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

TRAFFIC SAFETY FACTS
Research Note

NHTSA

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2018 Fatal Motor Vehicle Crashes: Overview

There were 36,560 people killed in motor vehicle traffic crashes on U.S. roadways during 2018, a 2.4-percent decrease from 37,473 in 2017, which came after a 0.9-percent decrease from 2016 to 2017. Prior to 2016 there were two back-to-back yearly increases of 8.4 percent and 6.5 percent, respectively. Fatalities decreased from 2017 to 2018 in almost all segments of the population with the exception of fatalities in crashes involving large trucks and nonoccupant fatalities (pedestrians and pedalcyclists).

- There were 913 fewer fatalities in 2018 than 2017 in the following (but not limited to).
  - Passenger car occupants (702 fewer fatalities, 5.2% decrease)
  - Van occupants (98 fewer fatalities, 8.3% decrease)
  - SUV occupants (76 fewer fatalities, 1.6% decrease)
  - Pickup truck occupants (82 fewer fatalities, 1.9% decrease)
  - Motorcyclists (244 fewer fatalities, 4.7% decrease)
  - Alcohol-impaired-driving fatalities (397 fewer fatalities, 3.6% decrease)
  - Speeding-related fatalities (569 fewer fatalities, 5.7% decrease)
  - Fatalities in single-vehicle crashes (654 fewer fatalities, 3.2% decrease)
  - Fatalities in multiple-vehicle crashes (259 fewer fatalities, 1.5% decrease)
  - Passenger vehicle occupants killed in rollover crashes (681 fewer fatalities, 9.5% decrease)
- Fatalities increased in 2018 compared to 2017 in these categories.
  - Large-truck occupants (7 more fatalities, 0.8% increase)
  - Pedestrians (208 more fatalities, 3.4% increase)
  - Pedalcyclists (51 more fatalities, 6.3% increase)
- Vehicle miles traveled (VMT) based on early traffic volume trends (TVT) increased by 0.3 percent from 2017 to 2018.
- The fatality rate per 100 million VMT decreased by 3.4 percent from 1.17 in 2017 to 1.13 in 2018.

Over the past 40 years there has been a general downward trend in traffic fatalities. Safety programs such as those increasing seat belt use and reducing impaired driving have substantially lowered the traffic fatalities. Vehicle improvements such as air bags and electronic stability control have also contributed greatly to the reduction of traffic deaths.[1] The partnerships with States on highway safety issues support a range of activities that have saved lives over the years.

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). Refer to the end of this publication for more information on FARS.

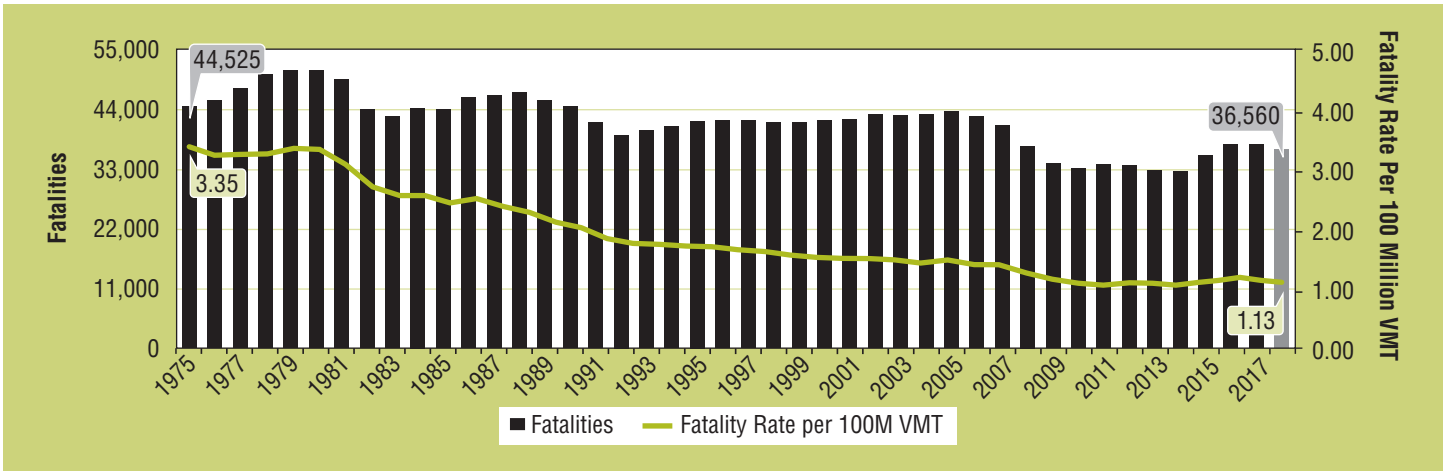
Information in this note is presented in the following sections.

