

Motor Vehicle Tort Litigation Continues to Outpace Claims Frequency

by
William Nibbelin



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Executive Summary

A civil case in the United States is a legal dispute between two or more parties seeking compensation rather than criminal penalties for issues involving human rights, contracts, personal injury, product liability, property disputes or family matters.

A civil case filing may be settled out of court, go to trial or be dismissed for legal or procedural deficiencies. If the case goes to trial, the judge or jury may award damages or actions to either the plaintiff or defendant, at which point either party may appeal to a higher court.

Civil cases are handled by either the federal or state courts. Federal courts handle those civil cases involving federal laws, constitutional issues and diversity of citizenship (i.e., citizens of different states) where the amount demanded exceeds \$75,000.¹ At the state level, civil cases are directed to either the small claims court system or higher courts for more complex cases and those meeting a minimum monetary demand threshold. These thresholds vary by state but are typically \$20,000 or more. These cases are also considered unlimited civil cases in all courts given there is no limited maximum monetary demand.

At the federal level, public data on civil cases is available through the government website for Federal Judicial Courts (FJC) of the United States.² At the state level, the availability of public data varies from state to state and from court to court, as do the definitions of terms and the completeness of case reporting.

Previous research³ by the University of Michigan Law School concluded that reasonable estimates based on court data can be drawn with caution. This paper interprets and extrapolates such data with a focus on tort cases involving motor vehicle accidents to better understand overall trends in civil cases on a relative basis nationwide.

This year's update introduces a second, state data-based methodology alongside the FJC-based approach. Each methodology's own filings, dispositions and disposition rate are presented separately. They are combined only to calculate the blended state-level excess number of filings presented in this report. See Appendix A for a full discussion of both methodologies.

Key Findings

Federal Judicial Court Civil Cases

- Motor vehicle tort civil case filings, excluding multi-district litigation, decreased at a compound annual growth rate (CAGR) of 2.8% from 1995 to 2008, held relatively flat at 0.1% from 2008 to 2014, then rose at 5.0% from 2014 to 2024.
- From 2015 to 2024, the frequency of total civil case filings (adjusted for the size of the economy) remained flat, while the frequency of motor vehicle tort increased at a CAGR of 4.5%.
- From 2015 to 2024, the number of motor vehicle tort filings increased at a CAGR of 4.6% for no-fault states and 6.2% for tort states.
- Approximately 52.4% of disposed motor vehicle tort civil cases from 2015 to 2024 settled out of court, compared to 24.2% for total civil cases. Only 7.1% of motor vehicle tort cases received a judgment disposition during this period, compared to 27.4% for total civil cases.
- Motor vehicle tort and total civil cases had nearly identical 10-year average clearance rates (0.95) and average time to disposition from 2015 to 2024.
- The average amount in controversy for motor vehicle tort judgment in favor of the plaintiff increased from \$377,000 during 1995 - 2004 to \$681,000 during 2015 - 2024.
- The excess value of motor vehicle tort filings in the FJC is approximately \$1.07 billion from 2015 to 2024.

1. "[Covering Civil Cases – Journalist's Guide](#)," United States Courts.

2. "[Civil Cases Filed, Terminated, and Pending from SY 1988 to Present](#)," Federal Judicial Center, 2025.

3. Eisenberg, Theodore and Margo Schlanger, "[The Reliability of the Administrative Office of the U.S. Courts Database: An Initial Empirical Analysis](#)," Notre Dame L. Rev. 78, no. 5 (2003): 1455-96.

State Civil Cases

- As of 2024, comprehensive motor vehicle tort filing and disposition data is publicly available in 11 states, representing approximately 50.6% of the U.S. population.
- The blended excess value of motor vehicle tort state civil cases is approximately \$42.77 billion from 2015 to 2024.
- Across FJC and state civil cases, the combined excess value of motor vehicle tort filings from 2015 to 2024 is approximately \$43.84 billion, representing 25.3% to 30.5% of the \$143.6 billion to \$173.1 billion estimated by the Triple-I and Casualty Actuarial Society joint report on increasing inflation for the same period.

Federal Judicial Court

Filings

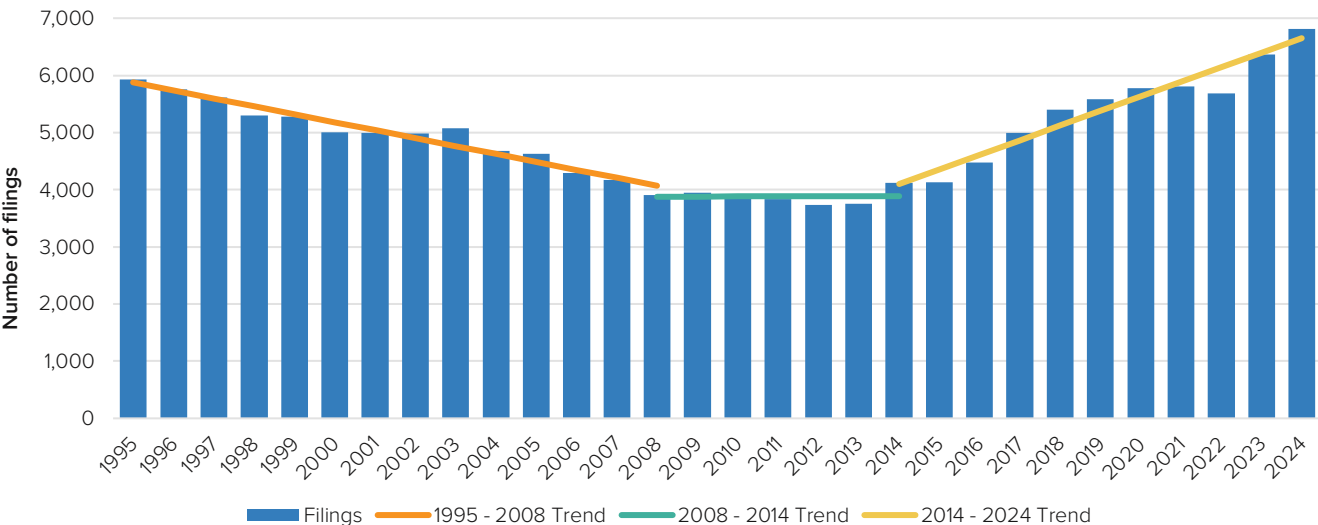
Each Federal Judicial Court (FJC) civil case is assigned one and only one Nature of Suit code.⁴ The Civil Cover Sheet⁵ outlines the nearly 100 different Nature of Suit codes spread across 13 categories. Since 1994, the distribution of civil cases involving torts has steadily increased, and torts now represent one of the largest categories of civil cases.

Torts are a civil wrong resulting in damage to person or property. There are nearly 20 different categories of tort in FJC civil cases, including product liability, defamation, medical practice and motor vehicle accidents. Product liability comprises the majority of tort civil cases, while motor vehicle tort represents a comparatively smaller share.

Historically, civil case data has become distorted by significant litigation around product liability and multi-district litigation (MDL), which can swing dramatically year to year for reasons unrelated to broader trends in civil litigation. The FJC does not identify to a level of distinction that would allow specific product liability case types to be isolated for analysis. For this reason, this report excludes MDL and product liability civil cases when assessing motor vehicle tort civil cases against total civil cases (see Appendix A). Removing these cases establishes a more stable series.

From 1995 to 2024, filings excluding MDL and product liability averaged approximately 233,900 per year, with a relative standard deviation of 7.6. Though motor vehicle tort civil case filings declined at a compound annual growth rate (CAGR) of 2.8% from 1995 to 2008, they remained relatively flat at 0.1% from 2008 to 2014, then rose at 5.0% from 2014 to 2024 (Figure 1).

Figure 1: Number of FJC Motor Vehicle Tort Civil Case Filings Excluding MDL, 1995 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

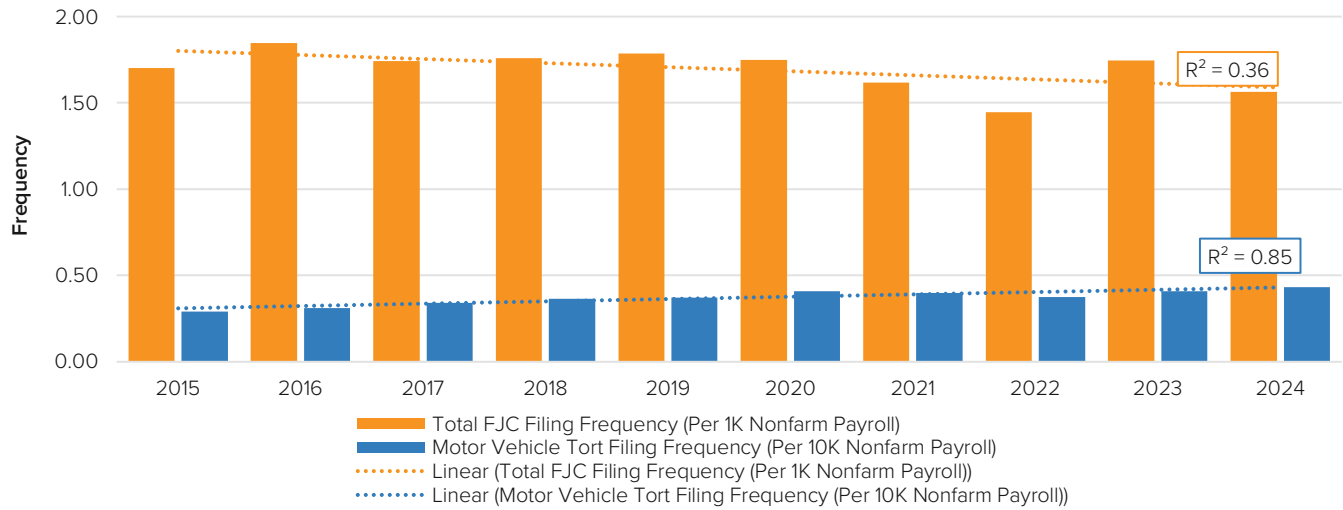
4. “[New IDB Appeals Documentation - Civil Codebook 1988 Forward](#),” Federal Judicial Center.

5. “[Nature of Suit Code Descriptions](#),” United States Courts, 2024.

Consistent with the prior study, the 2008 to 2014 window continues to provide a steady state baseline against which recent growth in filings is measured. For this reason, the compound annual growth rate for the current study period of 2015 to 2024 is calculated using 2014 as the base year. Excess value and all other findings from the current report use 2015 as the base year. For comparison purposes, the 2015 to 2024 CAGR was higher at 5.7%. The number of motor vehicle tort civil case filings in 2024 was 6,809, the highest across the entire time period from 1995 to 2024.

To calculate a measure of litigation frequency, total civil case frequency was adjusted for the size of the economy using total nonfarm payroll⁶ employee data. From 2015 to 2024, total civil case frequency was relatively flat, declining at a CAGR of -0.9%, whereas motor vehicle tort frequency increased at 4.5%. The correlation between total civil case frequency and motor vehicle tort frequency during this period was -0.38 (Figure 2).

