



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



Traffic Safety Facts

CRASH•STATS

DOT HS 813 768

A Brief Statistical Summary

November 2025

Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories For the First Half (January-June) of 2025

Introduction and Summary

The National Highway Traffic Safety Administration recently issued a projection report of traffic fatalities and the fatality rate per 100 million vehicle miles traveled (VMT) for the first half of 2025 (*Early Estimate of Motor Vehicle Traffic Fatalities For the First Half (January-June) of 2025*, Report No. DOT HS 813 756). That report shows an estimated 17,140 people died in motor vehicle traffic crashes during the first half of 2025, a decrease of about 8.2 percent as compared to 18,680 fatalities projected to have occurred in the first half of 2024. The estimated fatality rate for the first half of 2025 is 1.06 fatalities per 100 million VMT, down from the projected rate of 1.16 fatalities per 100 million VMT in the first half of 2024.

This NHTSA report is being issued after conducting a special analysis of the fatalities and the fatality rates per 100 million VMT by key sub-categories in the first half of 2025. The analysis is based on ratio-adjusted estimates of 2025 fatal crash data coded thus far into NHTSA's Fatality Analysis Reporting System (FARS), as described in the Data and Methodology section.

There are decreases across almost all sub-categories. The trends of traffic fatalities in the first half of 2025 as compared to the first half of 2024 in the key sub-categories are summarized as follows.

- on rural interstates (up 4%), rural arterial (down 6%), urban arterial (down 15%), and urban collectors/local roads (down 6%)
- at night (down 10%)
- during weekends (down 9%)
- during out-of-State travel (down 13%)
- in newer (vehicle age <10 years) passenger vehicles (down 14%)
- in passenger vehicle rollover crashes (down 5%)
- ejected (down 15%)
- in single-vehicle crashes (down 11%)
- in roadway departure crashes (down 11%)
- in speeding-related crashes (down 9%)
- in the 65-and-older age group (up 0%)
- males (down 8%) and females (down 10%)
- unrestrained passenger vehicle occupants (down 15%)
- drivers (down 6%) and passengers (down 15%)

- passenger vehicle occupants (down 13%)
- motorcyclists (down 10%)
- pedestrians (down 9%)
- pedalcyclists (up 3%)
- in crashes each involving at least one large truck (down 9%)
- nonoccupant (down 7%)

Additionally, the trend of the total fatality rate per 100 million VMT in the first half of 2025, as we have already seen in recent years, was strongly driven by the trends in the fatality rates per 100 million VMT on rural arterials, rural local/collector/street roadways, and urban arterials.

Data and Methodology

NHTSA uses the Early Notification (EN) data and Monthly Fatality Counts (MFCs) data for the early estimate of motor vehicle traffic fatalities every month. However, EN data and MFCs do not include detailed crash characteristics and information necessary to compute fatality counts and fatality rates by sub-categories. NHTSA's FARS data includes such detailed information but is incomplete at this point since not every case has been entered into FARS. This analysis adjusts fatal crash cases currently coded for 2025 into NHTSA's FARS and scales it up to the most recent estimates of fatality counts in 2025 (see cited 2025 early estimates report above, DOT HS 813 756).

The estimates of fatalities by sub-categories are carried out in two steps. The first step is to inflate current 2025 total cases coded into NHTSA's FARS data ($FARS_{25}$) to the estimated total fatalities (F_Est_{25}) that are from the early estimated fatalities based on latest EN and MFC data. In general, the inflation rate (IR) is calculated by the formula here.

$$IR = \frac{F_Est_{25}}{FARS_{25}}$$

Inflation rates are computed for each month (m) and region (r) for a total of 60 inflation rates (6 months $\times$ 10 regions).

$$IR_{mr} = \frac{F_Est_{25mr}}{FARS_{25mr}}$$

Generally, the earlier the crash month the smaller the inflation rate as the data has relatively stabilized. In the second step, the inflation rate (IR_{mr}) is then used as the *weight* in the frequency calculation for the estimate of fatalities by each sub-category variable. For instance, to compute the estimated male fatalities in month m and region r , the count of male fatalities in FARS, $FARS_{25}(Sex_{male})_{mr}$, is weighted by the inflation rate IR_{mr} as follows, $F_Est_{25}(Sex_{male})_{mr} = FARS_{25}(Sex_{male})_{mr} \times IR_{mr}$. For a different interpretation, the estimated number of male fatalities in month m and region r can also be seen as the estimated fatalities in month m and region r multiplied by the fraction of male fatalities in FARS data ($FARS_{25}$) for month m and region r .