[1] Kahane, C. J. (2015, January). *Lives saved by vehicle safety technologies and associated Federal Motor Vehicle Safety Standards, 1960 to 2012 – Passenger cars and LTVs – With reviews of 26 FMVSS and the effectiveness of their associated safety technologies in reducing fatalities, injuries, and crashes.* (Report No. DOT HS 812 069). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812069

Overall Trends

There were 36,560 motor vehicle traffic fatalities in the United States in 2018—913 fewer fatalities than the 37,473 in 2017, as shown in Figure 1. The 2.4-percent decrease from 2017 to 2018 compares to the 0.9-percent decrease from 2016 to 2017. Prior to these two consecutive decreases, there were two back-to-back yearly increases from 2014 to 2015 and 2015 to 2016 (8.4% and 6.5%, respectively).

Figure 1
Fatalities and Fatality Rate per 100 Million VMT, by Year, 1975-2018



Sources: FARS 1975-2017 Final File, 2018 ARF; 1975-2017 VMT – Federal Highway Administration's (FHWA) Annual Highway Statistics; 2018 VMT – FHWA's June 2019 TVT

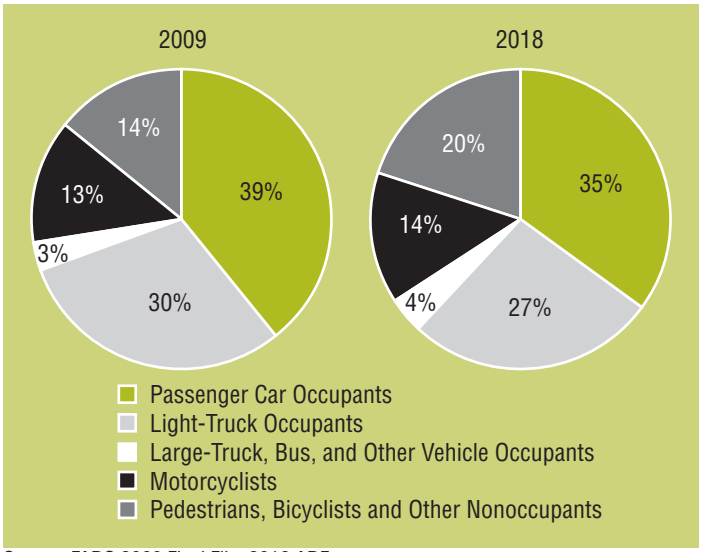
Fatality Rates

The fatality rate per 100 million VMT decreased 3.4 percent from 1.17 in 2017 to 1.13 in 2018. The 2018 rate is based on the VMT estimate from the FHWA's June 2019 TVT. Overall, 2018 VMT increased by 0.3 percent from 2017 VMT—from 3,212 billion to 3,223 billion. This 2018 VMT increase of 0.3 percent is less than the increase of 1.2 percent from 2016 to 2017. VMT data will be updated when the FHWA releases the 2018 Annual Highway Statistics later this year.

Change in Fatality Composition

The fatality composition comparisons for 2009 and 2018 are shown in Figure 2. The biggest change is in nonoccupant fatalities as a proportion of overall traffic fatalities, increasing from 14 percent to 20 percent from 2009 to 2018. During this same decade, the percentage of passenger car occupant fatalities decreased from 39 percent of the fatalities to 35 percent. The percentage of light-truck occupant fatalities decreased from 30 percent in 2009 to 27 percent in 2018. The proportion of motorcyclist fatalities increased from 13 percent of the fatalities to 14 percent, and the proportion of large truck, bus, and other vehicle occupant fatalities increased from 3 percent to 4 percent.