Figure 2: Frequency of FJC Total Filings vs. Frequency of Motor Vehicle Tort Filings, 2015 - 2024



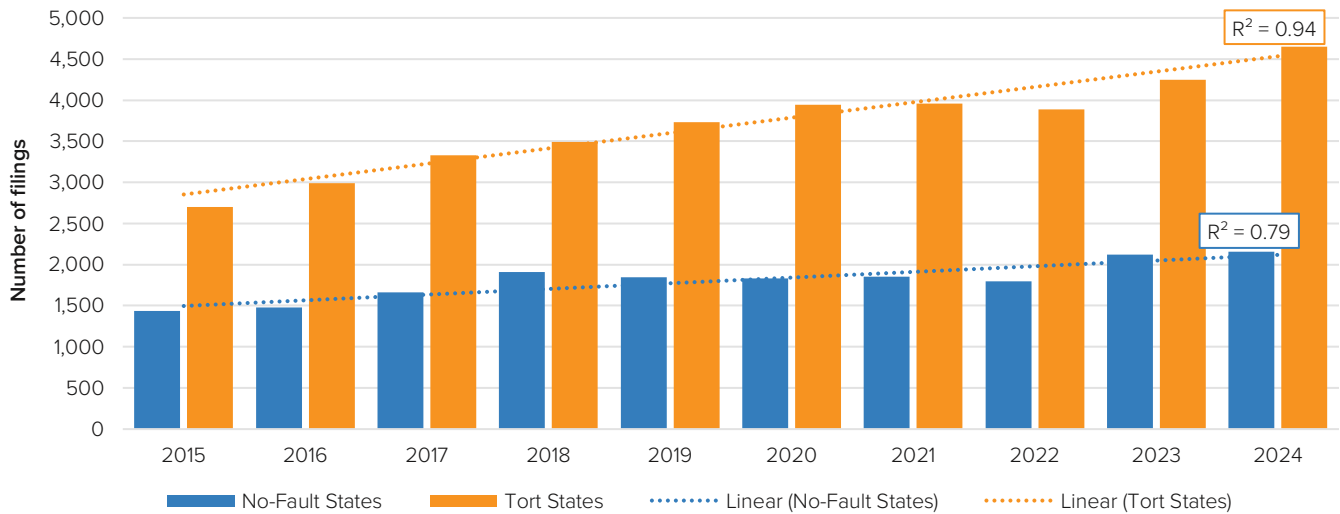
Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#); Federal Reserve, All Employees, Total Nonfarm Payroll, Not Seasonally Adjusted - accessed July 2026, [All Employees, Total Nonfarm \(PAYNSA\) | FRED | St. Louis Fed](#)

FJC filings between no-fault states and tort states were also reviewed, as no-fault and tort states operate under materially different legal frameworks for pursuing motor vehicle claims. The extrapolation approach used elsewhere in this report (see Appendix A) estimates missing state data for a given state using other states that share its legal framework, rather than pooling no-fault and tort states together. The comparison below is therefore a reflection of that methodological choice, not a claim about the relative merits or outcomes of no-fault and tort liability systems.

As indicated by the district of the FJC filing, all 50 states and the District of Columbia are included in this study. Twelve states maintain active no-fault laws as of 2026. From 2014 to 2024, the number of motor vehicle tort filings increased at a CAGR of 4.0% for no-fault states and 5.8% for tort states (Figure 3). For comparison purposes, from 2015 - 2024 the CAGR was higher at 4.6% and 6.2% for both no-fault states and tort states, respectively.

6. [All Employees, Total Nonfarm \(PAYNSA\) | FRED | St. Louis Fed](#)

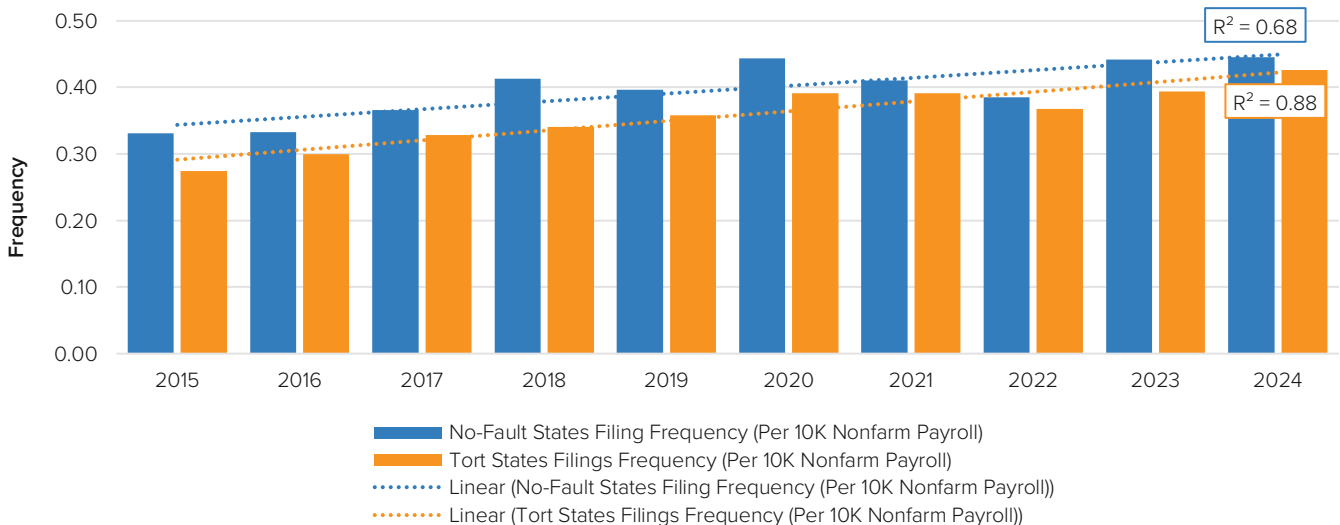
Figure 3: Number of FJC Motor Vehicle Tort Filings, 2015 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#); Triple-I no-fault auto insurance [Background on: No-fault Auto Insurance](#)

Using aggregates of total nonfarm payroll, the frequency of motor vehicle tort filings for no-fault states also increased at a lower CAGR of 3.4% from 2015 to 2024, compared to 5.0% for tort states (Figure 4).

Figure 4: Frequency of FJC Motor Vehicle Tort Filings, 2015 - 2024

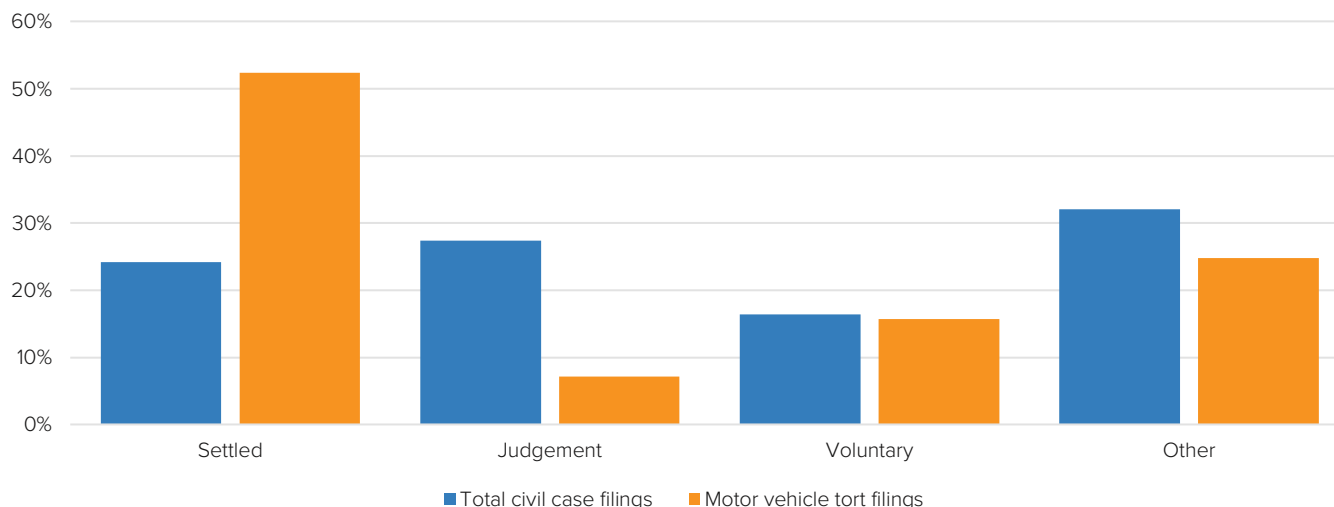


Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#); Federal Reserve, All Employees, Total Nonfarm Payroll, Not Seasonally Adjusted - accessed June 2025, [All Employees, Total Nonfarm \(PAYNSA\) | FRED | St. Louis Fed](#); Triple-I no-fault auto insurance [Background on: No-fault Auto Insurance](#)

Disposition

Civil case filings may be disposed voluntarily, by judgment, by settlement out of court, or due to case deficiencies or pursuit of criminal conviction. From 2015 to 2024, the distribution of dispositions by settlement for motor vehicle tort cases was 52.4%, more than double the 24.2% distribution for total civil cases. In contrast, the distribution of dispositions by judgement was only 7.1% for motor vehicle tort cases compared to 27.4% for total civil cases overall (Figure 5).

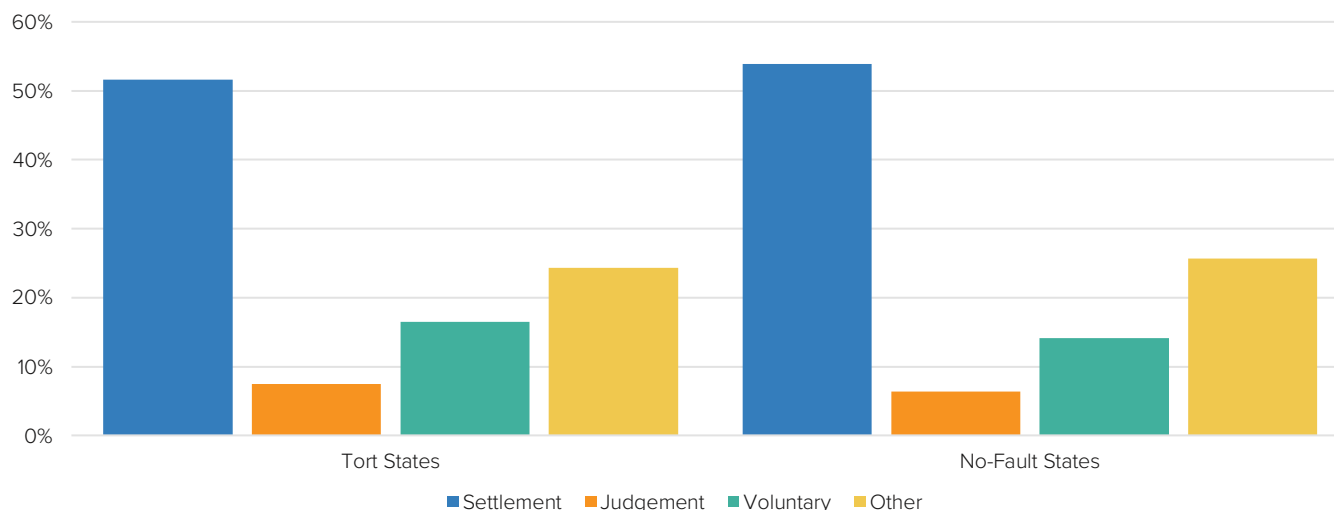
Figure 5: Distribution of FJC Civil Case Filings by Disposition Type, 2015 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

The combined distribution of settlements and judgments for motor vehicle tort cases from 2015 to 2024 was 59.5%. As a measure per disposition, the rate of settlements and judgments was 60.2% for no-fault states and 59.2% for tort states (Figure 6). As a measure per filing, this rate was 57.8% for no-fault states and 55.6% for tort states. This report will later use the rate per filing to calculate excess value.

