



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



Traffic Safety Facts

CRASH•STATS

DOT HS 813 778

A Brief Statistical Summary

December 2025

Early Estimate of Motor Vehicle Traffic Fatalities for The First 9 Months (January–September) of 2025

Summary

A statistical projection of traffic fatalities for the first 9 months of 2025 shows an estimated 27,365 people died in motor vehicle traffic crashes, a decrease of about 6.4 percent compared to the 29,245 fatalities projected for the first 9 months of 2024 (*Early Estimate of Motor Vehicle Traffic Fatalities in 2024*, Report No. DOT HS 813 710), as shown in Table 1. The third quarter of 2025 represents the 14th 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 9 months of 2025 increased by about 25.1 billion miles, or about a 1.0-percent increase. Also shown in Table 1 are the fatality rates per 100 million VMT, by quarter. The fatality rate for the first 9 months of 2025 decreased to 1.10 fatalities per 100 million VMT, down from the projected rate of 1.19 fatalities per 100 million VMT in the first 9 months of 2024. For the NHTSA regional differences, all 10 NHTSA regions are projected to have decreases in fatalities and fatality rate per 100 million VMT in the first 9 months of 2025 as compared to the first 9 months of 2024. Also, 43 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 slightly revised when the Fatality Analysis Reporting System (FARS) Annual Reporting File (ARF) for 2024 is made available in early 2026, as well as when the Final File for 2024 and the Annual Reporting File for 2025 are made available in early 2027. These estimates will be further refined when the projections for the whole of 2025 are released in late April 2026.

Table 1. Fatalities and Fatality Rate by Quarter, Full Year, and the Percentage Change From the Corresponding Quarter, First 9 Months 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)	1st 9 Months (Jan–Sep)
Fatalities and Percentage Change in Fatalities for the Corresponding Quarter and Total From the Previous Year						
2014	6,856 [-4.3%]	8,179 [-0.3%]	8,799 [-2.5%]	8,910 [+4.9%]	32,744 [-0.5%]	23,834 [-2.3%]
2015	7,370 [+7.5%]	8,823 [+7.9%]	9,805 [+11.4%]	9,486 [+6.5%]	35,484 [+8.4%]	25,998 [+9.1%]
2016	8,154 [+10.6%]	9,563 [+8.4%]	10,078 [+2.8%]	10,011 [+5.5%]	37,806 [+6.5%]	27,795 [+6.9%]
2017	8,301 [+1.8%]	9,460 [-1.1%]	10,081 [+0.0%]	9,631 [-3.8%]	37,473 [-0.9%]	27,842 [+0.2%]
2018	8,203 [-1.2%]	9,323 [-1.4%]	9,934 [-1.5%]	9,375 [-2.7%]	36,835 [-1.7%]	27,460 [-1.4%]
2019	7,832 [-4.5%]	9,193 [-1.4%]	9,994 [+0.6%]	9,336 [-0.4%]	36,355 [-1.3%]	27,019 [-1.6%]
2020	7,901 [+0.9%]	9,164 [-0.3%]	11,358 [+13.6%]	10,584 [+13.4%]	39,007 [+7.3%]	28,423 [+5.2%]
2021	8,906 [+12.7%]	11,149 [+21.7%]	11,828 [+4.1%]	11,347 [+7.2%]	43,230 [+10.8%]	31,883 [+12.2%]
2022	9,545 [+7.2%]	10,491 [-5.9%]	11,643 [-1.6%]	11,042 [-2.7%]	42,721 [-1.2%]	31,679 [-0.6%]
2023	8,898 [-6.8%]	10,370 [-1.2%]	11,126 [-4.4%]	10,507 [-4.8%]	40,901 [-4.3%]	30,394 [-4.1%]
2024†	8,595 [-3.4%]	10,085 [-2.7%]	10,565 [-5.0%]	10,100 [-3.9%]	39,345 [-3.8%]	29,245 [-3.8%]
2025†	8,085 [-5.9%]	9,065 [-10.1%]	10,215 [-3.3%]	---	---	27,365 [-6.4%]