Figure 2
Fatality Composition, 2009 and 2018



Source: FARS 2009 Final File, 2018 ARF
Note: Sum of individual slices may not add up to 100 percent due to rounding.

Fatality Changes by Person Type

Table 1 presents the change between 2017 and 2018 in the number of occupant and nonoccupant fatalities. Most categories of occupant fatalities decreased, except for large-truck occupant fatalities. Pedestrians and pedalcyclists increased from 2017 to 2018. In summary:

- The number of passenger vehicle occupant fatalities decreased by 966, a 4.1-percent decrease. Passenger vehicles include passenger cars and light trucks.
- Large-truck occupant fatalities increased by 7, a 0.8-percent increase. The 2018 number of large-truck occupant fatalities is the highest since 1988 (911 fatalities).
- Pedestrian fatalities increased by 208, a 3.4-percent increase. The 2018 number of pedestrian fatalities is the highest since 1990 (6,482 fatalities).
- Pedalcyclist fatalities increased by 51, a 6.3-percent increase. The 2018 number of pedalcyclist fatalities is the highest since 1990 (859 fatalities).

Table 1
Occupants and Nonoccupants Killed in Traffic Crashes, 2017-2018

Description	2017	2018	Change	% Change
Total*	37,473	36,560	-913	-2.4%
Occupants				
Passenger Vehicles	23,663	22,697	-966	-4.1%
Passenger Cars	13,477	12,775	-702	-5.2%
Light Trucks	10,186	9,922	-264	-2.6%
Large Trucks	878	885	+7	+0.8%
Motorcycles	5,229	4,985	-244	-4.7%
Nonoccupants				
Pedestrians	6,075	6,283	+208	+3.4%
Pedalcyclists	806	857	+51	+6.3%
Other/Unknown	236	214	-22	—

Source: FARS 2017 Final File, 2018 ARF
*Total includes occupants of buses and occupants of other/unknown vehicles not shown in table.

Fatalities in Crashes Involving Large Trucks

NHTSA's National Center for Statistics and Analysis (NCSA) identified issues with the classification of light pickup truck body types in FARS. Light pickup truck body types are those vehicles that have gross vehicle weight ratings (GVWRs) of 10,000 lbs or less. However, several of these vehicles had VIN-derived GVWRs over 10,000 lbs., which places them in a respective large truck body type with most in the medium/heavy pickup body type. For more information see **Light Pickup Truck Classification Issue** at end of this publication.

Fatalities in crashes involving large trucks increased by 0.9 percent from 2017 to 2018. Table 2 shows fatalities in large truck crashes by person type (included in Table 2 are the old final and amended final 2016 numbers for persons killed in crashes involving large trucks).

Among fatalities in crashes involving large trucks in 2018:

- Nonoccupants had 48 more fatalities, a 9.7-percent increase from 2017.
- Large-truck occupant fatalities in single-vehicle crashes increased by 10, a 1.9-percent increase from 2017.
- Large-truck occupant fatalities in multiple-vehicle crashes decreased by 3, a 0.8-percent decrease from 2017.
- Occupant fatalities in other vehicles decreased by 9, a 0.3-percent decrease from 2017.

Table 2
Persons Killed in Crashes Involving Large Trucks, 2016-2018

Person Type		2016 Old Final*	2016 Amended Final*	2017	2018	Change (2017 and 2018)	% Change (2017 and 2018)
Occupants of Large Trucks	Single Vehicle	458	520	525	535	+10	+1.9%
	Multiple Vehicle	267	295	353	350	-3	-0.8%
	Total	725	815	878	885	+7	+0.8%
Other People	Other Vehicle Occupant	3,170	3,351	3,534	3,525	-9	-0.3%
	Nonoccupant	474	512	493	541	+48	+9.7%
	Total	3,644	3,863	4,027	4,066	+39	+1.0%
Total		4,369	4,678	4,905	4,951	+46	+0.9%