$$F_Est_{25}(Sex_{male})_{mr} = F_Est_{25mr} \times \left(\frac{FARS_{25}(Sex_{male})_{mr}}{FARS_{25mr}} \right)$$

The two metrics NHTSA mainly examined are the relative proportion of fatalities in each level of the sub-category variables (i.e., the *percentage distribution* of fatalities) or the *percentage* of the total fatalities, and the estimated fatality counts (fatalities) and the *percentage change* in fatalities from the first half of 2024 to the first half of 2025 for each level of the sub-category variables.

Estimated fatalities by sub-categories may vary due to the continuous updating of 2025 FARS data ($FARS_{25mr}$), especially for several sub-category variables (speeding, roadway departure, and rollover, etc.¹) that may take extra

¹ Further adjustments of the fatalities associated with these three factors, pedestrian fatalities, pedalcyclist fatalities, passenger vehicle occupant fatalities who were unrestrained and who were ejected, and the large-truck-related crash fatalities were made in this report.

time to report and code (see “Limitations” section). However, since the results (the percentage distribution of fatalities or the percentage of the total fatalities) have been nearly identical in each of the 3 months prior to publication, the estimates are relatively stable.

Results

This report examines the same major factors that NHTSA previously reviewed and investigated in 2024, the results of which were published in *Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2024* (DOT HS 813 729). These factors are considered key to roadway traffic safety.

The study results of projected fatalities for the first half of 2025 (2025 H1) compared with the projected fatalities during the first half of 2024 (2024 H1) are presented below. The data results for the first half of 2024 are from the sub-categories analysis report in 2024 (see above report, DOT HS 813 729). Similar to previous studies on this topic, the unknown/missing values are proportionally imputed based on the distribution of observed counts (univariate imputation) in this report.

Note that beginning in 2020 NHTSA changed to vPIC-based² vehicle classifications for data extractions, analysis, projections, and reporting. Also, prior to 2022 motorized bicycles were collected as motor vehicles in FARS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS is no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in motor vehicle traffic crashes. Single-vehicle crashes involving motorized bicycles will no longer be captured.

Fatalities

The findings for the trends of sub-category variables are based on the comparison of two metrics.

1. The *percentage distribution* of fatalities in each level of the sub-category variables or the *percentage* of total fatalities, between the same month of 2024³ and 2025 (labeled by [24] and [25] in the comparison of 2-year results).
2. The estimated fatality counts (fatalities) and the *percentage change* in fatalities from 2024 H1 to 2025 H1 for each level of the sub-category variables.

In 2025 total fatalities decreased in all months from January to June, compared to the corresponding months in 2024 (Table 1). The findings are summarized as follows (see Tables 1 and 2 and Figure 1 for details).

Roadway and Environmental Factors

- The proportion of estimated fatalities in *rural* areas increased primarily from January (40% [25] versus 37% [24]) to May (45% [25] versus 43% [24]). Total estimated fatalities decreased 4 percent and 11 percent in *rural* and *urban* areas from 2024 H1 to 2025 H1 (Figure 1).
Table 1 specifically shows the total estimated fatalities on *rural arterial*, *urban arterial*, and *urban collector/local* roads decreased 6 percent, 15 percent, and 6 percent, respectively, from 2024 H1 to 2025 H1. However, total estimated fatalities on *rural interstate* increased 4 percent from 2024 H1 to 2025 H1.
- The proportion of estimated fatalities during *nighttime* (6 p.m. to 5:59 a.m.) decreased in most months (Figure 1). Total estimated fatalities during *daytime* and *nighttime* decreased 6 percent and 10 percent from 2024 H1 to 2025 H1.
- Figure 1 shows the proportion of estimated fatalities that occurred on *weekends* (6 p.m. Friday to 5:59 a.m. Monday) greatly increased in May (44% [25] versus 40% [24]). Total estimated fatalities decreased 8 percent and 9 percent during the *weekdays* and the *weekends*, respectively, from 2024 H1 to 2025 H1.
- The proportion of estimated passenger vehicle (PV) occupant fatalities that occurred during *out-of-State* travel increased in January and May (Figure 1), indicating that a larger proportion of people traveled long

² NHTSA’s Product Information Catalog and Vehicle Listing (vPIC) is a consolidated platform that presents data collected within manufacturer-reported data from vPIC’s legislation, 49 CFR, Parts 551–595, for use in a variety of modern tools.

