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

Traffic Safety Facts
CRASH•STATS

DOT HS 813 737 | A Brief Statistical Summary | June 2025

Early Estimate of Motor Vehicle Traffic Fatalities for the First Quarter of 2025

Summary

A statistical projection of traffic fatalities for the first quarter of 2025 shows an estimated 8,055 people died in motor vehicle traffic crashes, a decrease of about 6.3 percent compared to the 8,595 fatalities projected to have occurred in the first quarter of 2024, as shown in Table 1. The first quarter of 2025 represents the 12th consecutive quarterly decline in fatalities beginning with the second quarter of 2022. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in the first quarter of 2025 increased by about 4.3 billion miles, or about a 0.6-percent increase. Also shown in Table 1 are the fatality rates per 100 million VMT, by quarter. The fatality rate for the first quarter of 2025 decreased to 1.05 fatalities per 100 million VMT, down from the projected rate of 1.13 fatalities per 100 million VMT in the first quarter of 2024. For the NHTSA regional differences, 9 of the 10 NHTSA Regions are projected to have decreases in fatalities and fatality rate per 100 million VMT in the first quarter of 2025 as compared to the first quarter of 2024. Also, 33 States, the District of Columbia, and Puerto Rico are projected to have decreases in fatalities. The fatality counts for 2024 and 2025 and the ensuing percentage change from 2024 to 2025 will be further revised when the Fatality Analysis Reporting System (FARS) Annual Reporting File (ARF) for 2024 is available later this year, as well as when the Final File for 2024 and the ARF for 2025 are available next year. These estimates will be further refined when the projections for the first 6 months of 2025 are released in late September.

Table 1. Fatalities and Fatality Rate by Quarter, Full Year, and the Percentage Change From the Corresponding Quarter or Full Year in the Previous Year

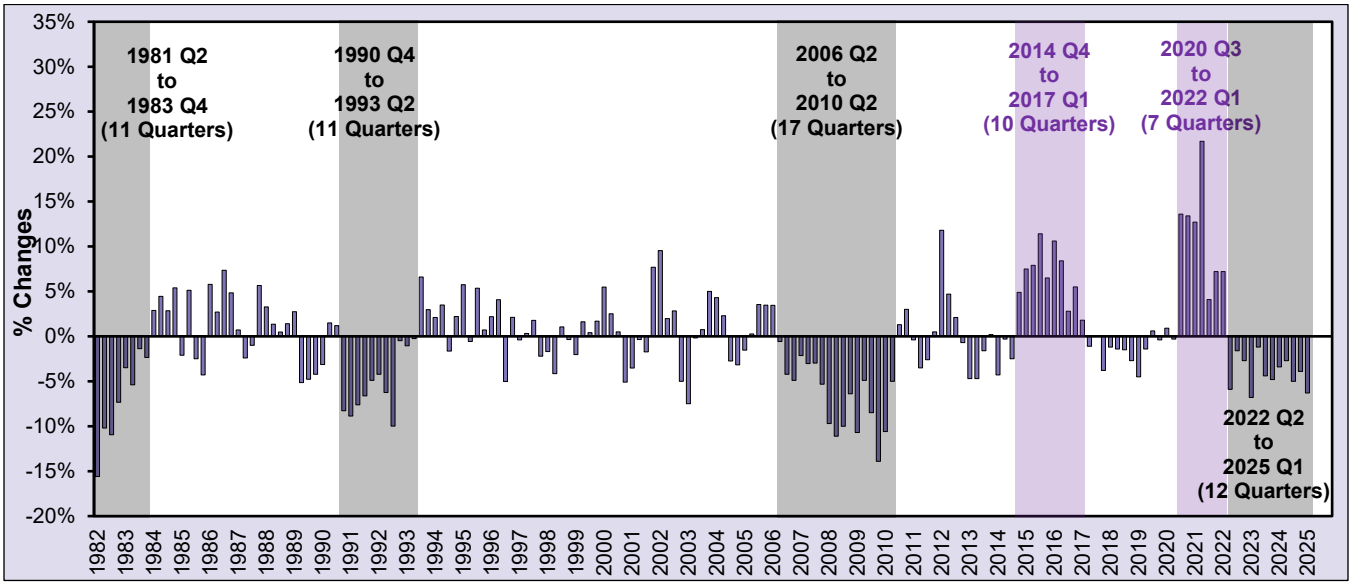
Year	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)
Fatalities and Percentage Change in Fatalities for the Corresponding Quarter and Total From the Previous Year					
2013	7,166 [-4.7%]	8,207 [-4.7%]	9,024 [-1.6%]	8,496 [+0.2%]	32,893 [-2.6%]
2014	6,856 [-4.3%]	8,179 [-0.3%]	8,799 [-2.5%]	8,910 [+4.9%]	32,744 [-0.5%]
2015	7,370 [+7.5%]	8,823 [+7.9%]	9,805 [+11.4%]	9,486 [+6.5%]	35,484 [+8.4%]
2016	8,154 [+10.6%]	9,563 [+8.4%]	10,078 [+2.8%]	10,011 [+5.5%]	37,806 [+6.5%]
2017	8,301 [+1.8%]	9,460 [-1.1%]	10,081 [+0.0%]	9,631 [-3.8%]	37,473 [-0.9%]
2018	8,203 [-1.2%]	9,323 [-1.4%]	9,934 [-1.5%]	9,375 [-2.7%]	36,835 [-1.7%]
2019	7,832 [-4.5%]	9,193 [-1.4%]	9,994 [+0.6%]	9,336 [-0.4%]	36,355 [-1.3%]
2020	7,901 [+0.9%]	9,164 [-0.3%]	11,358 [+13.6%]	10,584 [+13.4%]	39,007 [+7.3%]
2021	8,906 [+12.7%]	11,149 [+21.7%]	11,828 [+4.1%]	11,347 [+7.2%]	43,230 [+10.8%]
2022	9,545 [+7.2%]	10,491 [-5.9%]	11,643 [-1.6%]	11,042 [-2.7%]	42,721 [-1.2%]
2023	8,898 [-6.8%]	10,370 [-1.2%]	11,126 [-4.4%]	10,507 [-4.8%]	40,901 [-4.3%]
2024†	8,595 [-3.4%]	10,085 [-2.7%]	10,565 [-5.0%]	10,100 [-3.9%]	39,345 [-3.8%]
2025†	8,055 [-6.3%]	-	-	-	-