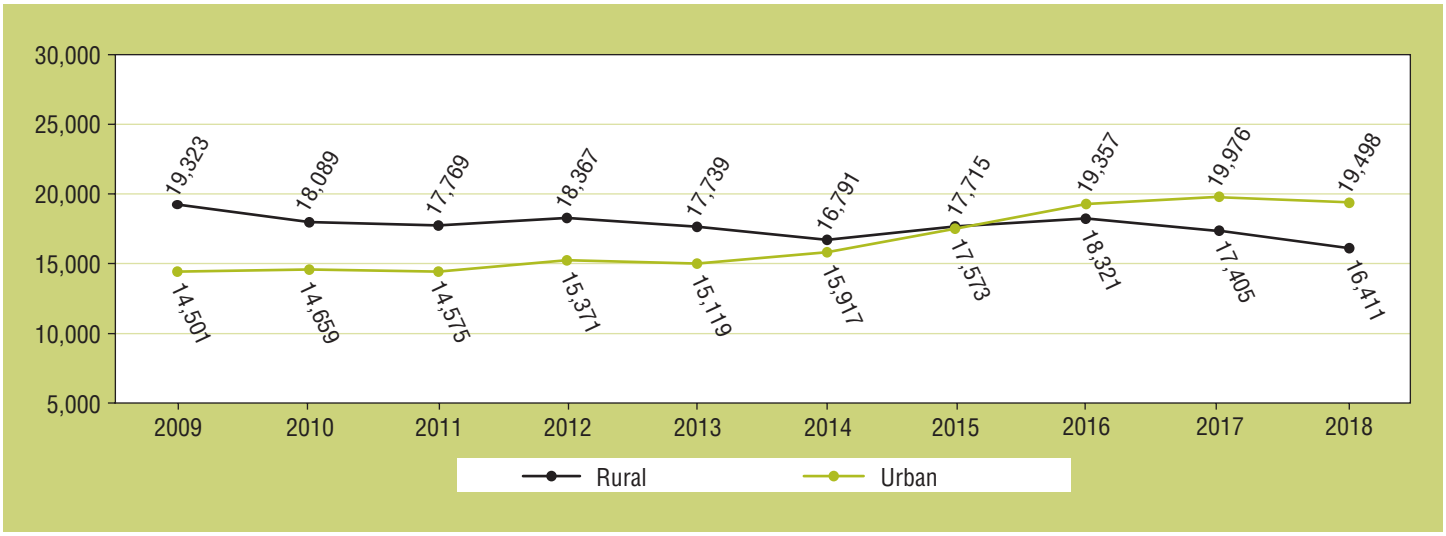
Source: FARS 2016-2017 Final File, 2018 ARF
*Amended due to changes to the 2016 FARS Final File to revise the light pickup truck classification.

Fatalities by Land Use

As shown in Figure 3, the number of urban fatalities has been larger than the number of rural fatalities since 2016. In 2015 and years earlier, rural fatalities were larger than urban fatalities. Below are some findings comparing urban and rural characteristics.

- According to the Census Bureau, urban population increased by 13 percent from 2008 to 2017 (2018 population estimate is not yet available); rural population decreased by 12 percent.
- Urban VMT increased by 14 percent since 2009; rural VMT decreased by 1.4 percent.
- Urban fatalities increased by 34 percent since 2009; rural fatalities declined by 15 percent.
- Urban fatality rate per 100 million VMT increased by 18 percent since 2009; rural fatality rate decreased by 14 percent.
- Passenger vehicle occupant fatalities in urban areas increased by 21 percent since 2009, rural areas decreased by 19 percent.
- Pedestrian fatalities in urban areas increased by 69 percent since 2009; rural areas increased by 0.1 percent.
- Pedalcyclist fatalities in urban areas increased by 48 percent since 2009; rural areas decreased by 8.9 percent.
- Motorcyclist fatalities in urban areas increased by 33 percent since 2009; rural areas decreased by 15 percent.

Figure 3
Fatalities by Land Use, 2009-2018

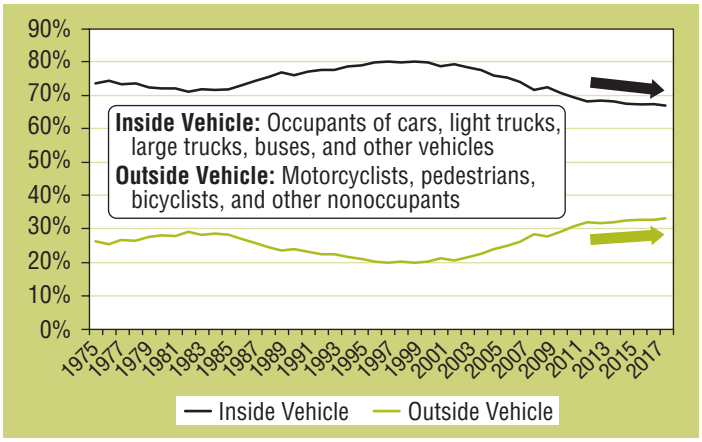


Source: FARS 2009-2017 Final File, 2018 ARF
Note: This figure excludes unknown land use.