³ The year 2024 was a leap year and February 29, 2024, was the leap day.

distances by car during these two months of 2025, compared to the same months of 2024. Total estimated passenger vehicle occupant fatalities that occurred during *out-of-State* travel decreased 13 percent from 2024 H1 to 2025 H1.

Vehicle-Related Characteristics

- The estimated PV occupant fatalities decreased 13 percent in *older vehicles* (vehicle age ≥ 10 years) from 2024 H1 to 2025 H1 (Figure 1). Note that the estimated PV occupant fatalities in *newer vehicles* (vehicle age < 10 years) decreased 14 percent.
- The estimated PV occupant fatalities in *rollover* crashes decreased 5 percent from 2024 H1 to 2025 H1 (Table 2).
- As displayed in Figure 1, the estimated fatally injured PV occupants *who were ejected*, as a proportion of all fatalities, increased in February (20% [25] versus 18% [24]). Total estimated fatalities for PV occupants *who were ejected* decreased 15 percent from 2024 H1 to 2025 H1. This is highly correlated with a similar decrease (15 percent) in estimated *unrestrained* PV occupant fatalities, as described in the person-related characteristics section.
- As shown in Table 1, total estimated fatalities in *single-vehicle* crashes decreased 11 percent from 2024 H1 to 2025 H1. Note that the estimated fatalities in *multi-vehicle* crashes decreased 5 percent only.
- Total estimated fatalities in *roadway departure/on roadway* crashes decreased 11 percent and 6 percent, respectively, from 2024 H1 to 2025 H1, as shown in Table 1.
- The *speeding-related* fatalities decreased 9 percent from 2024 H1 to 2025 H1 (Table 2).

Person-Related Characteristics

- As shown in Table 1, total estimated traffic fatalities for people *less than 64 years old* decreased from 2024 H1 to 2025 H1. However, total estimated fatalities increased slightly for people *65 and older*, from 2024 H1 to 2025 H1.
- As displayed in Table 1, the total estimated fatalities decreased 8 and 10 percent for *males* and *females*, respectively, from 2024 H1 to 2025 H1.
- As shown in Figure 1, total estimated *unrestrained* PV occupant fatalities decreased 15 percent from 2024 H1 to 2025 H1.

Fatalities by Person Type and in Crashes Involving Large Trucks⁴

As shown in Table 2, the following results for the percentage change of estimated fatalities from 2024 H1 to 2025 H1 are observed:

- Total estimated *driver* fatalities decreased 6 percent.
- Total estimated *passenger* fatalities decreased 15 percent.
- Total estimated *PV occupant* fatalities decreased 13 percent.
- Total estimated *motorcyclist* fatalities decreased 10 percent.
- Total estimated *pedestrian* fatalities decreased 9 percent.
- Total estimated *pedalcyclist* fatalities increased 3 percent.
- Total estimated fatalities in crashes *involving at least one large truck* decreased 9 percent.
- Total estimated *nonoccupant* fatalities decreased 7 percent.

⁴ A large truck is defined as any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating greater than 10,000 lb. These include both commercial and non-commercial large trucks.

Table 1. Relative Proportion of Fatalities by Roadway Function Class, Age Group, Sex, and Crash Type for 2024–2025