Figure 6: Distribution of FJC Civil Case Filings by Disposition Type, 2015 - 2024

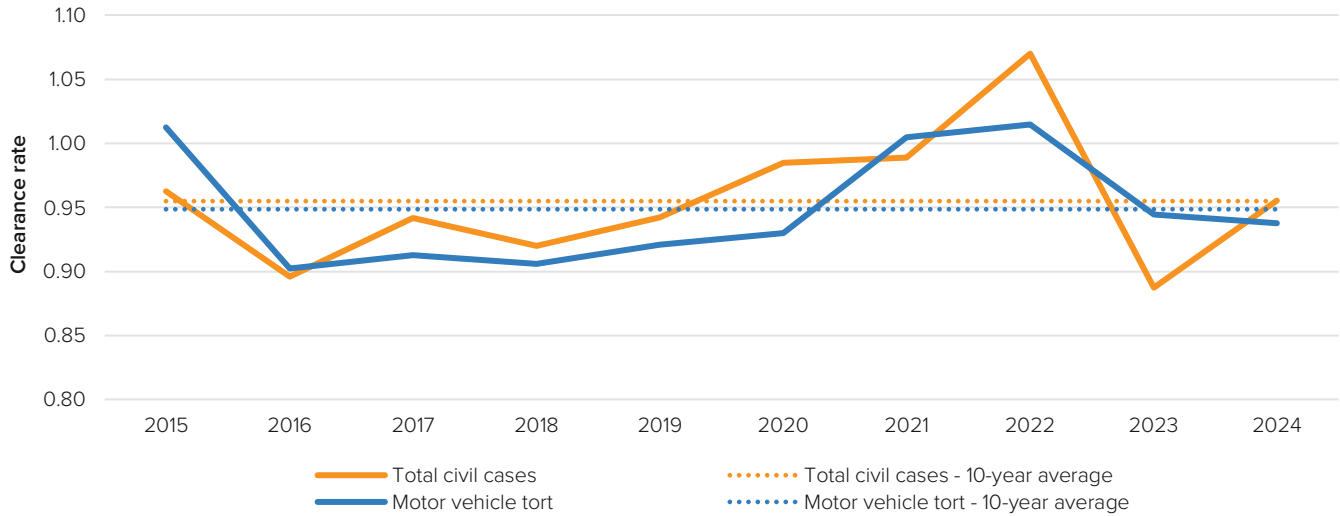


Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#). Triple-I no-fault auto insurance [Background on: No-fault Auto Insurance](#)

According to the 2022 report *COVID-19 and the U.S. District Courts: An Empirical Investigation*,⁷ clearance rates – the number of cases disposed divided by the number of cases filed in each 12-month period – fluctuated during the COVID-19 pandemic and post-pandemic years. Clearance rates for motor vehicle tort cases hovered near or above those for total civil cases from 2015 to 2024, at a 10-year average of 0.95 for both motor vehicle tort and total civil cases (Figure 7).

7. Roy Germano, Timothy Lau and Kristin Garri, "[COVID-19 and the U.S. District Courts: An Empirical Investigation](#)," Federal Judicial Center, October 2022.

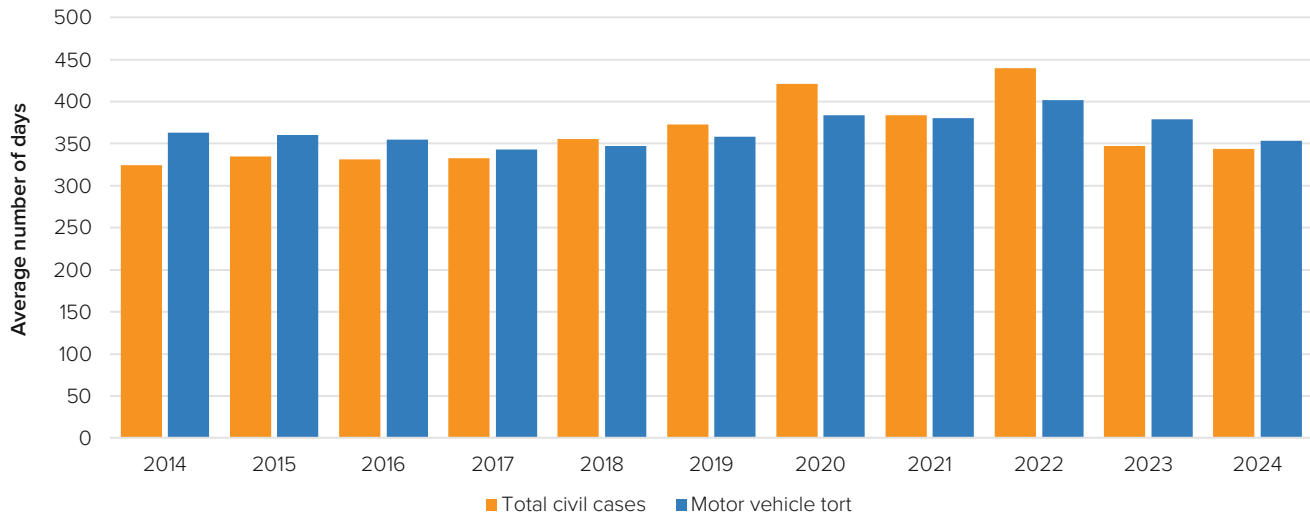
Figure 7: FJC Clearance Rates, 2015 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

Despite maintaining clearance rates below 1.0, the average number of days from filing date to disposition from 2015 to 2024 was almost exactly one year. Not too dissimilar from the prior study period, motor vehicle tort civil cases required, on average, almost exactly as long to reach disposition as total civil cases — a difference of about one day, compared to the roughly four-day gap observed for 2014 to 2023 (Figure 8).

Figure 8: Average Number of Days to Disposition - FJC Total Civil Cases vs. Motor Vehicle Tort, 2014 - 2024

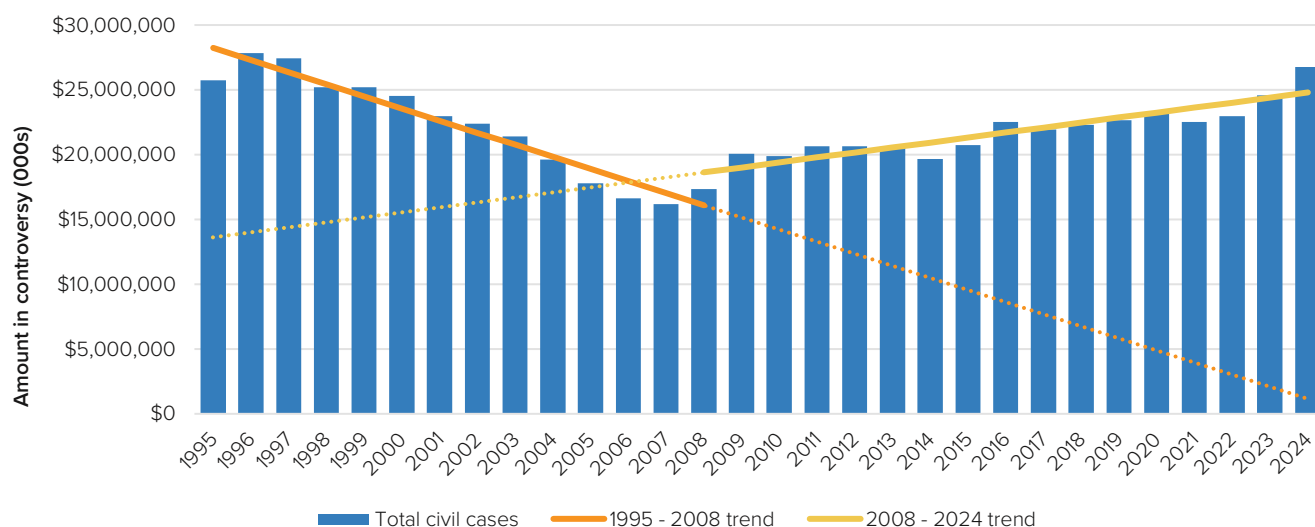


Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

Amount in Controversy

In simple terms, the amount in controversy denotes the amount at stake in a case (see Appendix A for a more in-depth definition and applied data limitations). Compared to other elements of FJC data, the amount in controversy is the most error-prone, as discussed in the Michigan Law paper noted earlier in this report. Their methodology for analyzing this trend involved using non-zero and non-'9999' coded amounts in controversy for both demand and award. Applying this methodology, our report uses the term “amount in controversy” to refer to both the plaintiff’s demanded claim and/or the amount awarded for those cases with a disposition of judgment in which the judge ruled in favor of the plaintiff (see Appendix A). The amount in controversy for total civil cases declined at a CAGR of 4.2% from 1995 to the 2008 financial crisis. Since 2008, this trend has reversed, increasing through 2024 at a CAGR of 1.8% (Figure 9).

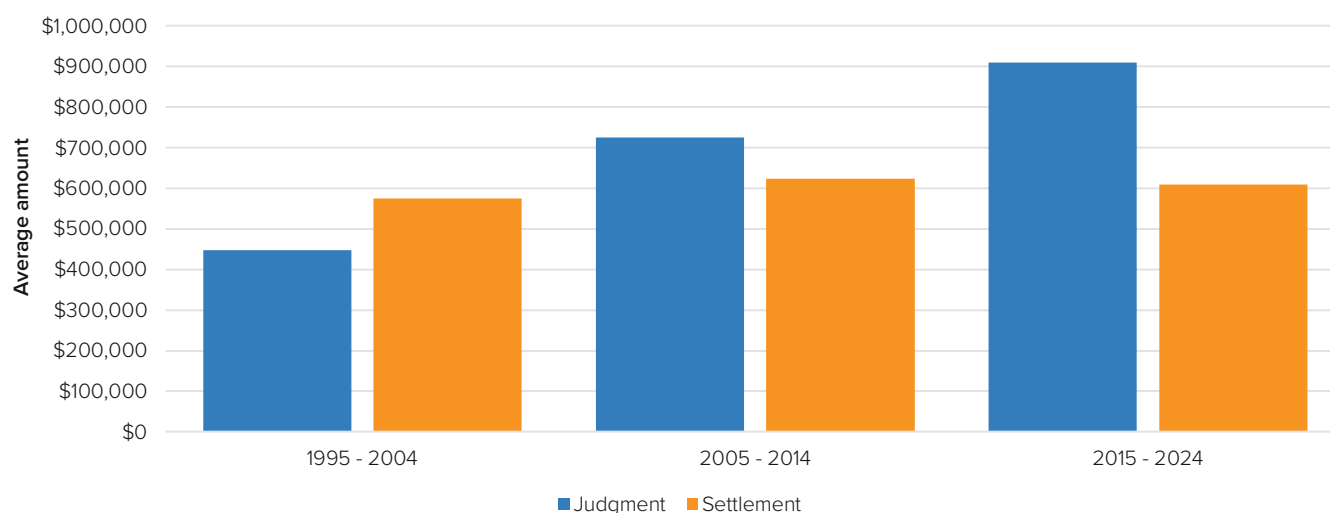
Figure 9: FJC Total Civil Cases - Total Amount in Controversy, 1995 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

The average amount in controversy for total civil cases involving a disposition of judgment increased from \$447,000 during the 1995 - 2004 decade to \$724,000 during the 2005 - 2014 decade, and to \$910,000 during the 2015 - 2024 decade. For a disposition of settlement, the average amount in controversy remained comparatively flat, moving from \$575,000 to \$623,000 to \$609,000 across the same three decades (Figure 10).