Year	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)
Fatality Rate per 100 Million VMT					
2013	1.04	1.07	1.17	1.16	1.10
2014	0.99	1.03	1.11	1.17	1.08
2015	1.03	1.08	1.20	1.21	1.15
2016	1.11	1.16	1.23	1.27	1.19
2017	1.12	1.13	1.21	1.20	1.17
2018	1.10	1.11	1.18	1.15	1.14
2019	1.05	1.09	1.18	1.14	1.11
2020	1.08	1.43	1.44	1.42	1.34
2021	1.28	1.38	1.41	1.42	1.38
2022	1.29	1.28	1.38	1.38	1.34
2023	1.17	1.23	1.31	1.31	1.26
2024†	1.13	1.19	1.23	1.24	1.20
2025†	1.05	-	-	-	-

†2024 and 2025 statistical projections and rates based on these projections.
Sources: Fatalities: 2013–2022 FARS Final File, 2023 FARS ARF.
VMT: FHWA March 2025 Traffic Volume Trends (TVT) for 2024 and 2025 VMT.

Figure 1 shows the historical trend of the percentage changes every quarter from the same quarter in the previous year, going back to 1982 (NHTSA has fatality data going back to 1975). The shading in the chart shows the years when there were significant numbers of consecutive quarters with increases/declines as compared to the corresponding quarters of the previous years. The declines during the early 1980s and 1990s lasted 11 consecutive quarters, while the most recent decline occurred over 17 consecutive quarters ending in the second quarter of 2010. More recently, the significant increases in fatalities occurred over 10 consecutive quarters ending after the first half of 2017. In addition, fatalities increased 7 consecutive quarters beginning with the third quarter of 2020, until the 5.9-percent decline seen in the second quarter of 2022. The third and fourth quarters of 2020 and the first and especially the second quarters of 2021 showed significant increases in fatalities as compared to the corresponding quarters of 2019 and 2020. The percentage increases in the second quarter of 2021 are the highest quarterly percentage increases in FARS data recorded history, which was in the COVID-19 pandemic period. As shown in the rightmost shading in the chart, the first quarter of 2025 represents the 12th consecutive quarterly decline in fatalities beginning with the second quarter of 2022.

Figure 1. Percentage Changes in Fatalities in Every Quarter Compared to the Fatalities in the Same Quarter During the Previous Year



Sources: 1981–2022 FARS Final File, 2023 FARS ARF, 2024 and 2025 statistical projections.