Fatalities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total (H1)	% change
2024	2,735	2,725	3,135	3,185	3,450	3,450	3,370	3,650	3,545	3,625	3,310	3,165	18,680	
2025	2,675	2,455	2,955	2,915	3,100	3,040							17,140	-8%
Roadway Function Class														
Rural Interstate	2024	5%	4%	5%	5%	5%	4%	5%	5%	5%	5%	5%	821	
	2025	4%	5%	6%	5%	6%	4%						855	+4%
Urban Interstate	2024	8%	8%	8%	8%	8%	7%	8%	8%	8%	8%	8%	1,468	
	2025	8%	9%	9%	8%	7%	9%						1,429	-3%
Rural Arterial	2024	18%	18%	18%	18%	19%	20%	21%	18%	19%	19%	20%	3,476	
	2025	19%	20%	17%	18%	20%	19%						3,273	-6%
Urban Arterial	2024	42%	42%	41%	41%	38%	36%	35%	37%	38%	37%	39%	7,469	
	2025	38%	39%	38%	37%	36%	35%						6,381	-15%
Rural Collector/Local	2024	15%	16%	16%	17%	19%	20%	19%	19%	20%	18%	17%	3,224	
	2025	17%	17%	17%	19%	19%	19%						3,106	-4%
Urban Collector/Local	2024	12%	12%	12%	12%	11%	12%	11%	12%	11%	12%	9%	2,222	
	2025	13%	10%	13%	13%	11%	14%						2,096	-6%
Age Group														
<15	2024	3%	3%	3%	3%	3%	2%	3%	3%	2%	3%	2%	501	
	2025	2%	2%	3%	3%	3%	3%						476	-5%
15–24	2024	16%	16%	17%	17%	17%	18%	18%	18%	18%	16%	16%	3,204	
	2025	16%	15%	17%	16%	18%	18%						2,916	-9%
25–34	2024	17%	19%	18%	19%	18%	18%	16%	19%	17%	17%	16%	3,407	
	2025	16%	18%	16%	17%	16%	16%						2,820	-17%
35–44	2024	17%	16%	16%	16%	15%	16%	17%	15%	16%	16%	17%	2,998	
	2025	17%	16%	16%	16%	15%	16%						2,720	-9%
45–54	2024	13%	13%	13%	13%	13%	12%	13%	12%	12%	13%	13%	2,405	
	2025	11%	13%	12%	13%	13%	13%						2,153	-10%
55–64	2024	13%	13%	13%	13%	13%	13%	13%	14%	14%	14%	12%	2,462	
	2025	13%	15%	14%	14%	13%	13%						2,344	-5%
65+	2024	20%	20%	20%	19%	20%	19%	20%	20%	21%	21%	23%	3,703	
	2025	24%	21%	21%	21%	23%	21%						3,711	+0%
Sex														
Male	2024	71%	72%	73%	73%	72%	72%	73%	74%	74%	73%	72%	13,492	
	2025	71%	72%	72%	73%	74%	73%						12,446	-8%
Female	2024	29%	28%	27%	27%	28%	28%	27%	26%	26%	27%	28%	5,188	
	2025	29%	28%	28%	27%	26%	27%						4,694	-10%
Crash Type 1: Single- Versus Multi-Vehicle														
Multi-Vehicle	2024	44%	46%	45%	47%	49%	47%	48%	46%	47%	46%	44%	8,694	
	2025	46%	46%	48%	50%	50%	47%						8,217	-5%
Single-Vehicle	2024	56%	54%	55%	53%	51%	53%	52%	54%	53%	54%	56%	9,986	
	2025	54%	54%	52%	50%	50%	53%						8,923	-11%

Fatalities		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total (H1)	% change
Crash Type 2: Roadway-Departure-Related															
Departure	2024	47%	47%	48%	45%	47%	48%	46%	46%	45%	46%	45%	46%	8,787	
	2025	45%	46%	45%	45%	45%	46%							7,792	-11%
On Roadway	2024	53%	53%	52%	55%	53%	52%	54%	54%	55%	54%	55%	54%	9,893	
	2025	55%	54%	55%	55%	55%	54%							9,348	-6%

Notes: The last two columns contain fatalities and percentage change from 2024 H1 to 2025 H1. Unknown cases are proportionally imputed. Numbers in red/blue indicate the increase/decrease in the month (or the first half) of 2025 as compared to the same month (or the first half) of 2024 (in black).

Source: 2024 and 2025 statistical projections.