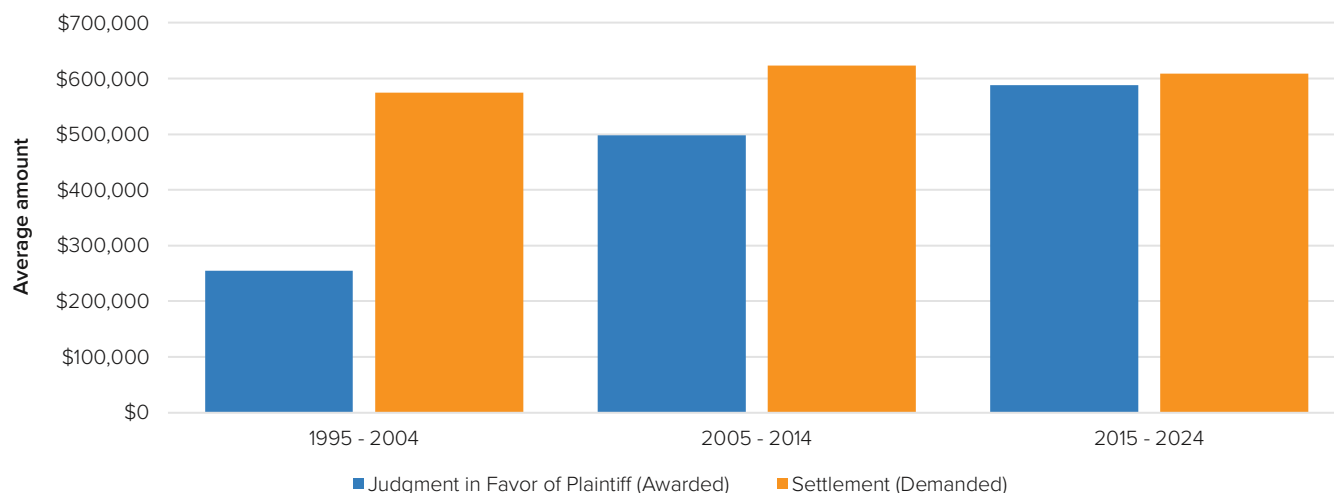
Figure 10: FJC Total Civil Cases - Judgment vs. Settlement Average Amount in Controversy, 1995 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

Isolating judgments to only those in favor of the plaintiff (per definition in Appendix A), the average amount awarded for total civil cases increased from \$255,000 to \$498,000 to \$588,000 across the same three decades (Figure 11).

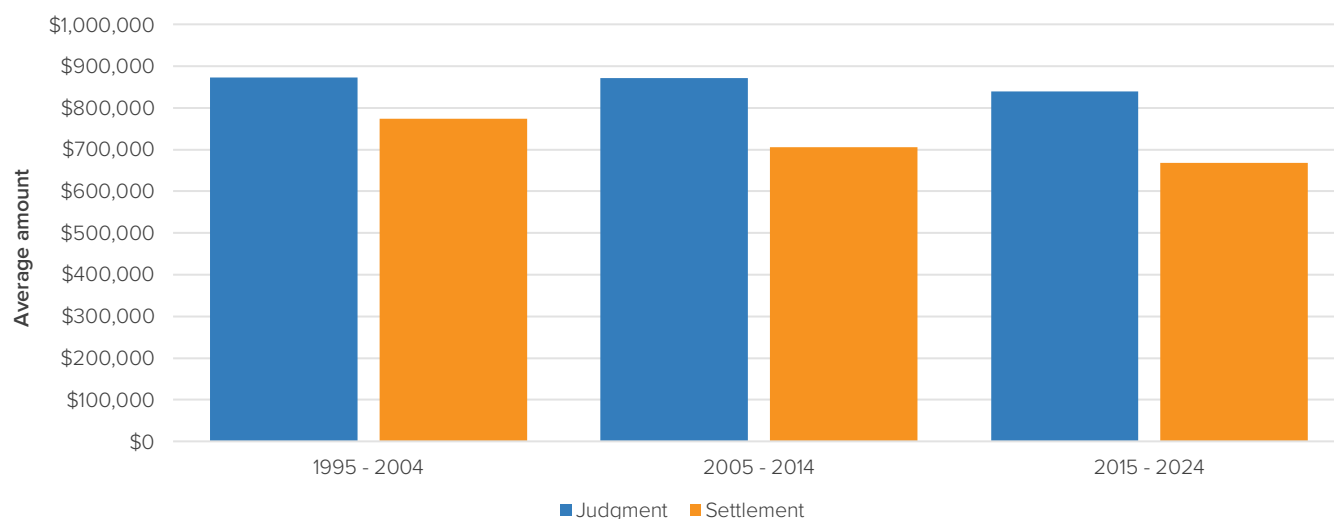
Figure 11: FJC Total Civil Cases - Judgment in Favor of Plaintiff vs. Settlement Average Amount in Controversy, 1995 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

Focusing on motor vehicle tort civil cases, the average amount in controversy for dispositions of judgement held relatively steady across the three decades, at \$873,000, \$872,000, and \$839,000, respectively. For dispositions of settlement, the average amount in controversy declined modestly across the same period, from \$774,000 to \$706,000 to \$668,000 (Figure 12).

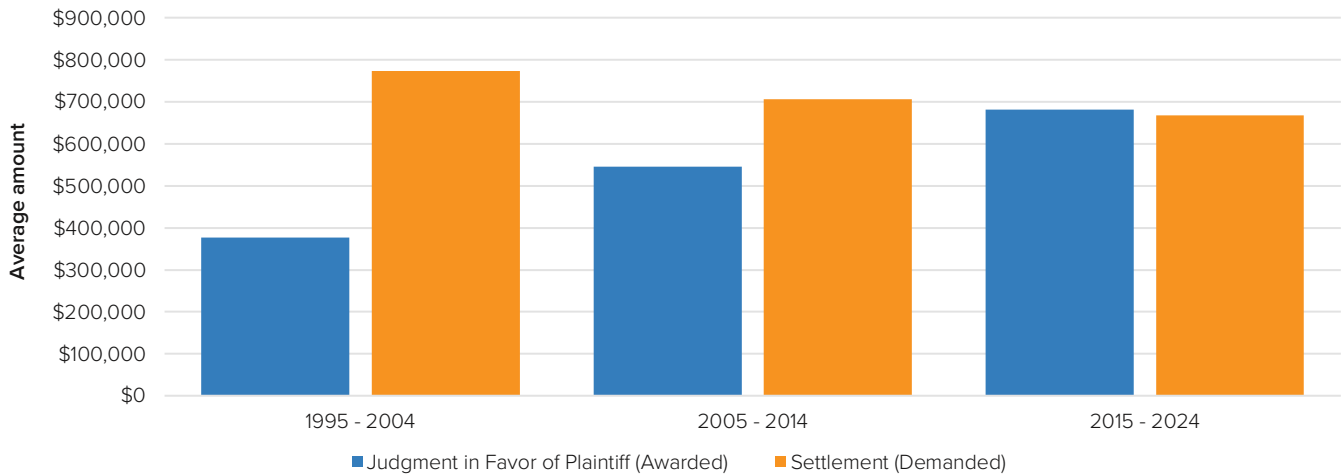
Figure 12: FJC Motor Vehicle Tort - Judgment vs. Settlement Average Amount in Controversy, 1995 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

Isolating motor vehicle tort judgments in favor of the plaintiff, the average amount awarded increased from \$377,000 during 1995 - 2004 to \$546,000 during 2005 - 2014 and to \$681,000 during 2015 - 2024. The average award amount of \$681,000 remains 15.8% larger, or nearly \$100,000 greater, than that for total civil cases in the most recent decade (Figure 13).

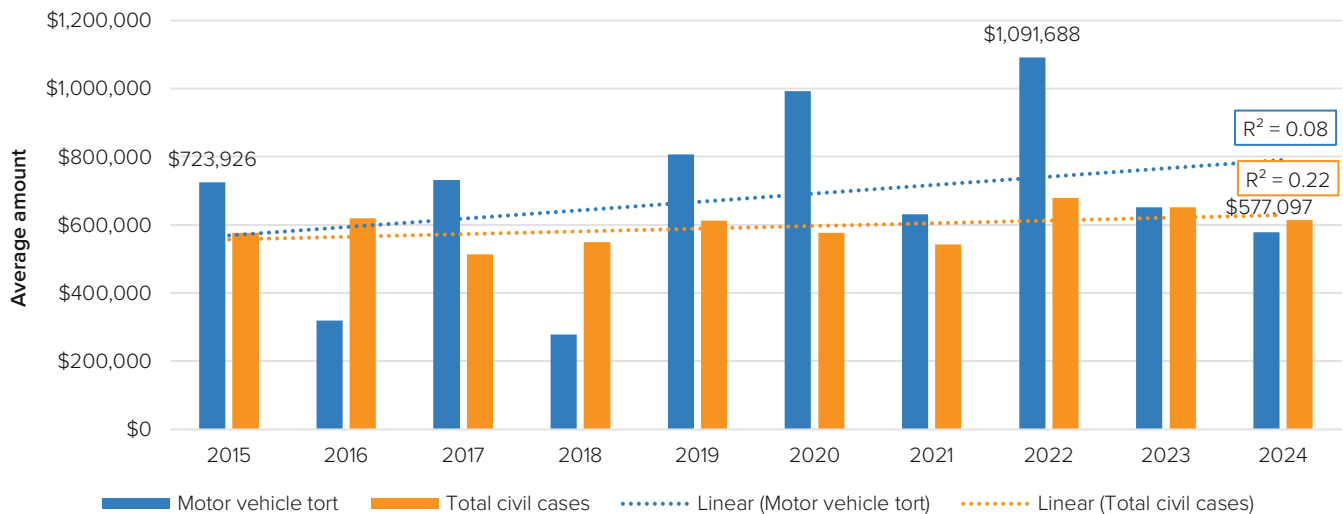
Figure 13: FJC Motor Vehicle Tort - Judgment in Favor of Plaintiff vs. Settlement Average Amount in Controversy, 1995 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

From 2015 to 2024, the average amount awarded for motor vehicle tort judgments in favor of the plaintiff fluctuated considerably year to year at a CAGR of -2.5%, reflecting the relatively small number of motor vehicle tort judgments in any given year. The average award amounts were larger than those for total civil cases in seven of the past 10 years. Total civil case awards over the same period were comparatively more stable, at a CAGR of 0.7% (Figure 14).

Figure 14: FJC Civil Cases - Judgment in Favor of Plaintiff Average Amount in Controversy, 2015 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#)

From 2015 to 2024, the 10-year average amount in controversy for motor vehicle tort settlements and judgments in favor of the plaintiff was \$668,000. This amount was \$687,000 for no-fault states, only 4.1% larger than that for tort states, at \$660,000.