Year	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)	1st 9 Months (Jan–Sep)
Fatality Rate per 100 Million VMT						
2014	0.99	1.03	1.11	1.17	1.08	1.05
2015	1.03	1.08	1.20	1.21	1.15	1.11
2016	1.11	1.16	1.23	1.27	1.19	1.17
2017	1.12	1.13	1.21	1.20	1.17	1.16
2018	1.10	1.11	1.18	1.15	1.14	1.13
2019	1.05	1.09	1.18	1.14	1.11	1.11
2020	1.08	1.43	1.44	1.42	1.34	1.32
2021	1.28	1.38	1.41	1.42	1.38	1.36
2022	1.29	1.28	1.38	1.38	1.34	1.32
2023	1.17	1.23	1.31	1.31	1.26	1.24
2024†	1.13	1.19	1.23	1.24	1.20	1.19
2025†	1.06	1.06	1.18	---	---	1.10

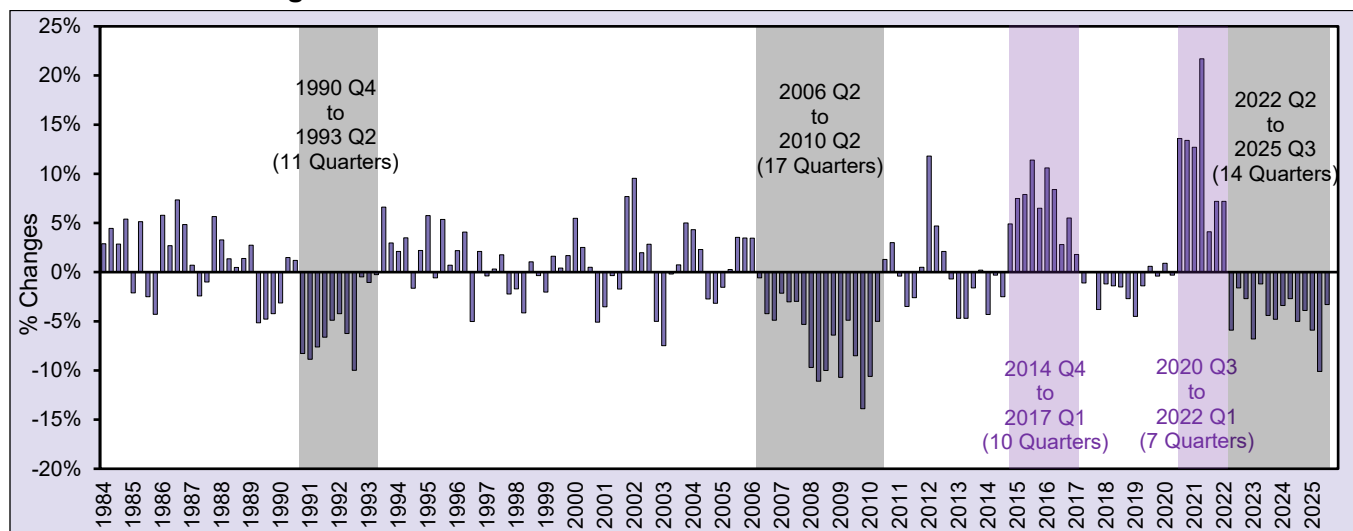
†2024 and 2025 statistical projections and rates based on these projections.

Sources: Fatalities: 2014–2022 FARS Final File, 2023 FARS ARF.