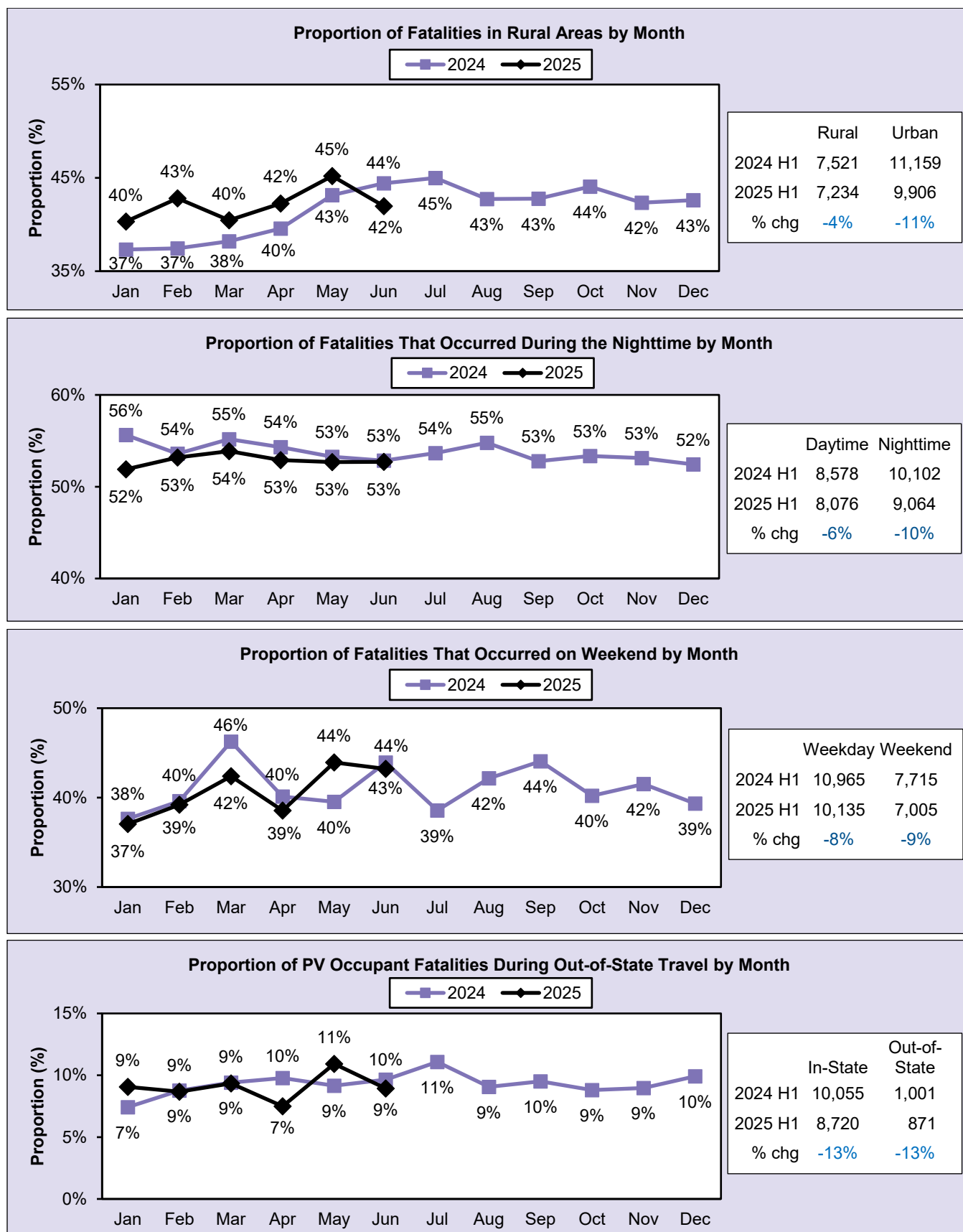
Table 2. Fatalities by Person Type, in Large-Truck-Related/Speeding-Related/PV Occupant in Rollover Crashes, as a Percentage of Total Fatalities for 2024–2025