The Value of Federal Judicial Court Motor Vehicle Tort

From 2015 to 2024, the total number of motor vehicle tort cases filed in the FJC was 18,090 for states with no-fault laws and 36,935 for tort states. The excess percentage of filings above trend is the current period CAGR from 2014 to 2024 divided by the prior period CAGR from 2008 to 2014. Applying that rate to the number of filings from 2015 to 2024 determines the number of filings considered excessive in the study period. The excess number of filings multiplied by the disposition rate of settlements and judgments per filing equals the excessive number of settlements and judgments. The excess number of settled or judged filings multiplied by the average amount in controversy of those dispositions results in an excess value estimate of \$1.07 billion (Figure 15). This figure reflects only motor vehicle tort cases filed directly in the FJC and is independent of any state-level determination; the estimated value of motor vehicle tort activity across the state courts is developed separately in the State Courts section below.

Figure 15: Excess Value of FJC Motor Vehicle Tort

		No-Fault states	Tort States	Combined
[1]	Federal Judicial Court Motor Vehicle Tort Filings	18,090	36,935	55,025
[2]	Excess Percentage of Filings Above Trend	4.0%	5.7%	
[3]	Excess Number of Filings	717	2,104	2,821
[4]	Disposition Rate of Settlements & Judgments	57.8%	55.6%	
[5]	Excess Number of Filings Settled or Judged	400	1,200	1,600
[6]	Average Amount in Controversy	\$687,000	\$660,000	
[7]	Total Excess Value	\$274,800,000	\$792,000,000	\$1,066,800,000

[1] = All motor vehicle tort Federal Judicial Court filings, 2015 to 2024.

[2] = The CAGR of Federal Judicial Court motor vehicle tort filings from 2014 to 2024 over the CAGR of the prior period from 2008 to 2014.

[3] = [1] × [2]

[4] = Federal Judicial Court motor vehicle tort filings resulting in disposition of settlement or judgment / all Federal Judicial Court motor vehicle tort filings, 2015 to 2024.

[5] = [3] × [4]

[6] = Average amount in controversy across the demanded amount for dispositions resulting in settlements and the awarded amount for dispositions resulting in judgement in favor of the plaintiff for Federal Judicial Court motor vehicle tort dispositions, 2015 to 2024.

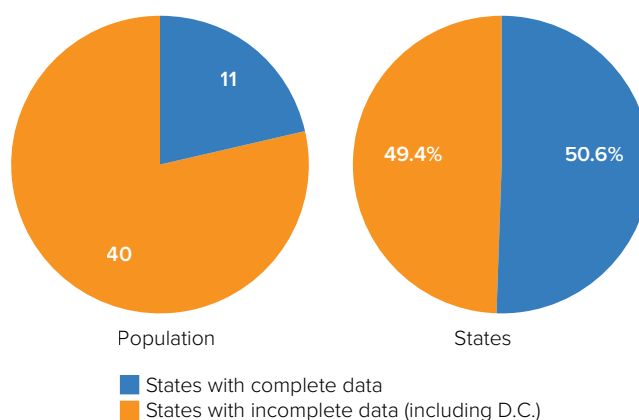
[7] = [5] × [6]

State Courts

Because states maintain different definitions and criteria for data collection, most state civil case data is either unavailable or incomplete. Technology or resource limitations add to the challenge for many states. According to a 2023 article by the Pew Charitable Trust,⁸ the collection, breadth and quality of civil court data are widely inconsistent across jurisdictions and generally not accessible by courts, researchers, policymakers, and others who need it to understand court problems and identify effective solutions. Nevertheless, this study applies FJC analysis results to complete state civil case data to determine an aggregate estimate of the value of motor vehicle tort civil cases, with the goal of estimating a total excess value across all state filings. Given the data integrity issues of aggregating civil case data across states – some of which lack any publicly available civil case data – this study’s results should be regarded with caution.

The National Center for State Courts⁹ aggregates available state civil cases and provides data publicly to help drive innovation and progress in the justice system. However, this data is limited in scope across all states compared to FJC data. Therefore, we conducted research to gather civil case data across states from 2014 to 2023 in the prior study and then again from 2015 to 2024 for the current study. As of 2024, comprehensive motor vehicle tort filing and disposition data is publicly available in 11 states, representing approximately 50.6% of the U.S. population (Figure 16). Appendix B provides a summary of pertinent sources of information by state.

Figure 16: Number of States with Complete Motor Vehicle Tort Filing and Disposition Data vs. Percentage of U.S. Population, 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#); Federal Reserve, U.S. population, not seasonally adjusted [Population \(B230RC0A052NBEA\) | FRED | St. Louis Fed](#); State civil case data sources, Appendix B.

8. “[How to Make Civil Courts More Open, Effective, and Equitable](#),” The Pew Charitable Trusts, September 2023.

9. “[Resources for courts](#),” National Center for State Courts (NCSC).

Of the 12 no-fault states, five are represented in our state civil case data, comprising 62.3% of FJC motor vehicle tort filings for no-fault states. The remaining six states with data comprise 32.5% of FJC motor vehicle tort filings for tort states (Figure 17). Appendix A provides an explanation of the methodology used to assess which state civil cases were included.

FJC-Based Extrapolation Methodology

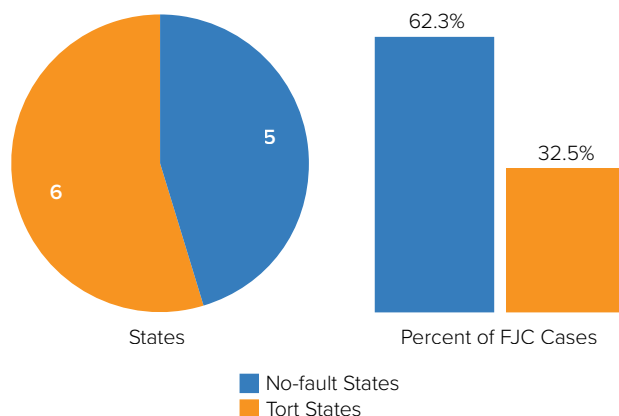
For states with known FJC volumes but incomplete state-level data, the FJC-based methodology extrapolates state-level filing volumes using the following ratio:

$$\frac{\text{known FJC volumes for states with complete data}}{\text{known state volumes}}$$

This ratio is applied separately for no-fault states and tort states. Using this method, we estimated a total of approximately 5.2 million motor vehicle tort state cases from 2015 to 2024, with 1.7 million from no-fault states and 3.5 million from tort states.

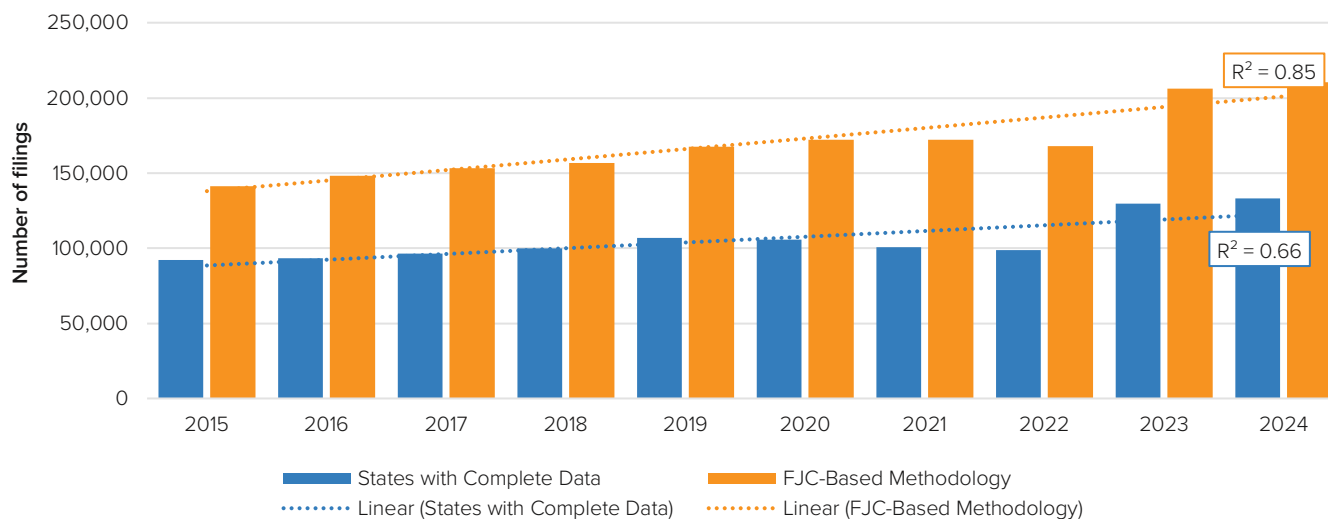
From 2014 to 2024, motor vehicle tort state cases increased at a CAGR of 3.3%. After applying the extrapolation method, this percentage increased to 4.1%. For no-fault states, motor vehicle tort state cases from 2014 to 2024 increased at a CAGR of 3.8%, which decreased slightly to 3.6% after extrapolation. For tort states, the CAGR increased from 2.9% to 4.4% after extrapolation (Figure 18 and 19).

Figure 17: Number of States with Complete Filing and Disposition Data by No-Fault Status vs. Percentage of FJC Motor Vehicle Tort Filings, 2015-2024



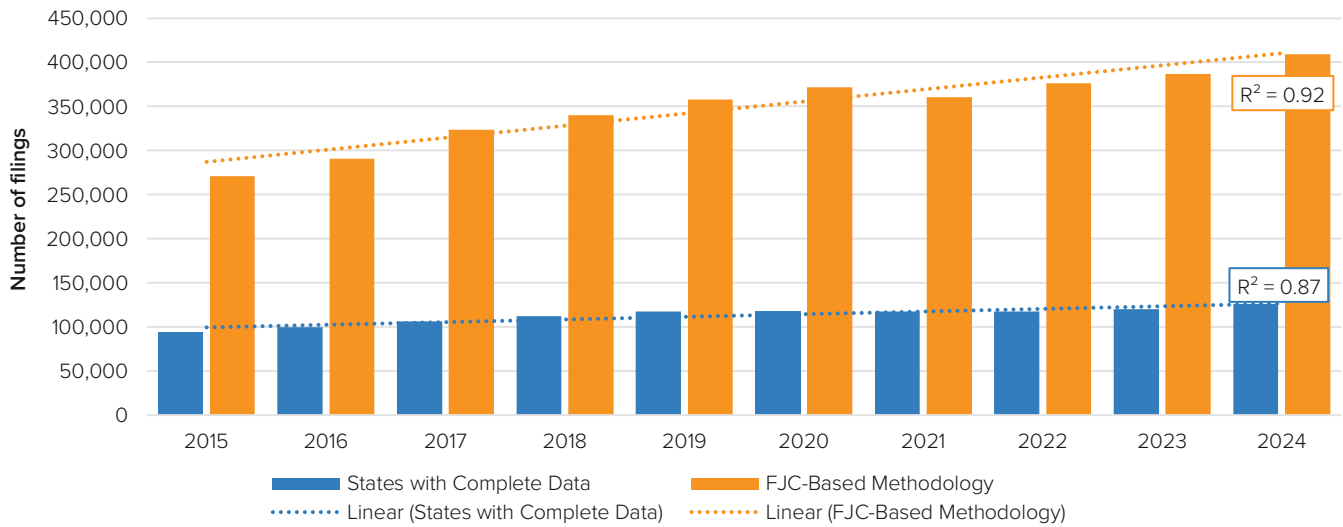
Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present](#) | Federal Judicial Center, State civil case filing sources (Appendix B) - accessed July 2026

Figure 18: State Motor Vehicle Tort Filings for No-Fault States, 2015 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present](#) | Federal Judicial Center, State civil case filing sources (Appendix B) - accessed July 2026

Figure 19: State Motor Vehicle Tort Filings for Tort States, 2015 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#). State civil case filing sources (Appendix B) - accessed July 2026

We applied the same ratio-based extrapolation approach to the volume of motor vehicle tort dispositions resulting in settlement or judgment using state-level disposition data for the same selected 11 states. This method yields an estimated disposition rate of 41.9% for no-fault states and 53.9% for tort states from 2015 to 2024.