Inside Versus Outside the Vehicle

The proportion of people killed "inside the vehicle" (passenger car, light truck, large truck, bus, and other vehicle occupants) has declined from a high of 80 percent in 1996 to 66 percent in 2018, as seen in Figure 4. Conversely, the proportion of people killed "outside the vehicle" (motorcyclists, pedestrians, pedalcyclists, and other nonoccupants) has increased from a low of 20 percent in 1996 to a high of 34 percent in 2018.

Figure 4
Proportion of Fatalities Inside/Outside Vehicle, 1975–2018



Source: FARS 1975 - 2017 Final File, 2018 ARF

Alcohol-Impaired-Driving Fatalities and Drivers

Alcohol-impaired-driving fatalities decreased by 3.6 percent from 2017 to 2018 (Table 3), accounting for 29 percent of 2018 overall fatalities. This 29 percent of overall fatalities is the lowest percentage since 1982, when NHTSA started reporting alcohol data. An alcohol-impaired-driving fatality is defined as a fatality in a crash involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or greater.

Table 3
Total and Alcohol-Impaired* Driving Fatalities, 2017 and 2018

	2017	2018	Change	% Change
Total Fatalities	37,473	36,560	-913	-2.4%
Alcohol-Impaired-Driving Fatalities	10,908	10,511	-397	-3.6%

Source: FARS 2017 Final File, 2018 ARF
*See definition in text.

As shown in Table 4, drivers of all vehicle types saw declines in the number of alcohol-impaired drivers involved in fatal crashes from 2017 to 2018. Van drivers had the largest percent decrease in alcohol-impaired drivers involved in fatal crashes from 2017 to 2018, dropping 20.5 percent. Motorcycle riders had the second largest percent decrease (-10.1%).

Table 4
Alcohol-Impaired* Drivers Involved in Fatal Crashes by Vehicle Type, 2017 and 2018

Type	2017	2018	Change	% Change
Passenger Car	4,284	4,217	-67	-1.6%
Light Truck – Van	322	256	-66	-20.5%
Light Truck – Utility	1,727	1,679	-48	-2.8%
Light Truck – Pickup	1,921	1,822	-99	-5.2%
Motorcycle	1,440	1,295	-145	-10.1%
Large Truck	148	146	-2	-1.4%

Source: FARS 2017 Final File, 2018 ARF
*See definition in text.

Restraint Use and Time of Day

Among passenger vehicle occupants killed in 2018 who had known restraint use, almost half (47%) were unrestrained (Table 5). According to the National Occupant Protection Use Survey for 2018,[2] estimated belt use was virtually unchanged from 89.7 percent in 2017 to 89.6 percent in 2018.

The percentages reported in this section are all based on known restraint use. Thirty-nine percent of those killed in the daytime in 2018 were unrestrained compared to 61 percent who were restrained. Fifty-six percent of those killed in the nighttime in 2018 were unrestrained compared to 44 percent who were restrained.

For those passenger vehicle occupants who survived fatal crashes in 2018, only 13 percent were unrestrained compared to 47 percent among those who died. During the daytime, 12 percent of passenger vehicle occupants who survived fatal crashes were unrestrained, thus 88 percent of the survivors were restrained. Restraint use among the nighttime crash survivors differed slightly compared to daytime—15 percent were unrestrained and 85 percent were restrained, respectively.