The quarterly projections of fatalities, fatality rates, and VMT are further split into monthly estimates for 2024 and 2025, as shown in Table 2. In the first quarter of 2025, both fatalities and the fatality rate per 100 million VMT show decreases from January to March, as compared to the corresponding month in 2024.

Table 2. Fatalities, VMT, Fatality Rate by Month or Quarter in 2025, and the Percentage Changes in Fatalities and VMT From the Corresponding Month or Quarter in 2024

	1st Quarter				2nd Quarter				3rd Quarter				4th Quarter			
Year	Jan	Feb*	Mar	Total	Apr	May	Jun	Total	Jul	Aug	Sep	Total	Oct	Nov	Dec	Total
Fatalities in 2025 and Percentage Change in Fatalities for the Corresponding Month and Quarter From 2024																
2024†	2,735	2,725	3,135	8,595	3,185	3,450	3,450	10,085	3,370	3,650	3,545	10,565	3,625	3,310	3,165	10,100
2025†	2,655 -2.9%	2,450 -10%	2,950 -5.9%	8,055 -6.3%	-	-	-	-	-	-	-	-	-	-	-	-
Fatality Rate per 100 Million VMT/VMT (in Billion) and Percentage Changes in VMT																
2024†	1.11 246.4	1.13 241.0	1.14 274.6	1.13 762.0	1.17 273.2	1.18 292.5	1.22 283.0	1.19 848.7	1.16 291.0	1.25 292.1	1.30 272.9	1.23 856.0	1.26 288.2	1.27 261.1	1.20 263.0	1.24 812.3
2025†	1.06 251.2 1.9%	1.03 237.4 -1.5%	1.06 277.7 1.1%	1.05 766.3 0.6%	-	-	-	-	-	-	-	-	-	-	-	-

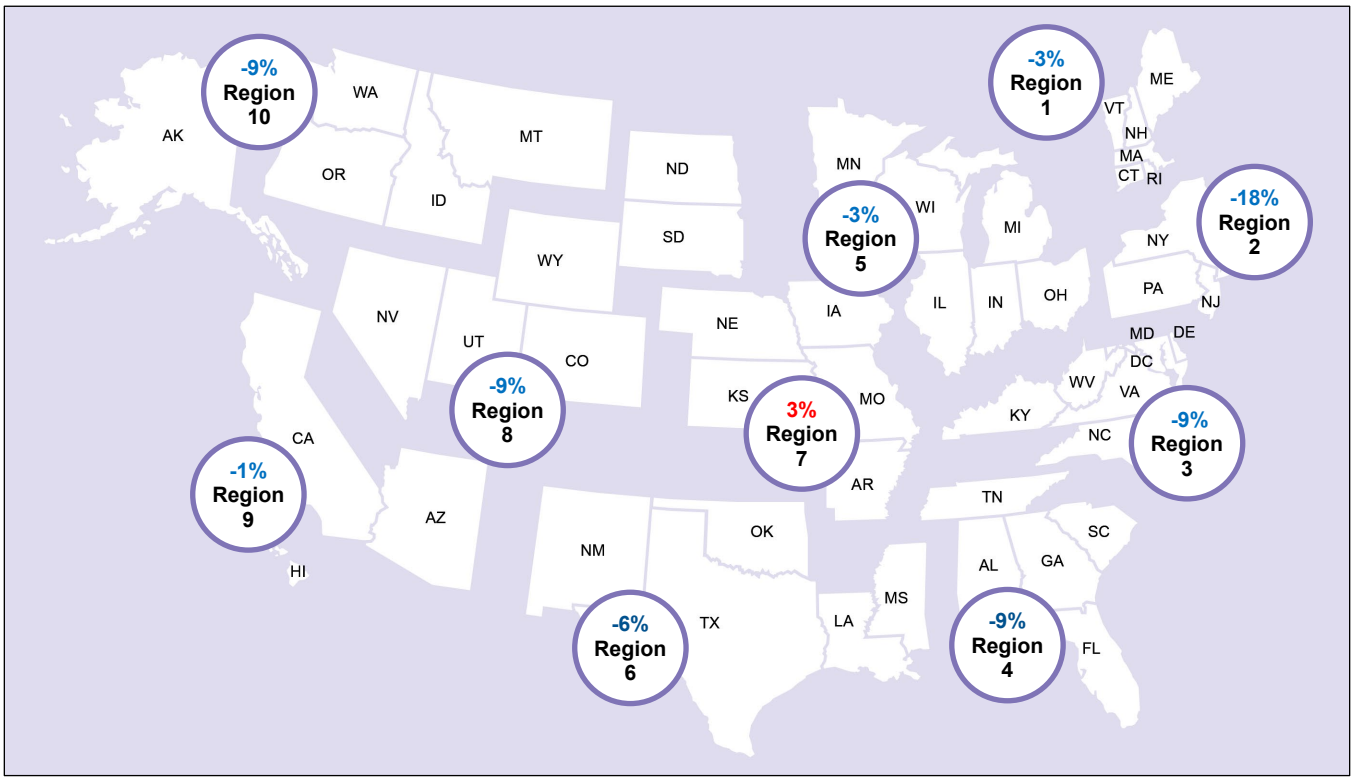
† 2024 and 2025 statistical projections and rates based on these projections.
*2024 was a leap year and February 29, 2024, was the leap day.
Sources: VMT: FHWA March 2025 TVT for 2024 and 2025 VMT.

