1,032 children 14 and younger were killed in motor vehicle traffic crashes in 2024. Of these 1,032 fatalities, an estimated 221 children (21%) died in alcohol-impaired-driving crashes. Of these 221 child deaths:

- 117 (53%) were passengers of vehicles with alcohol-impaired drivers;
- 74 (33%) were occupants of other vehicles;
- 28 (13%) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants); and
- 2 (1%) were child drivers.

Crash Characteristics

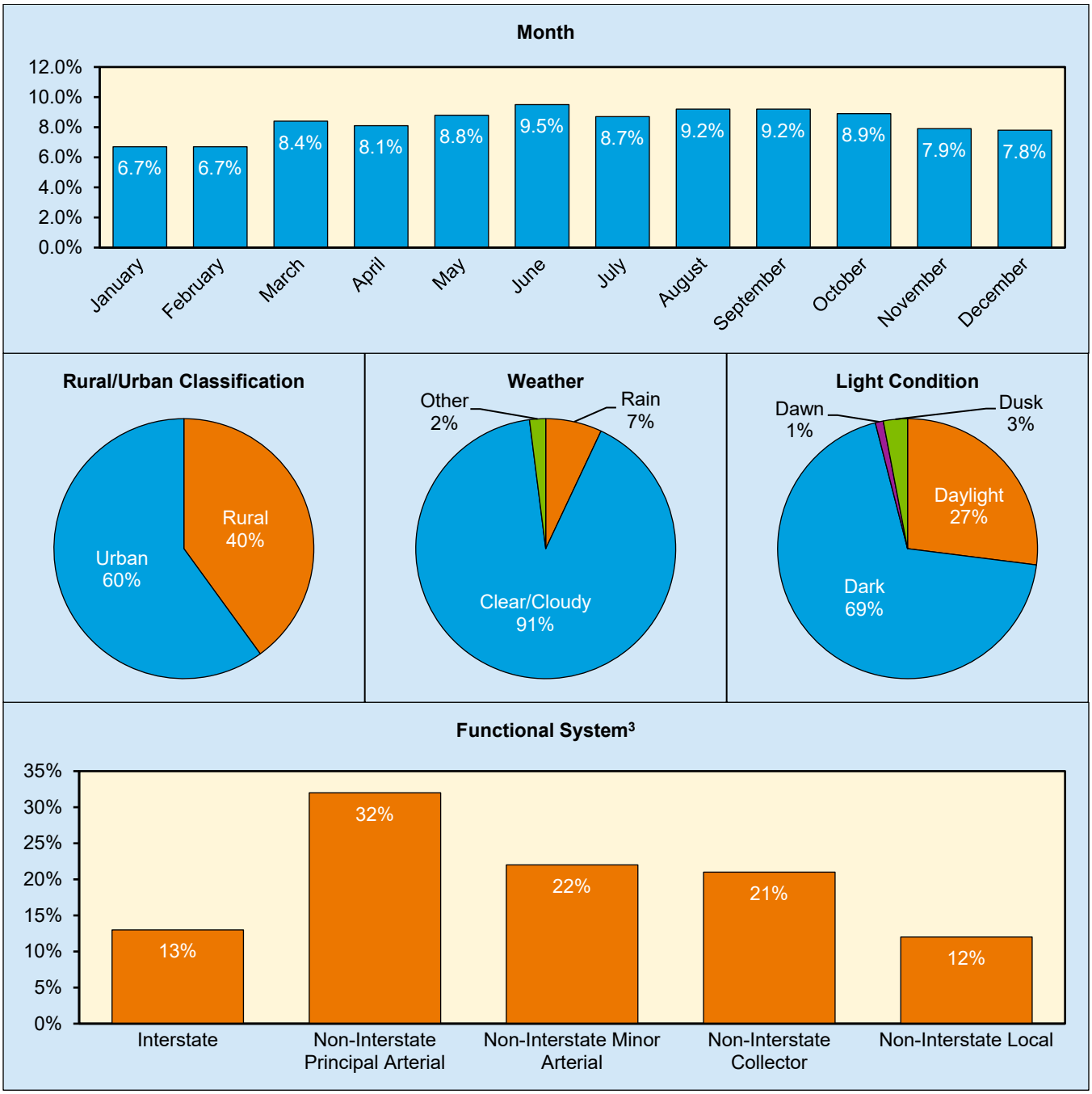
Figure 4 displays information about the setting surrounding alcohol-impaired drivers (killed or survived) in fatal traffic crashes in 2024 including month, rural/urban classification, weather, light condition, and functional system.[3]