Table 5
Passenger Vehicle Occupants Involved by Restraint Use, Survival Status and Time of Day, 2017 and 2018

	Passenger Vehicle Occupants Killed						Passenger Vehicle Occupants Who Survived					
					Restraint Use Percent Based on Known Use						Restraint Use Percent Based on Known Use	
	2017	2018	Change	% Change	2017	2018	2017	2018	Change	% Change	2017	2018
Total	23,663	22,697	-966	-4.1%			40,191	38,502	-1,689	-4.2%		
Restraint Used	11,488	10,978	-510	-4.4%	53%	53%	31,951	30,357	-1,594	-5.0%	87%	87%
Restraint Not Used	10,116	9,778	-338	-3.3%	47%	47%	4,809	4,606	-203	-4.2%	13%	13%
Unknown	2,059	1,941	-118	-5.7%			3,431	3,539	+108	+3.1%		
Time of Day												
Daytime	12,381	11,937	-444	-3.6%			20,228	19,370	-858	-4.2%		
Restraint Used	6,917	6,751	-166	-2.4%	60%	61%	16,768	15,989	-779	-4.6%	89%	88%
Restraint Not Used	4,569	4,380	-189	-4.1%	40%	39%	2,106	2,091	-15	-0.7%	11%	12%
Unknown	895	806	-89	-9.9%			1,354	1,290	-64	-4.7%		
Nighttime	11,098	10,606	-492	-4.4%			19,863	19,067	-796	-4.0%		
Restraint Used	4,512	4,182	-330	-7.3%	45%	44%	15,129	14,334	-795	-5.3%	85%	85%
Restraint Not Used	5,443	5,307	-136	-2.5%	55%	56%	2,680	2,505	-175	-6.5%	15%	15%
Unknown	1,143	1,117	-26	-2.3%			2,054	2,228	+174	+8.5%		

Source: FARS 2017 Final File, 2018 ARF
Note: Daytime and nighttime totals do not add up to total killed or total survived. Total includes unknown time of day.

Additional Crash Facts

- Every month, except May, June, August, and October, saw decreases in fatalities from 2017 to 2018. The highest increase was in August at 2.3 percent.
- Regarding pedestrian fatalities:
  - Male and female fatalities increased by 3.0 percent and 4.8 percent, respectively, from 2017 to 2018.
  - Nighttime fatalities increased by 4.6 percent from 2017 to 2018.
  - Fatalities in alcohol-impaired-driving crashes increased by 2.2 percent from 2017 to 2018.

[2] Enriquez, J., & Pickrell, T. M. (2019, January). *Seat belt use in 2018—Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 812 662). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812662

- Regarding pedalcyclist fatalities:
  - Male and female fatalities increased by 3.2 percent and 29.2 percent, respectively, from 2017 to 2018.
  - Nighttime fatalities increased by 9.2 percent from 2017 to 2018.
  - Fatalities in alcohol-impaired-driving crashes increased by 9.2 percent from 2017 to 2018.
- Fatalities in crashes involving large trucks increased for 4th year in a row. From 2017 to 2018:
  - Number of fatal crashes involving large trucks increased by 1.1 percent.
  - Pedestrians killed in crashes involving large trucks increased by 13.0 percent.
- The number of fatalities in distraction-affected crashes was 2,841 or 7.8 percent of total fatalities in 2018. This 2018 number is a 12.4-percent decrease from 3,242 in 2017.
- The number of fatalities involving a drowsy driver was 775 or 2.1 percent of total fatalities in 2018. This 2018 number is a 4.3-percent decrease from 810 in 2017.
- Table 6 below shows the 1-year and 10-year trends of more older drivers being involved in fatal crashes than younger drivers in general. The 10-year trend is similar when compared with population estimates from the Census Bureau and licensed driver data from the FHWA. The 65+ age group has the largest percent increases compared to the other age groups.

Table 6
Comparison of 1-Year and 10-Year Percentage Change of Drivers Involved in Fatal Crashes With 10-Year Percentage Change of Population Estimate and 10-Year Percentage Change of Licensed Driver Data, by Age Group

Age Group	Percentage Change of Drivers Involved in Fatal Crashes		10-Year Percentage Change of Population Estimates (2009-2018)	10-Year Percentage Change of Licensed Driver Data (2008-2017, 2018 not available)
	1-Year Comparison (2017-2018)	10-Year Comparison (2009-2018)		
16–24	-5.9%	-8.7%	-1.2%	-1.9%
25–44	-2.3%	+14.9%	+5.8%	+2.3%
45–64	-2.4%	+16.7%	+4.5%	+6.4%
65+	**0.2%**	**+34.6%**	**+32.3%**	**+35.3%**
Total	-2.4%	+13.6%	+6.6%	+8.2%

Sources: Drivers involved in fatal crashes – FARS 2009 and 2017 Final File, 2018 ARF; Population Estimates – Census Bureau; and Licensed Driver Data – FHWA
Note: Total includes those who were under 16 years old.