Regional Differences

The statistical procedures used in these projections were generated for each NHTSA administrative Region and were collated to create the national estimate. This allows for the comparison of regional estimates in 2025 with the projected 2024 counts (note that Connecticut was moved from Region 2 to Region 1 in 2024). Figure 2 shows the percentage changes in estimated fatalities in the first quarter of 2025 from the projected fatalities in the same quarter of 2024 by NHTSA Region; 9 of the 10 Regions experienced decreases. Figure 3 shows the comparison of the estimated fatality rate per 100 million VMT in the first quarter of 2025 with the projected fatality rate per 100 million VMT in the same quarter of 2024, by NHTSA Region; 9 of the 10 Regions presented decreases. These

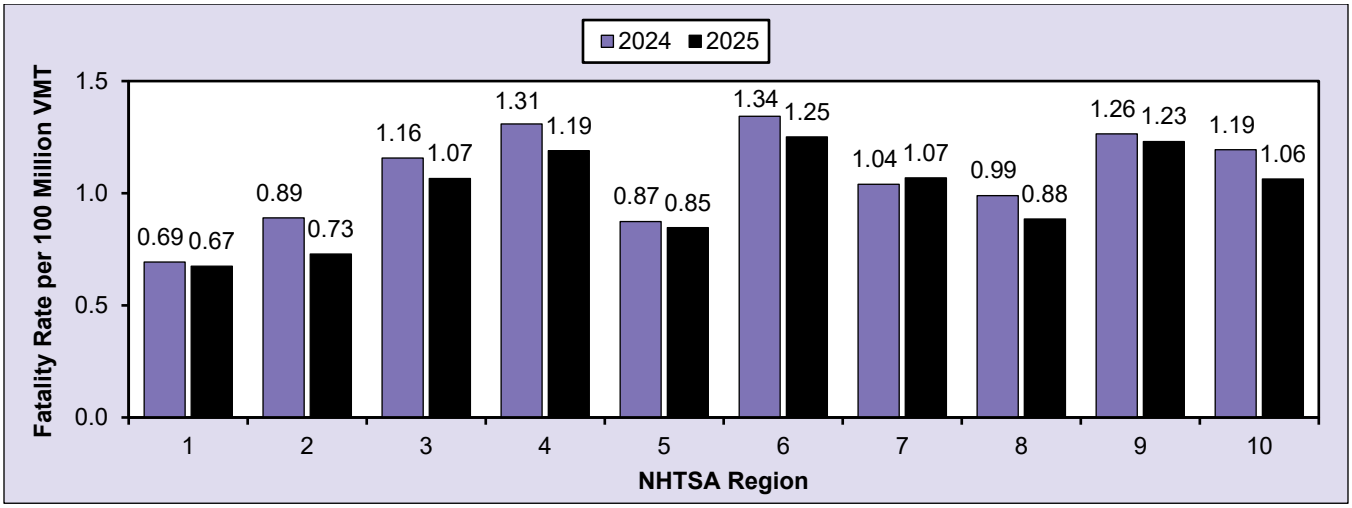
estimates by NHTSA Region shown in Figures 2 and 3 are subject to small changes as the FARS fatality counts for 2024 and 2025 are reported.

Figure 2. Percentage Changes in Estimated Fatalities in First Quarter of 2025 From Projected Same Quarter of 2024 Fatality Counts, by NHTSA Region



Sources: 2024 and 2025 statistical projections. Puerto Rico is not included in Region 2.