In 2024, based on known crash characteristics of alcohol-impaired drivers in fatal traffic crashes:

- More occurred in June (9.5%) than during other months; January and February had the lowest percentages (6.7%);
- 60 percent occurred in urban areas and 40 percent occurred in rural areas;
- 91 percent occurred in clear/cloudy conditions compared to 7 percent in rainy conditions and 2 percent in other conditions;
- 69 percent occurred in the dark compared to 27 percent in daylight, 3 percent in dusk, and 1 percent in dawn; and
- 87 percent occurred on non-interstate roads compared to 13 percent on interstate roads.

[3] Definitions for different functional systems can be found at www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Figure 4. Percentages of Alcohol-Impaired Drivers in Fatal Traffic Crashes, by Month, Rural/Urban Classification, Weather, Light Condition, and Functional System, 2024[4]



Source: FARS 2024 ARF
Notes: Unknowns were removed before calculating percentages. Percentages may not add up to 100 percent due to individual rounding. NHTSA estimates BACs when alcohol test results are unknown.

[4] Definitions for different functional systems can be found at www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Time of Day and Day of Week

Table 3 presents information on drivers (killed or survived) in fatal traffic crashes in 2023 and 2024 by time of day and day of week, as well as single-vehicle and multivehicle crash data. In 2024:

- The percentage of alcohol impairment among drivers in fatal traffic crashes was three times higher at night than during the day (31% versus 10%);
- 32 percent of all drivers in single-vehicle fatal traffic crashes were alcohol-impaired, compared to 14 percent in multivehicle fatal traffic crashes; and
- 15 percent of all drivers in fatal traffic crashes during the week were alcohol-impaired, compared to 28 percent on weekends.

Table 3. Alcohol-Impaired Drivers in Fatal Traffic Crashes, by Crash Type, Time of Day, and Day of Week, 2023 and 2024

Drivers in Fatal Traffic Crashes	2023			2024		
		Alcohol-Impaired Drivers			Alcohol-Impaired Drivers	
	Total Drivers	Number	Percentage of Total	Total Drivers	Number	Percentage of Total
Total*	**58,125**	**11,724**	**20%**	**55,620**	**11,367**	**20%**
Crash Type and Time of Day						
Single-Vehicle*	20,975	6,584	31%	20,308	6,485	32%
Daytime	7,804	1,377	18%	7,652	1,398	18%
Nighttime	12,913	5,088	39%	12,428	4,982	40%
Multivehicle*	37,150	5,140	14%	35,312	4,882	14%
Daytime	20,755	1,415	7%	20,057	1,321	7%
Nighttime	16,370	3,720	23%	15,207	3,554	23%
Time of Day						
Daytime	28,559	2,792	10%	27,709	2,719	10%
Nighttime	29,283	8,807	30%	27,635	8,536	31%
Day of Week and Time of Day						
Weekday*	34,844	5,274	15%	33,900	5,194	15%
Daytime	21,027	1,749	8%	20,607	1,750	8%
Nighttime	13,719	3,486	25%	13,193	3,410	26%
Weekend*	23,208	6,425	28%	21,647	6,148	28%
Daytime	7,532	1,044	14%	7,102	970	14%
Nighttime	15,564	5,322	34%	14,442	5,127	35%