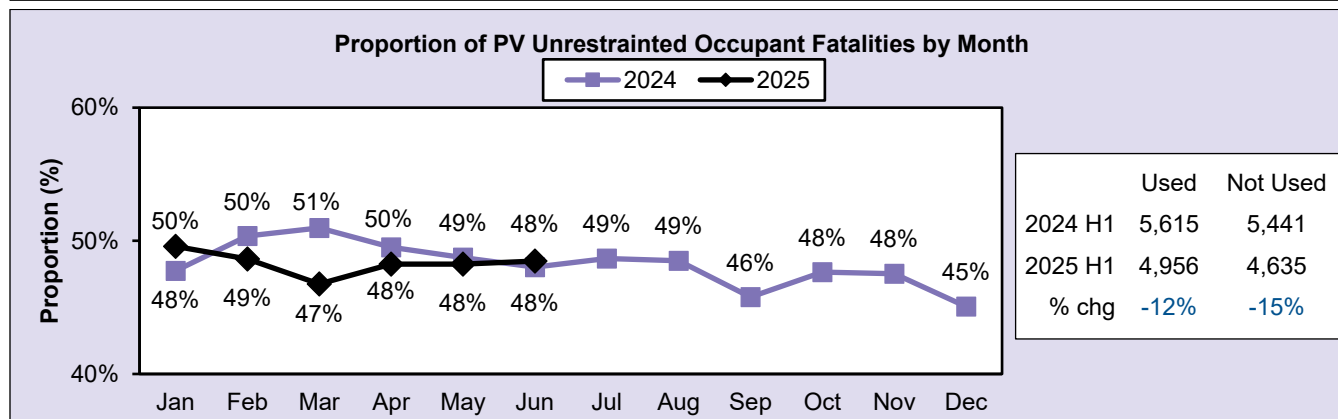
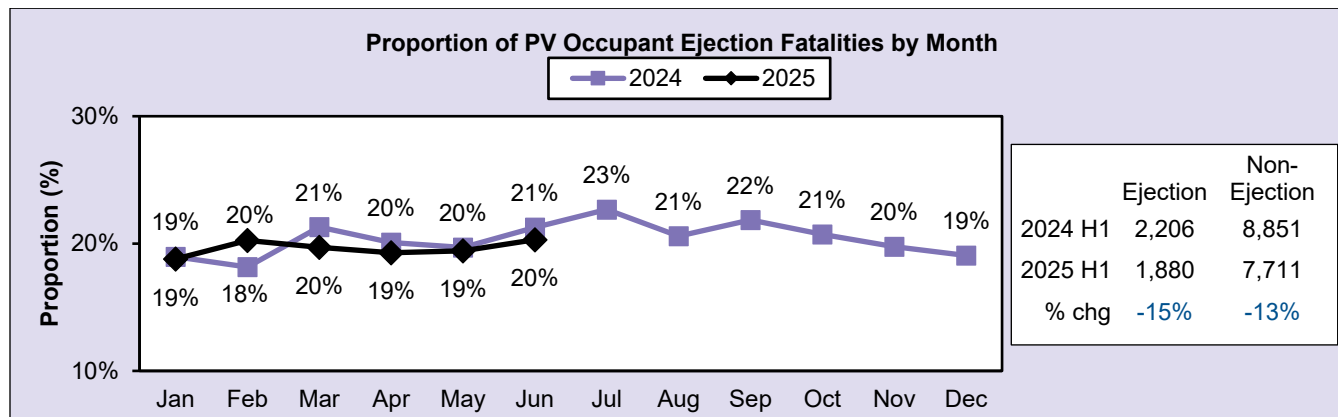
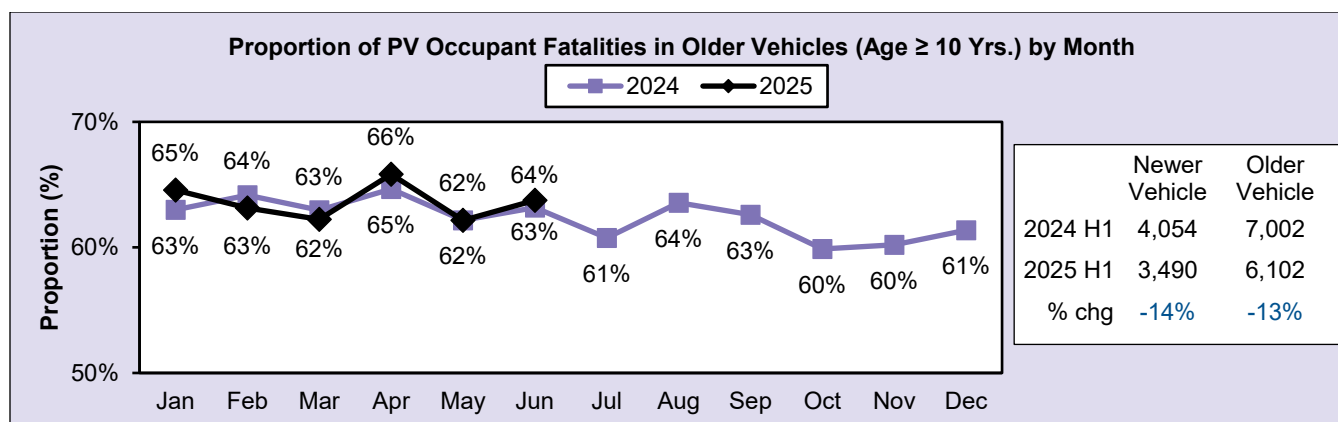
Fatalities		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total (H1)	% change
2024		2,735	2,725	3,135	3,185	3,450	3,450	3,370	3,650	3,545	3,625	3,310	3,165	18,680	
2025		2,675	2,455	2,955	2,915	3,100	3,040							17,140	-8%
Driver	2024	53%	51%	49%	48%	47%	46%	45%	46%	46%	45%	49%	53%	9,096	
	2025	56%	55%	49%	49%	46%	46%							8,588	-6%
Passenger	2024	15%	15%	15%	14%	16%	15%	16%	14%	13%	14%	14%	14%	2,807	
	2025	13%	12%	14%	14%	16%	13%							2,382	-15%
PV Occupant	2024	64%	63%	59%	58%	57%	56%	55%	53%	52%	53%	58%	58%	11,056	
	2025	64%	62%	56%	54%	52%	49%							9,592	-13%
PV Occupant Rollover	2024	15%	16%	18%	16%	16%	17%	15%	16%	15%	15%	16%	16%	3,013	
	2025	15%	16%	18%	16%	16%	17%							2,856	-5%
Motorcyclist	2024	7%	10%	15%	17%	19%	21%	20%	21%	20%	18%	11%	8%	2,858	
	2025	6%	10%	14%	18%	19%	21%							2,578	-10%
Pedestrian	2024	24%	20%	18%	18%	15%	13%	16%	15%	17%	19%	22%	22%	3,278	
	2025	21%	18%	19%	17%	15%	15%							2,974	-9%
Pedalcyclist	2024	2%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%	3%	478	
	2025	2%	3%	2%	3%	3%	4%							491	+3%
Involving Large Trucks	2024	15%	14%	13%	14%	13%	13%	14%	14%	13%	13%	13%	13%	2,539	
	2025	14%	13%	14%	13%	13%	13%							2,301	-9%
Speeding Related	2024	28%	28%	28%	29%	30%	29%	28%	27%	28%	28%	27%	26%	5,367	
	2025	28%	28%	28%	29%	30%	29%							4,870	-9%
Nonoccupant	2024	26%	24%	22%	21%	18%	17%	19%	20%	22%	23%	26%	25%	3,905	
	2025	24%	22%	22%	21%	19%	20%							3,638	-7%