Figure 3. Comparison of Estimated Fatality Rates in First Quarter of 2025 With Projected Fatality Rate in the Same Quarter of 2024, by NHTSA Region



Source: FHWA March 2025 TVT for 2024 and 2025 VMT. Puerto Rico is not included in Region 2.

State Differences

Given the significant interest in the traffic safety community in estimated changes at the State level to assess emerging trends, NHTSA has developed a methodology in the third quarter of 2022 to generate such State-level

estimates based on the most recent distribution of the fatalities by State in a NHTSA Region and the month (see *Data and Methodology* section for more details). Table 3 shows the comparison of each State's estimate in the first quarter of 2025 with the projected fatality counts in the same quarter of 2024 and the percentage change in 2025 from 2024; 33 States, the District of Columbia, and Puerto Rico are projected to have experienced decreases in fatalities in 2025 compared to 2024, while 17 States are projected to have had increases in fatalities. Also, the estimates of the fatality rates per 100 million VMT by State in 2024 and 2025 are presented in Table 3 of this report. These estimates by State shown in Table 3 are subject to change slightly as fatality counts in FARS for 2024 and 2025 are reported, and as FHWA finalizes the State VMT estimates for 2024 and 2025.

Table 3. Estimated Fatalities in the First Quarter of 2025, and the Percentage Change in Estimated Fatalities From the Projected Fatalities in the Same Quarter of 2024, by State. The States' Estimates of the Fatality Rate per 100 VMT in 2024 and 2025 Are Also Presented.

State	Fatalities			Fatality Rate		State	Fatalities			Fatality Rate	
	2024	2025	Percent Change	2024	2025		2024	2025	Percent Change	2024	2025
Alabama	230	191	-17.0%	1.34	1.11	Nebraska	56	46	-17.9%	1.18	0.96
Alaska	12	14	+16.7%	0.88	0.99	Nevada	101	100	-1.0%	1.55	1.49
Arizona	296	282	-4.7%	1.59	1.47	New Hampshire	20	17	-15.0%	0.67	0.57
Arkansas	105	114	+8.6%	1.17	1.25	New Jersey	149	117	-21.5%	0.82	0.65
California	913	910	-0.3%	1.19	1.17	New Mexico	99	89	-10.1%	1.53	1.36
Colorado	132	114	-13.6%	1.03	0.88	New York	229	180	-21.4%	0.86	0.68
Connecticut	80	55	-31.3%	1.10	0.74	North Carolina	343	353	+2.9%	1.22	1.28
Delaware	23	19	-17.4%	1.01	0.86	North Dakota	15	13	-13.3%	0.66	0.56
D.C.	11	3	-72.7%	1.31	0.36	Ohio	230	203	-11.7%	0.90	0.80
Florida	862	775	-10.1%	1.40	1.25	Oklahoma	125	132	+5.6%	1.16	1.21
Georgia	311	294	-5.5%	1.01	0.96	Oregon	116	92	-20.7%	1.44	1.10
Hawaii	28	36	+28.6%	1.10	1.39	Pennsylvania	221	193	-12.7%	0.98	0.86
Idaho	30	40	+33.3%	0.69	0.89	Rhode Island	9	7	-22.2%	0.51	0.39
Illinois	262	259	-1.1%	1.10	1.08	South Carolina	239	202	-15.5%	1.64	1.38
Indiana	157	168	+7.0%	0.80	0.86	South Dakota	18	19	+5.6%	0.81	0.85
Iowa	58	51	-12.1%	0.79	0.71	Tennessee	241	254	+5.4%	1.24	1.29
Kansas	69	83	+20.3%	0.95	1.17	Texas	954	922	-3.4%	1.29	1.23
Kentucky	162	144	-11.1%	1.45	1.33	Utah	53	39	-26.4%	0.65	0.47
Louisiana	170	183	+7.6%	1.28	1.37	Vermont	11	13	+18.2%	0.67	0.80
Maine	28	37	+32.1%	0.87	1.17	Virginia	194	170	-12.4%	0.95	0.84
Maryland	129	94	-27.1%	0.99	0.73	Washington	161	142	-11.8%	1.23	1.07
Massachusetts	66	79	+19.7%	0.47	0.57	West Virginia	59	52	-11.9%	1.60	1.43
Michigan	212	196	-7.5%	0.97	0.90	Wisconsin	92	113	+22.8%	0.62	0.75
Minnesota	84	67	-20.2%	0.65	0.51	Wyoming	16	21	+31.3%	0.82	1.05
Mississippi	186	121	-34.9%	1.92	1.24	**U.S. Total***	**8,595**	**8,055**	**-6.3%**	**1.13**	**1.05**
Missouri	192	202	+5.2%	1.08	1.11	Puerto Rico	70	69	-1.4%	–	–
Montana	36	35	-2.8%	1.25	1.23						

*Puerto Rico is not included.
Sources: 2024 and 2025 statistical projections.
VMT: FHWA March 2025 TVT for 2024 and 2025 VMT. Traffic Volume Trends for Puerto Rico are not available.