State Distribution of Fatalities and Alcohol-Impaired-Driving Fatalities

Table 7 presents the total number of motor vehicle crash fatalities and the number of alcohol-impaired-driving fatalities for 2017 and 2018, the change in the number of fatalities, and the percentage change for each State, the District of Columbia, and Puerto Rico. Thirty-two States had reductions in the number of fatalities. In 2018 the largest reduction was in California, with 321 fewer fatalities. Eighteen States and Puerto Rico had more motor vehicle fatalities in 2018 than in 2017. Oregon had the largest increase, 67 additional fatalities. Only the District of Columbia had no change from 2017 to 2018.

Nationwide, more than one-quarter (29%) of the total fatalities were in alcohol-impaired-driving crashes. Thirty-three States and the District of Columbia saw declines in the number of alcohol-impaired-driving fatalities. California had the largest decrease, with 78 fewer lives lost in alcohol-impaired-driving crashes in 2018. Seventeen States and Puerto Rico saw increases in the number of alcohol-impaired-driving fatalities, with the largest increase of 34 fatalities in Puerto Rico followed by 22 more in Montana.

Additional State-level data is available at NCSA's State Traffic Safety Information website at: https://cdan.nhtsa.gov/stsi.htm

Table 7
Total and Alcohol-Impaired-Driving Fatalities, by State, 2017 and 2018

State	2017			2018			2017 to 2018 Change			
	Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		Number	Percent		Number	Percent	Change	% Change	Change	% Change
Alabama	948	265	28%	953	246	26%	+5	+0.5%	-19	-7.2%
Alaska	79	22	28%	80	29	36%	+1	+1.3%	+7	+31.8%
Arizona	998	269	27%	1,010	285	28%	+12	+1.2%	+16	+5.9%
Arkansas	525	146	28%	516	134	26%	-9	-1.7%	-12	-8.2%
California	3,884	1,147	30%	3,563	1,069	30%	-321	-8.3%	-78	-6.8%
Colorado	648	176	27%	632	188	30%	-16	-2.5%	+12	+6.8%
Connecticut	281	119	42%	294	115	39%	+13	+4.6%	-4	-3.4%
Delaware	119	31	26%	111	28	25%	-8	-6.7%	-3	-9.7%
Dist of Columbia	31	15	49%	31	9	29%	0	0.0%	-6	-40.0%
Florida	3,116	841	27%	3,133	814	26%	+17	+0.5%	-27	-3.2%
Georgia	1,540	356	23%	1,504	375	25%	-36	-2.3%	+19	+5.3%
Hawaii	107	42	39%	117	35	30%	+10	+9.3%	-7	-16.7%
Idaho	245	64	26%	231	58	25%	-14	-5.7%	-6	-9.4%
Illinois	1,090	357	33%	1,031	309	30%	-59	-5.4%	-48	-13.4%
Indiana	916	262	29%	858	227	26%	-58	-6.3%	-35	-13.4%
Iowa	330	90	27%	318	85	27%	-12	-3.6%	-5	-5.6%
Kansas	461	104	22%	404	88	22%	-57	-12.4%	-16	-15.4%
Kentucky	782	179	23%	724	137	19%	-58	-7.4%	-42	-23.5%
Louisiana	770	213	28%	768	216	28%	-2	-0.3%	+3	+1.4%
Maine	173	49	28%	137	42	30%	-36	-20.8%	-7	-14.3%
Maryland	558	182	33%	501	122	24%	-57	-10.2%	-60	-33.0%
Massachusetts	347	124	36%	360	120	33%	+13	+3.7%	-4	-3.2%
Michigan	1,031	305	30%	974	267	27%	-57	-5.5%	-38	-12.5%
Minnesota	358	84	23%	381	105	28%	+23	+6.4%	+21	+25.0%
Mississippi	685	153	22%	664	163	25%	-21	-3.1%	+10	+6.5%
Missouri	932	247	26%	921	240	26%	-11	-1.2%	-7	-2.8%
Montana	186	57	31%	182	79	43%	-4	-2.2%	+22	+38.6%
Nebraska	228	69	30%	230	66	29%	+2	+0.9%	-3	-4.3%
Nevada	311	88	28%	330	87	26%	+19	+6.1%	-1	-1.1%
New Hampshire	102	27	26%	147	48	33%	+45	+44.1%	+21	+77.8%
New Jersey	624	121	19%	564	125	22%	-60	-9.6%	+4	+3.3%
New Mexico	380	113	30%	391	108	28%	+11	+2.9%	-5	-4.4%