Notes: The last two columns contain fatalities and percentage change from 2024 H1 to 2025 H1. Unknown cases are proportionally imputed. Numbers in red/blue indicate the increase/decrease in the month (or the first half) of 2025 as compared to the same month (or the first half) of 2024 (in black).

Source: 2024 and 2025 statistical projections.

Figure 1. Relative Proportion of Total Fatalities by Rural/Urban, Time of Day, Day of the Week, and PV Occupant Fatalities by Vehicle Travel Pattern, Vehicle Age, Ejection Status, and Restraint Use for 2024–2025



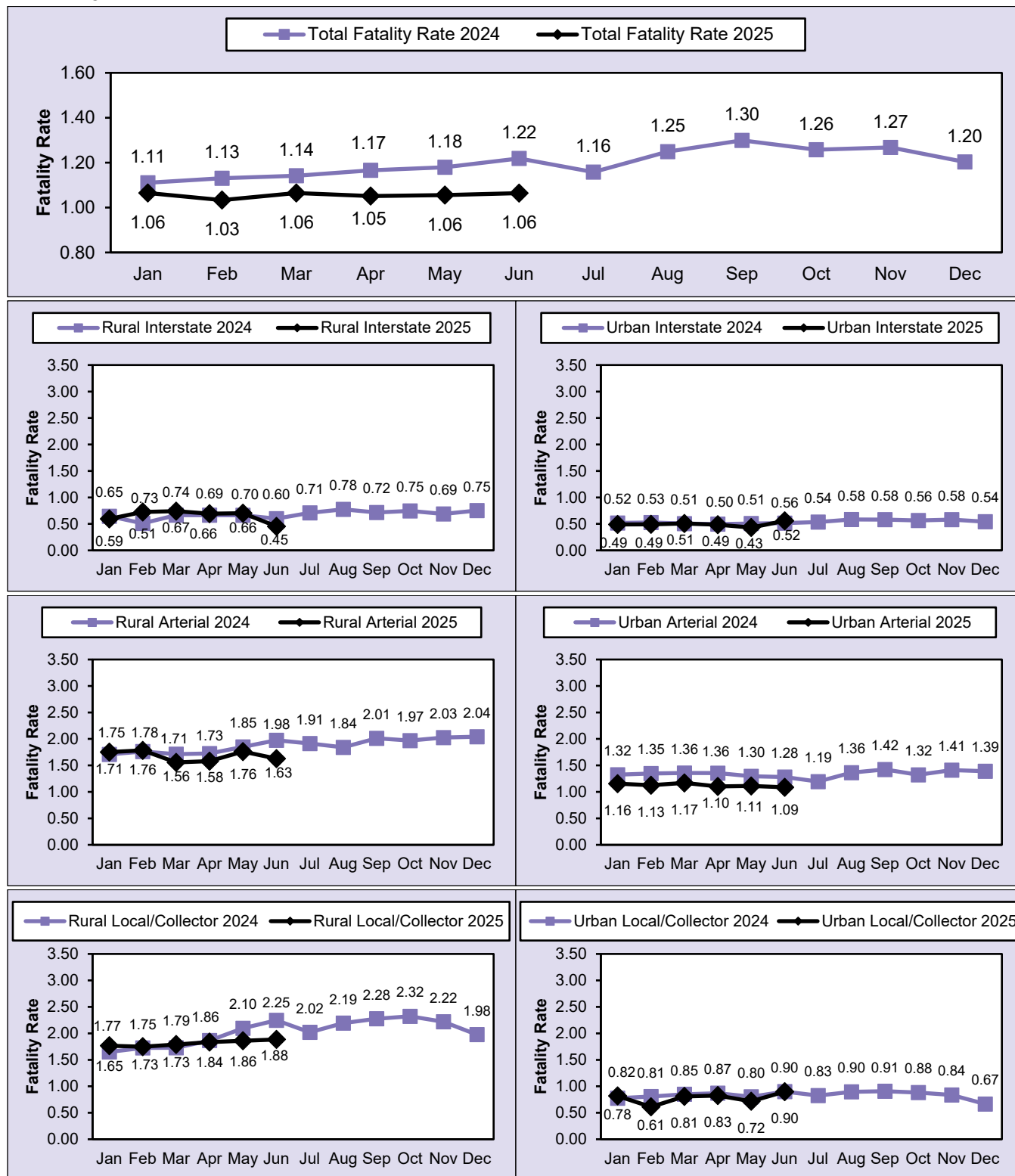


Notes: The text box in the chart contains fatality counts and the percentage change from 2024 H1 to 2025 H1. Unknown cases are proportionally imputed.

Source: 2024 and 2025 statistical projections.

Fatality Rate

The total fatality rate per 100 million VMT is broken down by roadway function class: rural versus urban interstates, arterials, local/collector/streets. The results shown in Figure 2 indicate that the trend of the total fatality rate per 100 million VMT from January to June 2025, as we have already seen in recent years, is mainly driven by the fatality rate per 100 million VMT on *rural arterials*, *rural local/collector/street roadways*, and *urban arterials*, based on the magnitude of the fatality rate by roadway function class. Overall, the estimated fatality rate for the first half of 2025 was 1.06 fatalities per 100 million VMT, down from the reported 1.16 fatalities per 100 million VMT during the first half of 2024.

Figure 2. Total Fatality Rate per 100 Million VMT and the Fatality Rate per 100 Million VMT by Roadway Function Class for 2024–2025

Note: Unknown cases are proportionally imputed.

Source: 2024 and 2025 statistical projections. Federal Highway Administration December June 2025 Traffic Volume Trends for 2024 & 2025 VMT.

Limitations

In this study, the fatal crashes currently coded for 2025 into NHTSA's FARS are used as a basis for constructing the gross estimates of traffic fatalities by sub-categories. The results from this analysis can be affected by two factors. First, any post-COVID-19 pandemic-related lag to fatal crash investigation and reporting are unknown and not captured in these projections. Second, the traditional FARS identification and reporting lag issue could also affect these estimates (e.g., the speeding-related, the roadway departure, and rollover crashes reporting and coding). The estimates for the month and the sub-categories for regions with higher inflation rate (IR_{mr}) are more likely to affect the sensitivity of the overall projections. Also, these calculations assume that the cases not yet coded into 2025 FARS are similar in the sub-categories to those that are already in the 2025 FARS. In short, the estimated results are subject to small changes as more information gets coded into these cases as well as when more cases are entered into 2025 FARS ($FARS_{25mr}$). These results may also change slightly as the FARS ARF and Final File for 2025 (then replace $F_{Est_{25mr}}$) are available within the next 2 years.

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