Discussion

During the COVID-19 pandemic there were marked increases in fatalities and the fatality rates per 100 million VMT in 2020. The increased trend of fatalities in 2020 continued into 2021 and the first quarter of 2022.

However, the second, third, and fourth quarters of 2022, all four quarters of 2023 and 2024, plus the first quarter of 2025, have experienced 12 consecutive quarterly declines in fatalities after 7 consecutive quarters of year-to-year increases in fatalities, since the third quarter of 2020. The increased trend of the fatality rates per 100 million VMT in 2020 continued into the first quarter of 2021, decreased in the second and the third quarters of 2021, and increased again in the first quarter of 2022. The second, third, and fourth quarters of 2022, all four quarters of 2023 and 2024, plus the first quarter of 2025, also experienced 12 consecutive quarterly declines in fatality rates per 100 million VMT. NHTSA is continuing to gather and finalize data on crash fatalities for 2025 using information from police crash reports and other sources. The FARS ARF and Final File for 2024 as well as the ARF for 2025 will be available within the next 2 years that usually result in the minor revision of fatality totals and the ensuing fatality rates and percentage changes.

Data and Methodology

The data used in this analysis comes from several sources: NHTSA's FARS, Early Notification (EN) data, and Monthly Fatality Counts (MFC) (the EN and MFC data are not available to the public); and from FHWA's VMT estimates. FARS is a census of fatal traffic crashes in 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 trafficway and must result in the death of at least one person (occupant of a vehicle or a nonoccupant) within 30 days of the crash. FARS Final Files from 2003 to 2022 and the FARS Annual Report File in 2023 are used to obtain the monthly fatality counts. The EN program is designed as an Early Fatality Notification System to capture fatality counts from States more rapidly and provide near-real-time notification of fatality counts from all jurisdictions reporting to FARS. The MFC data provide monthly fatality counts by State through sources that are independent from the EN or FARS systems. MFCs from January 2003 up to March 2025 are used. MFCs are reported midmonth for all prior months of the year. To estimate the traffic fatality counts for the first quarter of 2025, the time series cross-section regression procedure was applied to analyze the data with both cross-sectional values (by NHTSA Region) and time series (by month), to model the relationship among FARS, MFC, and EN, the details of which are available in a Research Note, *Statistical Methodology to Make Early Estimates of Motor Vehicle Traffic Fatalities* (Report No. DOT HS 811 123). Furthermore, after the projected fatality counts for NHTSA Region *r* and the month *m* (F_Est_{mr}) are obtained, the estimated fatality counts for a State *st* in Region *r* and the month *m* ($F\_Est_{st|mr}$) are calculated. Each State receives a proportion of the projected fatality counts for the Region using the most recent relative proportion of fatalities in each State *st* for Region *r* and month *m* found in the Early Notification data. This can be expressed as $F\_Est_{st|mr} = (F_{st|mr} / \sum_{all\ States\ in\ r} F_{st|mr}) \times F\_Est_{mr}$, where $F_{st|mr}$ is the latest fatal count in the Early Notification data for State *st* in Region *r* and month *m*. That is, the inflation rate for all States within a Region is assumed to be the same as the inflation rate of that Region. For example, the estimated motor vehicle traffic fatalities for Arizona in Region 9 (*Arizona, California, Hawaii*) and the month *m* is: $F\_Est_{AZ|m9} = (F_{AZ|m9} / (F_{AZ|m9} + F_{CA|m9} + F_{HI|m9})) \times F\_Est_{m9}$.

The methodology used to generate the national, regional, and State-level estimates for the first quarter of 2025 is the same as NHTSA used to project the motor vehicle traffic fatalities for 2024 in *Early Estimates of Motor Vehicle Traffic Fatalities in 2024* (Report No. DOT HS 813 710).

The suggested APA format citation for this report is:

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