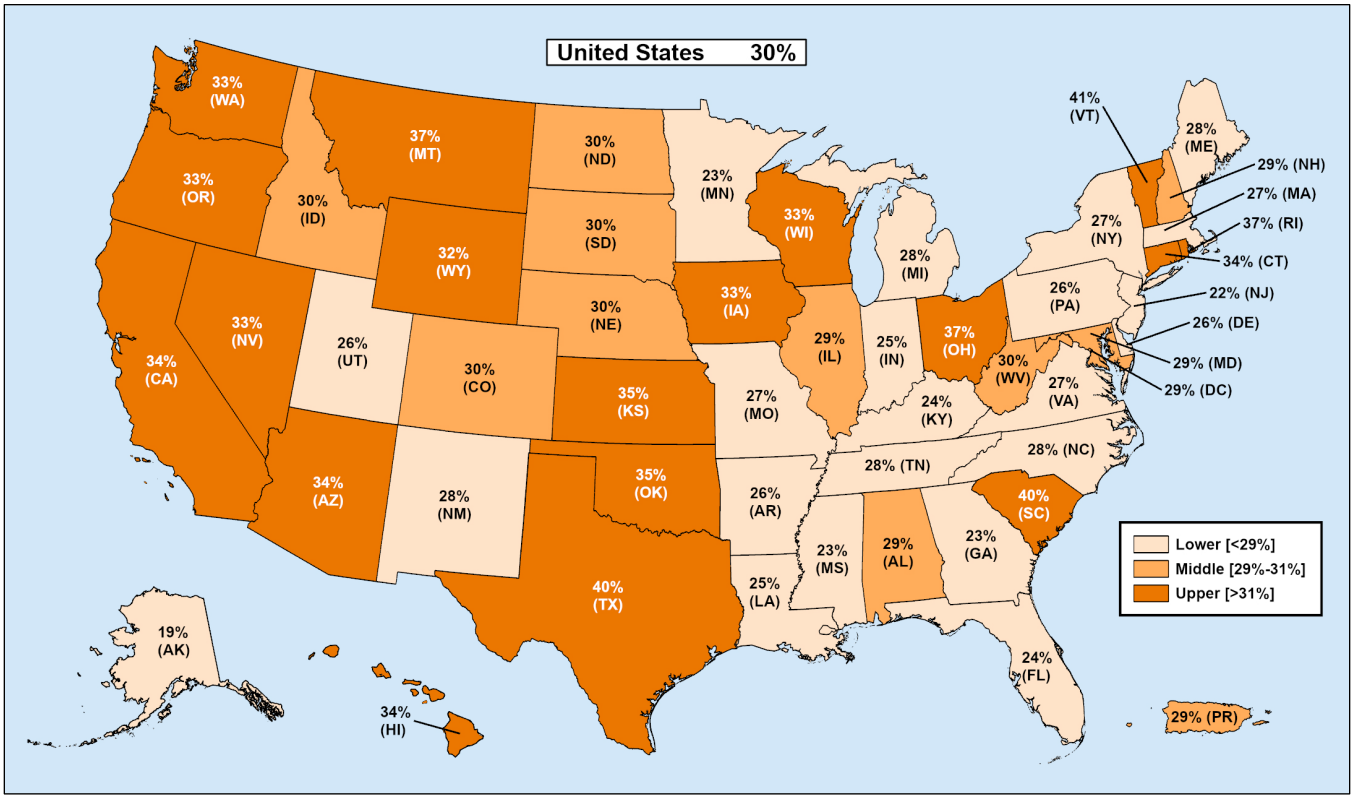
Source: FARS 2023 Final File, 2024 ARF
*Includes drivers in fatal crashes when time of day was unknown.
Note: NHTSA estimates BACs when alcohol test results are unknown.
Daytime – 6 a.m. to 5:59 p.m.
Nighttime – 6 p.m. to 5:59 a.m.
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

States

Figure 5 contains a color-coded map of the percentages of alcohol-impaired-driving traffic fatalities by State in 2024. Table 4 shows traffic fatalities by State and the highest driver BAC in the crashes in 2024. Puerto Rico is not included in the overall U.S. total.

- Alcohol-impaired-driving traffic fatalities were highest in Texas (1,676), followed by California (1,311) and Florida (769), and lowest in Alaska (13).
- The percentages of alcohol-impaired-driving fatalities among total traffic fatalities in States ranged from a high of 41 percent (Vermont) to a low of 19 percent (Alaska), compared to the national 30 percent.
- The percentages of traffic fatalities in crashes involving a driver with a BAC of .15 g/dL or higher ranged from a high of 32 percent (Rhode Island) to a low of 11 percent (Alaska), compared to the national 21 percent.

Figure 5. Percentages of Alcohol-Impaired-Driving Traffic Fatalities, by State, 2024



Source: FARS 2024 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.