From the Number of Filings, Excess Percentage of Filings Above Trend, and Disposition Rates, the result of the FJC-based methodology is approximately 106,100 filings.

Figure 20: Excess Number of Motor Vehicle Tort Filings – FJC-Based Methodology

	No-Fault states	Tort States	Combined
[1] Motor Vehicle Tort Filings	1,696,000	3,487,000	5,183,000
[2] Excess Percentage of Filings Above Trend	3.5%	4.3%	
[3] Excess Number of Filings	59,376	150,621	209,997
[4] Disposition Rate of Settlements & Judgments	41.9%	53.9%	
[5] Excess Number of Filings Settled or Judged	24,900	81,200	106,100

[1] = All motor vehicle tort filings from FJC-Based Extrapolation Methodology, 2015 to 2024.

[2] = The CAGR of motor vehicle tort state civil cases, 2015 to 2024, from the FJC-based extrapolation methodology over the Federal Judicial Court motor vehicle tort filings CAGR of the prior period.

[3] = [1] × [2]

[4] = Motor vehicle tort state civil case filings resulting in disposition of settlement or judgment from the FJC-Based extrapolation methodology, 2015 to 2024.

[5] = [3] × [4]

State-Based Methodology

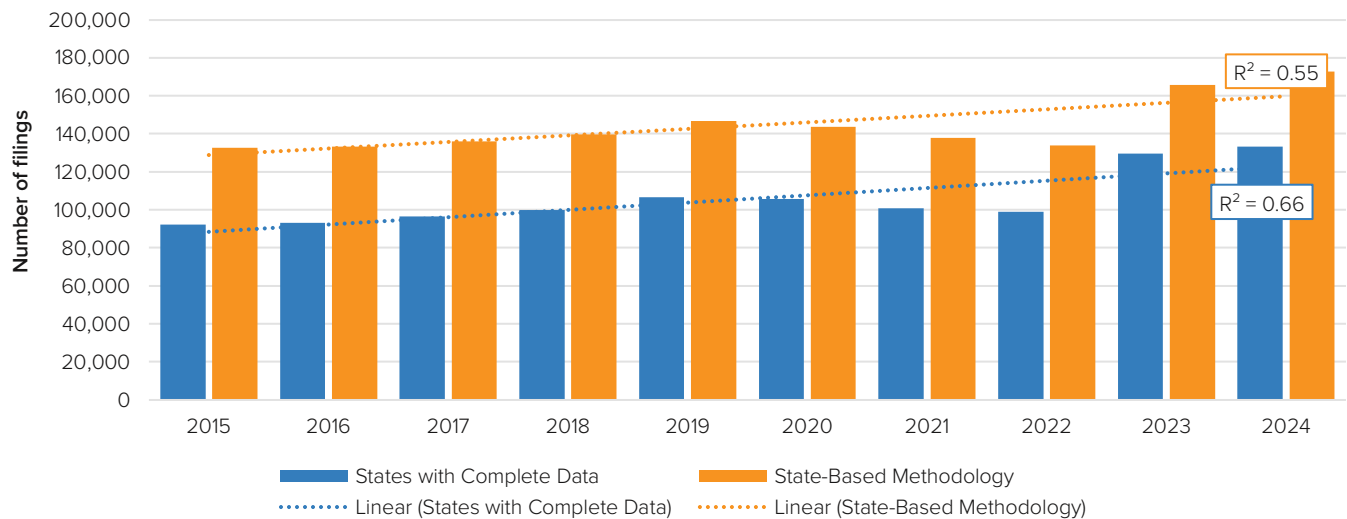
The state-based methodology builds state-level filing volumes directly from the partial state civil case data described in Appendix A, using:

- Trending for states with partial-year coverage.
- Interpolation for gaps in data reporting.
- One-to-one clearance rate assumption for states that publish only filing volumes or disposition volumes.
- Either a tort disposition rate or general civil disposition rate as a proxy where the motor vehicle tort specific disposition rate is unavailable.

Using this method, we estimated a total of approximately 4.2 million motor vehicle tort state cases from 2015 to 2024, with 1.4 million from no-fault states and 2.7 million from tort states — a materially smaller total than the FJC-based methodology’s 5.2 million, reflecting the more conservative, data-driven basis of this second methodology.

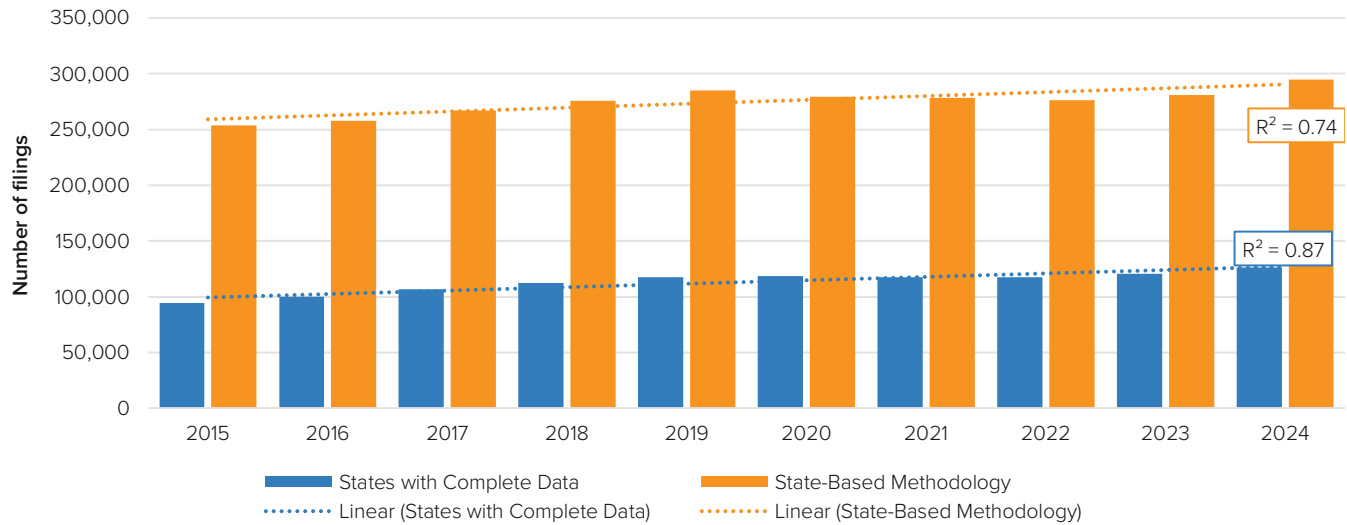
Relying only on state data, this second method produces a CAGR of only 1.9% from 2014 to 2024. Motor vehicle tort state cases from 2014 to 2024 increased at a CAGR of 2.6% for no-fault states and 1.5% for tort states (Figure 21 and 22).

Figure 21: State Motor Vehicle Tort Filings for No-Fault States, 2015 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#). State civil case filing sources (Appendix B) - accessed July 2026

Figure 22: State Motor Vehicle Tort Filings for Tort States, 2015 - 2024



Source: Federal Judicial Court data – accessed July 2026 [Civil cases filed, terminated, and pending from SY 1988 to present | Federal Judicial Center](#). State civil case filing sources (Appendix B) - accessed July 2026

The same underlying state data and assumptions are used to estimate the volume of motor vehicle tort dispositions resulting in settlement or judgment. This method yields an estimated disposition rate of 43.2% for no-fault states and 48.2% for tort states from 2015 to 2024. These findings are slightly higher for no-fault states and lower for tort states than the FJC-based methodology’s 41.9% and 53.9%, respectively.

The product of the number of filings, the increasing rate of filings across the period, and disposition rates of settlements and judgments per filing produces the state-based methodology’s excess number of filings (Figure 23).

Figure 23: Excess Number of Motor Vehicle Tort Filings – State-Based Methodology

		No-Fault states	Tort States	Combined
[1]	Motor Vehicle Tort Filings	1,443,000	2,748,000	4,191,000
[2]	Excess Percentage of Filings Above Trend	2.6%	1.5%	
[3]	Excess Number of Filings	37,037	41,085	78,122
[4]	Disposition Rate of Settlements & Judgments	43.2%	48.2%	
[5]	Excess Number of Filings Settled or Judged	16,000	19,800	35,800

[1] = All motor vehicle tort filings from state-based methodology, 2015 to 2024.

[2] = The CAGR of motor vehicle tort state civil cases, 2015 to 2024, from the state-based methodology over the Federal Judicial Court motor vehicle tort filings CAGR of the prior period.

[3] = [1] × [2]

[4] = Motor vehicle tort state civil case filings resulting in disposition of settlement or judgment from the state-based methodology, 2015 - 2024.

[5] = [3] × [4]

Amount in Controversy for State Civil Cases

Publicly available data on amount demanded or awarded in motor vehicle tort state civil cases remains either incomplete or does not exist. As noted previously in this report, the minimum threshold for the amount in controversy for civil cases to escalate to FJC is \$75,000, which Congress established through the Federal Courts Improvement Act of 1996¹⁰ to reduce the number of civil cases filed at the federal level. However, each state court system applies its own minimum threshold for courts above small claims courts. Mississippi maintains the lowest at \$3,500 and Washington and Alaska have the highest at \$100,000. Twenty-seven states have a minimum at or above \$20,000, while the minimums of the remaining 24 states and the District of Columbia fall below \$20,000. Eliminating any outliers, these amounts are far less than the actual average amounts demanded by settlement cases or awarded to plaintiffs.

Per Federal Rules of Civil Procedure,¹¹ the specified state of an FJC civil case filing is held in the same general jurisdiction as state civil cases. Given a lack of data surrounding demand and award amounts of motor vehicle tort state civil cases – as well as the likely overlap between cases tried within the FJC and at the state level – this report applies the calculation for average amount in controversy across states at the FJC level to excess motor vehicle tort civil cases at the state level.

To mitigate potential errors, the disposition rate in this report includes only filings for settlements that were explicitly identified as such in court data collections. This allows us to account for motor vehicle tort state civil cases that required additional deliberation to reach settlement and exclude settlements which may have been agreed upon outside of court and deemed only as dismissals.

Our methodology contrasts from prior studies like the 1992 U.S. Department of Justice report on state courts,¹² which included unknown settlement volumes listed as “voluntary dismissal,” meaning agreements reached among parties in early stages post-filing (because such agreements are assumed to be for much lower amounts). Additional efforts to mitigate the unknown average amount in controversy at the state level are noted in Appendix A.