VMT: FHWA September 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 1984 (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 (not shown in Figure 1), 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 third quarter of 2025 represents the 14th 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: 1984–2022 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 9 months of 2025, both fatalities and the fatality rate per 100 million VMT show decreases from January to September, 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

Year	1st Quarter				2nd Quarter				3rd Quarter				4th Quarter			
	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†	2,680	2,455	2,950	8,085	2,905	3,110	3,050	9,065	3,310	3,605	3,300	10,215	-	-	-	-
	-2.0%	-9.9%	-5.9%	-5.9%	-8.8%	-9.9%	-12%	-10.1%	-1.8%	-1.2%	-6.9%	-3.3%				
Fatality Rate per 100 Million VMT/VMT (in Billion) and Percentage Changes in VMT																
2024†	1.11	1.13	1.14	1.13	1.17	1.18	1.22	1.19	1.16	1.25	1.30	1.23	1.26	1.27	1.20	1.24
	246.4	241.0	274.6	762.0	273.2	292.5	283.1	848.8	291.1	292.1	272.9	856.0	288.2	261.1	263.0	812.3
2025†	1.07	1.03	1.06	1.06	1.05	1.06	1.07	1.06	1.12	1.22	1.19	1.18	-	-	-	-
	251.1	237.5	277.6	766.2	277.3	293.9	285.6	856.8	295.9	294.6	278.3	868.8				
	1.9%	-1.5%	1.1%	0.6%	1.5%	0.5%	0.9%	0.9%	1.6%	0.9%	2.0%	1.5%				

†2024 and 2025 statistical projections and rates based on these projections.

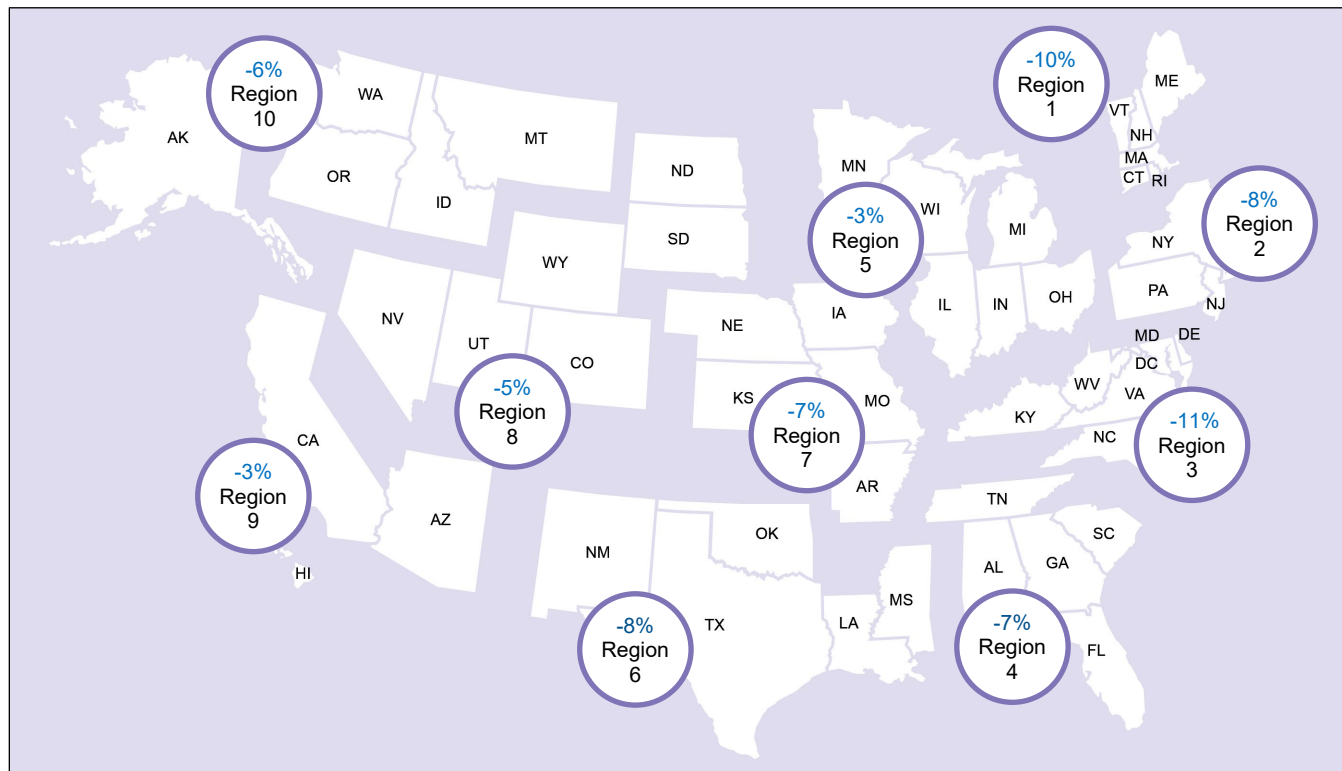
*2024 was a leap year and February 29, 2024, was the leap day.