Table 4. Traffic Fatalities, by State and Highest Driver BAC in the Crash, 2024

State	Total Fatalities*	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired			
						BAC=.08+ g/dL		BAC=.15+ g/dL	
	Number	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	962	633	66%	329	34%	277	29%	179	19%
Alaska	70	54	77%	16	23%	13	19%	8	11%
Arizona	1,229	738	60%	490	40%	419	34%	285	23%
Arkansas	603	416	69%	183	30%	154	26%	109	18%
California	3,876	2,347	61%	1,526	39%	1,311	34%	912	24%
Colorado	689	447	65%	242	35%	204	30%	143	21%
Connecticut	310	181	58%	129	42%	105	34%	76	24%
Delaware	126	85	67%	40	32%	32	26%	23	18%
District of Columbia	47	31	65%	17	35%	14	29%	9	19%
Florida	3,138	2,218	71%	916	29%	769	24%	519	17%
Georgia	1,403	1,009	72%	392	28%	325	23%	211	15%
Hawaii	102	64	63%	38	37%	34	34%	21	21%
Idaho	238	148	62%	90	38%	72	30%	48	20%
Illinois	1,177	769	65%	404	34%	338	29%	236	20%
Indiana	832	582	70%	249	30%	209	25%	148	18%
Iowa	356	209	59%	145	41%	119	33%	82	23%
Kansas	339	199	59%	140	41%	117	35%	86	25%
Kentucky	707	508	72%	193	27%	169	24%	121	17%
Louisiana	752	514	68%	238	32%	192	25%	125	17%
Maine	177	113	64%	64	36%	49	28%	36	20%
Maryland	578	379	66%	199	34%	167	29%	114	20%
Massachusetts	363	249	69%	114	31%	100	27%	71	19%
Michigan	1,098	747	68%	346	32%	306	28%	207	19%
Minnesota	477	338	71%	135	28%	109	23%	77	16%
Mississippi	753	556	74%	197	26%	171	23%	111	15%
Missouri	955	639	67%	314	33%	263	27%	177	19%
Montana	206	116	56%	90	44%	75	37%	57	27%
Nebraska	251	159	63%	92	37%	75	30%	57	23%
Nevada	417	256	61%	159	38%	138	33%	93	22%
New Hampshire	133	84	63%	49	37%	39	29%	23	18%
New Jersey	670	475	71%	195	29%	150	22%	92	14%
New Mexico	409	274	67%	135	33%	115	28%	72	18%
New York	1,101	751	68%	348	32%	300	27%	187	17%
North Carolina	1,619	1,103	68%	512	32%	449	28%	299	18%
North Dakota	90	60	66%	29	33%	27	30%	19	21%
Ohio	1,157	674	58%	480	41%	424	37%	307	27%
Oklahoma	645	384	60%	260	40%	225	35%	151	23%
Oregon	538	326	61%	210	39%	178	33%	120	22%
Pennsylvania	1,127	786	70%	340	30%	290	26%	203	18%
Rhode Island	52	29	56%	23	44%	19	37%	16	32%
South Carolina	1,038	574	55%	463	45%	417	40%	286	28%
South Dakota	146	87	60%	59	40%	43	30%	33	23%
Tennessee	1,197	818	68%	379	32%	332	28%	220	18%
Texas	4,160	2,233	54%	1,914	46%	1,676	40%	1,134	27%
Utah	277	193	70%	81	29%	73	26%	54	20%
Vermont	59	31	52%	26	45%	24	41%	14	24%
Virginia	917	602	66%	314	34%	252	27%	171	19%
Washington	730	452	62%	279	38%	239	33%	151	21%
West Virginia	256	166	65%	90	35%	78	30%	50	20%
Wisconsin	595	370	62%	225	38%	197	33%	130	22%
Wyoming	107	70	66%	37	34%	34	32%	27	25%
U.S. Total	**39,254**	**25,245**	**64%**	**13,932**	**35%**	**11,904**	**30%**	**8,097**	**21%**
Puerto Rico	288	182	63%	106	37%	83	29%	53	19%

Source: FARS 2024 ARF

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

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

Important Safety Reminders

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

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

Ways to support your friends and family:

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

Ways to protect yourself and others against impaired drivers:

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

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

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

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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of alcohol-impaired-driving fatalities from the 2023 Final File was 12,382, updated from 12,429 from the 2023 ARF.

Important Change for Motorized Bicycles

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

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (passenger cars, light trucks, large trucks, motorcycles, buses) from FARS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 2020 FARS data file. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov.

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For More Information:

Motor vehicle traffic crash data is 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.dot.gov.

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

Other fact sheets available from NCSA:

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

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

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