Blended Value of State Motor Vehicle Tort

As described in Appendix A, the FJC-Based methodology and the state data methodology are combined using a simple weighting of 40/60 to produce the final state-level excess value in this report. Consistent with the calculation approach used throughout, this blend is applied at the level of each methodology’s own excess number of filings settled or judged, which is then multiplied by the average amount in controversy to arrive at the blended excess value of \$42.77 billion (Figure 24).

10. “H.R.3968 - Federal Courts Improvement Act of 1996,” U.S. Congress, 1996.

11. “Federal Rules of Civil Procedure,” United States Courts, December 2022.

12. “Tort Cases in Large Counties,” the U.S. Department of Justice Office of Justice Programs.

Figure 24: Excess Value of State Motor Vehicle Tort

		No-Fault states	Tort States	Combined
[A]	Excess Number of Filings Settled or Judged - FJC-Based Methodology	24,900	81,200	106,100
[B]	Excess Number of Filings Settled or Judged - State-Based Methodology	16,000	19,800	35,800
[C]	Blended Excess Number of Filings (40%/60%)	19,600	44,400	64,000
[D]	Average Amount in Controversy	\$687,000	\$660,000	
[E]	Total Excess Value	\$13,465,200,000	\$29,304,000,000	\$42,769,200,000

[A] = [Figure 20](#), row [5]

[B] = [Figure 23](#), row [5]

[C] = ([A] + [B]) / 2

[D] = [Figure 15](#), row [6]

[E] = [C] × [D]

Conclusion

The results of this analysis present a combined excess value of \$43.84 billion in motor vehicle tort civil cases across the FJC and state civil courts from 2015 to 2024. This estimate falls within the range of the increasing inflation quantification by Triple-I and the Casualty Actuarial Society in their latest *Increasing Inflation on Liability Insurance* joint report,¹³ which estimated \$143.6 billion to \$173.1 billion in total auto liability increasing inflation for 2015 to 2024. Our combined excess value represents approximately 25.3% to 30.3% of that range, and approximately 3.4% of total auto liability net incurred loss and defense and cost containment expense over the same period — representing legal system abuse and economic inflation. Though many factors facilitate legal system abuse, Triple-I has reported¹⁴ extensively on the excessive or fraudulent tactics used in auto claims litigation that keep upward pressure on auto insurance costs.

Given the lack of uniformity and availability of civil case data across states — especially with regards to the amount in controversy — these results should be regarded with caution. Whereas this report aims to assess the average excess across all verdicts, previous research¹⁵ into nuclear verdicts (those of \$10 million or more) has found the mean size of nuclear verdicts for auto accidents can climb into the tens of millions of dollars, with juries in state courts, rather than federal courts, producing most of these verdicts. Conversely, a meaningful share of the estimates in this report continue to rely on FJC data and extrapolation as the absence of complete, publicly available state civil case data persists.

The overwhelming conclusion of this research continues to emphasize the need for complete, publicly available data on civil cases for every state to promote the same data integrity as that found in FJC data. As discussed in Appendix A, the introduction of the state data methodology this year is a direct response to that need, and we expect its role in this analysis to grow as more states move toward publishing complete civil case data for unlimited civil motor vehicle tort cases. Their data is essential to identifying and understanding national civil case trends, particularly as they relate to U.S. civil case legal system abuse.

Future research on countrywide motor vehicle tort civil cases would benefit tremendously from state-specific civil case data, either in aggregate with similar fields as the FJC data or from a statistical sample of cases for each state. A deidentification process to remove any personal identification information would be paramount in such an analysis to comply with state laws on privacy protection. The average amount in controversy applicable in the current algorithm could then be based on state results, rather than the FJC.

13. Jim Lynch and William Nibbelin, “[Increasing Inflation on Liability Insurance – Impact as of Year-End 2024](#),” Triple-I and the Casualty Actuarial Society, 2025.

14. “[Stop Legal System Abuse](#),” Triple-I.

15. “[Nuclear Verdicts: An Update on Trends, Causes, and Solutions](#),” U.S. Chamber of Commerce Institute for Legal Reform (ILR), May 2024.

An alternative approach to acquiring state data through a collection of all or a sample of actual civil cases would be the use of insurance claims data. This method would require oversight from a nonprofit organization to preserve transparency, with participation from a sample of insurance carriers to represent the broader personal auto and commercial auto markets. Like actual civil case data, a deidentification process to remove any personal identification as well as carrier identification would be paramount in this analysis.

Future iterations could also benefit from the use of generative AI and publicly available datasets to classify defendants as consumers or businesses. This classification could facilitate separate results for personal auto and commercial auto litigation, allowing us to consider the correlation between each line's unique litigation and severity trends.

A breakdown of the excess value by individual year within the 2015 to 2024 study period was also considered but is not included in this report. The disposition rate and average amount in controversy are estimated using ten-year aggregates because of limitations in available state civil case data. Applying these estimates to a single year would require additional assumptions without adding meaningful context beyond the ten-year excess value already presented.

A purely mathematical allocation is possible, for example, distributing the excess value by each year's share of trended filings above the flat prior-period baseline. Preliminary results using this approach show the excess value's share of total auto liability net incurred loss and defense and cost containment expense increasing over the course of the study period. Future research that develops disposition rate and amount in controversy estimates on a more granular, year-by-year basis would allow a per-year excess value breakdown to be presented.



Appendix A – Methodology and Glossary of Terms

Methodology

Study Period

The methodology of our analysis focuses on the years 2015 to 2024 for the following reasons:

- To avoid data limitations, as many states lack published 2025 data.
- To avoid potential extended clearance rates and delays in disposition timing of new filings in 2025, which would delay or minimize actual volumes and therefore impact 2025 disposition rates.
- To compare results with the Triple-I and Casualty Actuarial Society joint report on increasing inflation conducted across 2015 to 2024.

Separately, the prior, flat comparison period used to calculate the excess percentage of filings above trend remains fixed at 2008 to 2014 rather than rolling forward by one year alongside the study period. This period is held static because 2014 is the established point at which motor vehicle tort civil case filings began increasing nationally.

Data Sources

The results of this report are based on several sources of information. Federal Judicial Court (FJC) civil case data is sourced from the FJC's tab-delimited Civil Case Cumulative File (including all cases terminated 1988 through July 2026) and Integrated Data Base Civil documentation to identify fields and code mappings. The Nature of Suit field is used to identify motor vehicle tort cases, product liability cases, and all other cases on an aggregate basis. The Disposition field is used to identify settlements, judgements, multi-district litigation, and all other dispositions. The Judgement field is used to identify judgments in favor of the plaintiff. The Monetary Amount Demanded field is used to identify the aggregate value of the amount in controversy, and the Amount Received field is used to identify the aggregate value of the amount rewarded for judgement in favor of plaintiff cases. The Filing Date field is used to identify the year of filing, and the Termination Date field is used to identify the year of disposition. The District Field is used to identify the state of jurisdiction for the FJC filing. Only the 50 states and the District of Columbia are used in this analysis. Acquiring more detailed data through Public Access to Court Electronic Records (PACER) on a case-by-case basis is beyond the scope of this project.

Total nonfarm payroll amounts are sourced from the Federal Reserve Bank of St. Louis, using annual average amounts and not seasonally adjusted as accessed.

State civil case data is sourced from state court system databases available online. Standardization of data across states, including for the minimum threshold for demanded amount in controversy and for the name and structure of the court system itself, does not exist. A summary of state court systems, minimum thresholds and civil case data availability is provided in Appendix B, along with links to judicial court websites² by state. Specific data on the number of dispositions settled outside of court or of dispositions judged in favor of the plaintiff with verified dollar amounts is extremely limited and therefore unusable for this analysis. Additionally, we did not find an aggregate value for the amount in controversy for settled cases or for cases judged in favor of the plaintiff in state civil case data, which aligns with a 2001 Maryland Courts report³ that concluded over half of all states offer little to no electronic access to court records.

No state provides complete motor vehicle tort unlimited civil case data across every measure relied upon in this report, including filings, total dispositions, dispositions by judgement, dispositions by judgement in favor of the plaintiff and dispositions by settlement, for every year of the study period, nor for the amount in controversy, whether demanded or awarded. Determining whether state data was sufficiently available and usable for this analysis required a degree of subjective evaluation. Given their

1. [Public Access to Court Electronic Records | PACER: Federal Court Records](#)

2. The term "Auto Negligence" appears in some states to refer to Motor Vehicle Tort cases.

3. Deborah Eisenberg, Chris Rahl, Marcia Reinke, and Warren Weaver, "[State and Federal Policies on Electronic Access to Court Records.](#)"

substantial population and filing volume relative to other states, greater leeway was applied in that determination for California, Texas, New York and Florida.

Throughout this report, states are classified as either no-fault states or tort states based on whether the state maintains an active no-fault auto insurance law. Results are presented separately for no-fault states and tort states, and missing state data is extrapolated using only other states within the same classification, rather than pooling no-fault and tort states together. This classification is applied strictly for methodological reasons because no-fault and tort states operate under materially different legal frameworks for pursuing motor vehicle claims. Using states with a shared legal framework as the basis for extrapolating missing data is more defensible than pooling across both. This classification and all no-fault and tort state comparisons throughout this report are not intended as a substantive claim about the relative merits, costs or outcomes of no-fault versus tort liability systems.

State Volume and Excess Value Methodology

State-level volumes and state excess value are estimated using two independent methodologies – the FJC-based methodology and the state-based methodology. Each methodology's own filings, dispositions and disposition rate are presented separately throughout this report and are not themselves blended. The two methodologies are combined only at the level of each methodology's own excess number of filings settled or judged, which is then multiplied by the average amount in controversy to produce the final blended excess value used throughout this report.

We adopted a 40/60 weighting, favoring the state-based methodology. The first reason for this change is that the two methodologies produce a substantially different number of filings when extrapolating for the same missing states. The state-based methodology's estimate is built directly from partial, real state civil case data, whereas the FJC-based methodology infers state volume indirectly from a national ratio. The second reason for this change is that we expect the number of states publishing complete civil case data for unlimited civil motor vehicle tort cases will continue to grow going forward, given the trajectory of state court data transparency already underway. Continuing to weigh the FJC-based methodology equally, when its role in this analysis will diminish as this transition continues, no longer reflects the current state of available data as accurately as a weighting that favors the state-based methodology now.

For reference, applying a 50/50 weighting rather than the 40/60 weighting increases the resulting excess value by approximately 10%. Applying a 30/70 weighting decreases it by approximately 10%.

The FJC-based methodology introduced in last year's Triple-I/CAS report uses the 10-year ratio of Federal Judicial Court data to state-level data determined by states with available data, separated by no-fault and tort states, to apply FJC data for states without available data. This allows us to estimate state-level data for these states. The final selection of the 11 states whose data serves as the basis for this extrapolation reflects a judgment about the reliability of each state's data to produce a reasonable estimate of filings and of disposition rates across the 10-year period, rather than a purely mechanical rule based on data availability alone.