New York	1,006	288	29%	943	307	33%	-63	-6.3%	+19	+6.6%
North Carolina	1,412	401	28%	1,437	421	29%	+25	+1.8%	+20	+5.0%
North Dakota	116	47	41%	105	29	27%	-11	-9.5%	-18	-38.3%
Ohio	1,179	329	28%	1,068	294	28%	-111	-9.4%	-35	-10.6%
Oklahoma	657	161	25%	655	145	22%	-2	-0.3%	-16	-9.9%
Oregon	439	146	33%	506	153	30%	+67	+15.3%	+7	+4.8%
Pennsylvania	1,137	321	28%	1,190	334	28%	+53	+4.7%	+13	+4.0%
Rhode Island	84	34	41%	59	20	34%	-25	-29.8%	-14	-41.2%
South Carolina	989	305	31%	1,037	291	28%	+48	+4.9%	-14	-4.6%
South Dakota	129	36	28%	130	45	35%	+1	+0.8%	+9	+25.0%
Tennessee	1,024	251	25%	1,041	243	23%	+17	+1.7%	-8	-3.2%
Texas	3,732	1,480	40%	3,642	1,439	40%	-90	-2.4%	-41	-2.8%
Utah	273	54	20%	260	61	23%	-13	-4.8%	+7	+13.0%
Vermont	69	17	25%	68	15	23%	-1	-1.4%	-2	-11.8%
Virginia	839	245	29%	820	240	29%	-19	-2.3%	-5	-2.0%
Washington	563	176	31%	546	166	30%	-17	-3.0%	-10	-5.7%
West Virginia	304	70	23%	294	57	19%	-10	-3.3%	-13	-18.6%
Wisconsin	613	189	31%	588	199	34%	-25	-4.1%	+10	+5.3%
Wyoming	123	46	37%	111	34	30%	-12	-9.8%	-12	-26.1%
National	**37,473**	**10,908**	**29%**	**36,560**	**10,511**	**29%**	**-913**	**-2.4%**	**-397**	**-3.6%**
Puerto Rico	290	89	31%	308	123	40%	+18	+6.2%	+34	+38.2%

Source: FARS 2017 Final File, 2018 ARF

Fatality Analysis Reporting System

The 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 crash must involve a motor vehicle traveling on a public trafficway 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 about a year later. The final version of the file is aptly 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.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2018 ARF, the 2017 Final file was also released to replace the previous year's 2017 ARF. The final fatality count in motor vehicle crashes for 2017 was 37,473, which was updated from 37,133 from the 2017 ARF.

2016 FARS Final File Revision

Due to amendments made to the 2016 FARS Final file, the number of alcohol-impaired-driving fatalities for 2016 changed from 10,996 to 10,967. Also the number of fatalities involving large trucks changed from 4,369 to 4,678 because of the light pickup truck classification revision.

Light Pickup Truck Classification Issue

NCSA reviewed vehicles coded as a light pickup truck body type in the 2016 data collection year in FARS and, as applicable, reclassified them as an appropriate large truck body type. In all, 329 vehicles that were classified as light pickup trucks were reclassified as large trucks.

These changes are reflected in the FARS 2016 Amended Final file. In addition, the coding of light and large pickup trucks on the FARS 2017 Final file and 2018 Annual Report File (ARF) was reviewed and where applicable, revised in accordance with the FARS 2016 Amended Final file guidelines. Any issues existing in 2015 and earlier year files were not addressed due to a lack of source materials needed to revise the original data.

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For questions regarding the information presented in this report, please contact NCSARequests@dot.gov. Access this Crash•Stats and other general information on traffic safety at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation

National Highway Traffic Safety Administration