The state-based methodology was introduced this year for two primary reasons. First, the state civil case data underlying the FJC-based methodology is not static from year to year as sources are added, discontinued, consolidated or otherwise changed, meaning previously available data is not always retained. This year, for example, a state data aggregator site formerly relied upon for a subset of states was consolidated into the National Center for State Courts site, which does not carry forward the same level of detail previously available. Other states such as Alabama and West Virginia launched new civil case data dashboards, while others, such as Illinois and Indiana, completed backlog data cleanup that shifted when certain historical volumes appeared in published data.

These are illustrative examples only – they are not intended to represent an exhaustive list of the states whose data availability changed since last year's report. Reliance on a single, FJC-based methodology can therefore introduce year-over-year volatility in state results unrelated to actual underlying case activity. Second, as more states move toward publishing complete civil case data for unlimited civil motor vehicle tort cases, we expect the state-based methodology to become an increasingly larger, and eventually primary, contributor to state volume and state excess value relative to the FJC-based methodology.

The state-based methodology builds state volume and state excess value directly from the partial state civil case data described above. Because the available state data is incomplete, both in the years covered and in the specific fields published by each state, several assumptions were applied to complete each state's series across the study period. Where a state published data

for some, but not all, years within the study period, the missing years were estimated by trending the years that were available for that state or interpolated in gaps between years. Where a state published only filing volumes or disposition volumes, a one-to-one clearance rate was assumed, treating either as a reasonable proxy for the other. Where a state published a disposition rate specific to motor vehicle tort, that rate was used directly; where only a general civil disposition rate was available, the general civil disposition rate was used as a proxy for the motor vehicle disposition rate. For a small number of states, the only available source for one or more years of this methodology was a state data aggregator site that has since ceased operating and could not be re-accessed for this update; for those states, the prior period's data or assumption was carried forward.

Average Amount in Controversy

This report's algorithm for excess value heavily depends on the average amount in controversy, leading to several attempts to better understand average amount in controversy trends. Per the methodology employed in prior research, we use only non-zero and non-'9999' entries to measure the value of the amount in controversy to avoid outliers and potential errors in the data.

Initially, a credibility-weighted method on state-by-state FJC settlement and judgment counts for motor vehicle tort was applied with a commonly accepted actuarial standard of 1,082⁴. The intent was to apply a credibility-weighted average amount in controversy by state rather than an aggregate by no-fault or other. Using this standard, no specific state-year combination was fully credible, as it suggested states with missing data tended to have lower average amounts in controversy and lower credibility. This created a countrywide average amount in controversy greater than the average countrywide amount in controversy before the credibility weighting. Each attempt to lower the credibility standard increased the overall average amount in controversy. Subsequently, this method was abandoned to help mitigate the excess value overall.

Another method to mitigate the average amount in controversy used was a severity trend approach similar to the frequency trend method used in the final outcome. However, the severity trend of motor vehicle tort average amounts of insurance, though slightly trending upward across the period of study, did not have a statistically sound coefficient of determination, indicating a poor fit across time. An attempt was made to remove specific year outliers, but without sufficient data, these outliers could not be explained. Ultimately, this method was abandoned as the result also produced a much larger countrywide average amount in controversy while adding additional assumptions.

Additional methods to understand the average amount in controversy were considered but not pursued. One such example was creating a relativity between the minimum threshold for motor vehicle tort claims to be pursued in unlimited civil cases at the state level to the minimum \$75,000 requirement of the FJC. This relativity would then be applied to the FJC amounts. This method would have produced an overall lower average amount of controversy, however given the size of these thresholds being substantially lower than the average amounts themselves calculated at the FJC level this method was abandoned with the conclusion there was no applicable linear relationship based on these minimum thresholds. Future research could investigate this relationship further.

Glossary of Terms

Amount in Controversy: For this report, the amount in controversy refers to both the plaintiff's demanded claim and/or the amount awarded for those cases with a disposition of judgement in which the judge ruled in favor of the plaintiff.

Clearance Rate: For this report, the clearance rate is the number of filings disposed regardless of when they were filed in a given period divided by the number of new filings in that same period.

Disposition: All civil cases are considered disposed, or terminated, by either settlement, judgment, or other. We separate dispositions by judgment cases between judgment in favor of plaintiff cases and all remaining judgment cases.

Disposition Rate: For this report, we calculate disposition rate as the sum of dispositions of settlements and judgements divided by the total volume of civil cases.

4. ["An Introduction to Credibility Theory"](#), L.H. Longley-Cook

Excess Percentage of Filings Above Trend: The excess percentage of filings above trend refers to the compound annual growth rate (CAGR) of filings for the study period over the CAGR of a prior and consistent time period. The CAGR for the study period itself is calculated from 2014 to 2024, using 2014 as the base year, even though the study period used for excess value and all other purposes throughout this report is 2015 to 2024.

Excess Value: The excess value is the product of four multiplied variables: the number of filings; the disposition rate of settlements and judgments; the average amount in controversy; and the excess percentage of filings above trend.

Frequency: For this report, we define frequency as the volume of filed civil cases divided by employment using total nonfarm payroll counts (i.e., the number of civil cases filed by the workforce).

Total Civil Cases: Total civil cases refer to all civil case filings other than multi-district litigation (MDL), product liability and motor vehicle tort cases. We use this definition to isolate and compare motor vehicle tort cases to other civil cases without the extreme year-over-year variability of MDL and product liability cases.

Appendix B – Summary of Motor Vehicle Tort Civil Case Information by State

State	Court ¹	Amount in Controversy ²	Availability of Data	No-Fault	Link
Alabama	Circuit	\$20,000	Full	No	https://www.alacourt.gov/Reports.aspx
Alaska	Superior	\$100,000	Partial	No	https://courts.alaska.gov/admin/index.htm
Arizona	Superior	\$10,000	Partial	No	https://www.azcourts.gov/guidetoazcourts/Limited-Jurisdiction-Courts
Arkansas	Circuit	\$25,000	No	No	https://arcourts.gov/forms-and-publications/annual-reports
California	Superior	\$35,000	Full	No	https://contracosta.courts.ca.gov/divisions/civil/unlimited-jurisdiction-civil-court-cases
Colorado	District	\$25,000	Partial	No	https://www.coloradojudicial.gov/annual-statistical-reports
Connecticut	Superior	\$5,000	Partial	No	https://www.jud.ct.gov/statistics/civil/
Delaware	Superior	\$75,000	Partial	No	https://courts.delaware.gov/overview.aspx
District of Columbia	Superior	\$10,000	Partial	No	https://code.dccouncil.gov/us/dc/council/code/sections/11-501
Florida	Circuit	\$50,000	Full	Yes	https://www.flsenate.gov/Laws/Statutes/2021/Chapter34/All
Georgia	Superior	\$15,000	Partial	No	https://georgiacourts.gov/a2j/self-help-resources/navigating-the-courts/
Hawaii	Circuit	\$40,000	Full	Yes	https://www.courts.state.hi.us/general_information/overview
Idaho	District	\$10,000	No	No	https://isc.idaho.gov/about-the-courts
Illinois	Circuit	\$50,000	Partial	No	https://www.illinoiscourts.gov/courts/circuit-court/illinois-circuit-court-statistical-reports/
Indiana	Superior	\$10,000	Partial	No	https://www.in.gov/courts/about/
Iowa	District	\$75,000	No	No	https://www.iowacourts.gov/iowa-courts/district-court/expedited-civil-actions
Kansas	District	\$25,000	Partial	Yes	https://kscourts.gov/About-the-Courts
Kentucky	Circuit	\$5,000	Partial	Yes	https://www.kycourts.gov/Courts/Circuit-Court/Pages/default.aspx
Louisiana	District	\$50,000	Partial	No	https://www.lasc.org/AnnualReports
Maine	Superior	\$10,000	Partial	No	https://www.courts.maine.gov/rules/rules-civil.html
Maryland	Circuit	\$30,000	Partial	No	https://www.mdcourts.gov/publications/annualreports
Massachusetts	Superior	\$50,000	Partial	Yes	https://www.mass.gov/orgs/district-court
Michigan	Circuit	\$25,000	Full	Yes	https://www.courts.michigan.gov/
Minnesota	District	\$20,000	Partial	Yes	https://mncourts.gov/help-topics/court-statistics
Mississippi	Circuit	\$3,500	Partial	No	https://courts.ms.gov/trialcourts/justicecourt/justicecourt.php
Missouri	Circuit	\$25,000	No	No	https://missouricourts.us/civil-court-records
Montana	District	\$15,000	Partial	No	https://courts.mt.gov/courts/statistics/dcstats
Nebraska	District	\$70,000	No	No	https://nebraskajudicial.gov/administration/publications-reports

¹ Civil cases may be tried in courts higher than the court listed in each state

² The minimum threshold for unlimited civil case amounts demanded.

State	Court ¹	Amount in Controversy ²	Availability of Data	No-Fault	Link
Nevada	District	\$15,000	Partial	No	https://nvcourts.gov/aoc/discover_nevada_justice
New Hampshire	Superior	\$25,000	Partial	No	https://www.courts.nh.gov/self-help/getting-started/case-types
New Jersey	Superior	\$20,000	Full	Yes	https://www.njcourts.gov/courts
New Mexico	District	\$10,000	No	No	https://nmcourts.gov/about-the-courts/
New York	Supreme	\$50,000	Full	Yes	https://www.nycourts.gov/courts
North Carolina	Superior	\$25,000	Full	No	https://www.nc.gov/your-government/judicial
North Dakota	District	\$15,000	No	Yes	https://www.ndcourts.gov/district-court
Ohio	Court of Common Pleas	\$15,000	Full	No	https://www.supremecourt.ohio.gov/courts/services-to-courts/court-services/
Oklahoma	District	\$10,000	No	No	https://oklahoma.gov/top/agency/219.html
Oregon	Circuit	\$10,000	No	No	https://www.courts.oregon.gov/courts/Pages/default.aspx
Pennsylvania	Court of Common Pleas	\$12,000	Partial	Yes	https://www.pacourts.us/news-and-statistics/research-and-statistics/caseload-statistics
Rhode Island	Superior	\$10,000	Partial	No	https://www.courts.ri.gov/Legal-Resources/Pages/annual-reports.aspx
South Carolina	Circuit	\$7,500	Partial	No	https://www.sccourts.org/courts/trial-courts/circuit-court/
South Dakota	Circuit	\$12,000	Partial	No	https://ujs.sd.gov/self-help/understanding-the-courts/court-structure/
Tennessee	Circuit	\$25,000	Partial	No	https://www.tncourts.gov/courts/
Texas	District	\$10,000	Full	No	https://www.txcourts.gov/about-texas-courts/
Utah	District	\$20,000	Partial	Yes	https://www.utcourts.gov/en/courts/court-types/just/overview.html
Vermont	Superior	\$10,000	No	No	https://www.vtcourts.gov/civil
Virginia	Circuit	\$50,000	Full	No	https://www.vacourts.gov/courts/circuit/home
Washington	Superior	\$100,000	Partial	No	https://www.courts.wa.gov/appellate_trial_courts/
West Virginia	Circuit	\$7,500	Partial	No	https://www.courtswv.gov/lower-courts/circuit-courts
Wisconsin	Circuit	\$10,000	Partial	No	https://www.wicourts.gov/courts/circuit/index.htm
Wyoming	District	\$50,000	No	No	https://www.wyocourts.gov/

¹ Civil cases may be tried in courts higher than the court listed in each state.

² The minimum threshold for unlimited civil case amounts demanded.