Sources: VMT: FHWA September 2025 TVT for 2024 and 2025 VMT.

Regional Differences

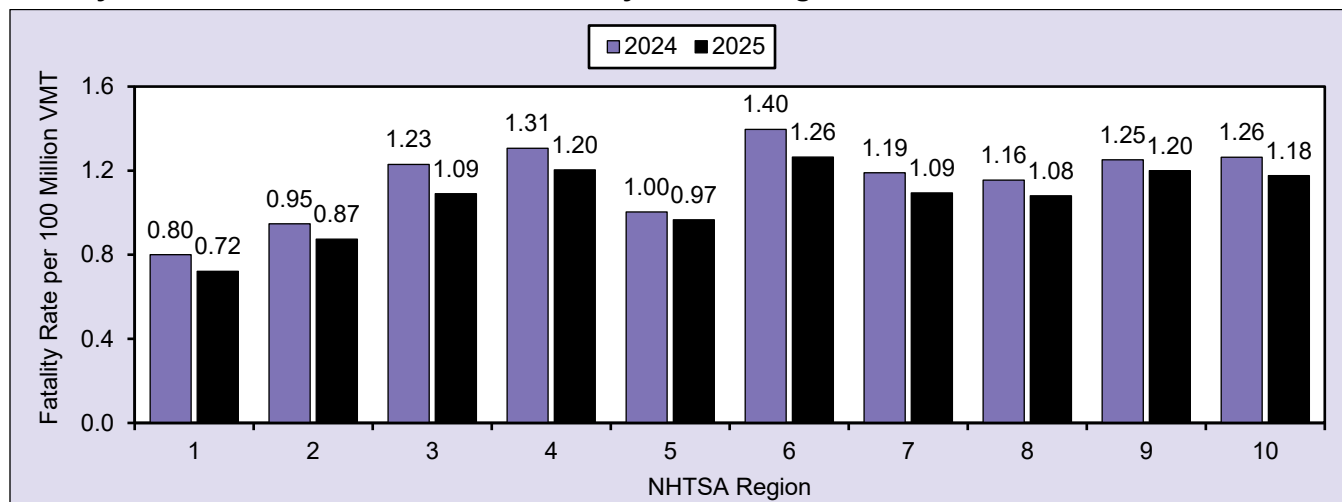
The statistical procedures used in these projections were generated for each NHTSA administrative region and were collated to create the national estimate. This allows for the comparison of regional estimates in 2025 with the projected 2024 counts (note that Connecticut was moved from Region 2 to Region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



Source: FHWA September 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 9 months of 2025 with the projected fatality counts in the first 9 months of 2024 and the percentage change in

2025 from 2024; 43 States, the District of Columbia, and Puerto Rico are projected to have experienced decreases in fatalities in 2025 compared to 2024, while 7 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 9 Months of 2025, and the Percentage Change in Estimated Fatalities From the Projected Fatalities in the First 9 Months 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	718	624	-13.1%	1.33	1.14	Nebraska	196	159	-18.9%	1.19	0.96
Alaska	53	43	-18.9%	1.19	0.95	Nevada	301	287	-4.7%	1.42	1.32
Arizona	910	837	-8.0%	1.58	1.43	New Hampshire	102	99	-2.9%	0.99	0.96
Arkansas	466	411	-11.8%	1.58	1.37	New Jersey	481	433	-10.0%	0.81	0.73
California	2,914	2,852	-2.1%	1.18	1.14	New Mexico	336	305	-9.2%	1.58	1.41
Colorado	533	505	-5.3%	1.28	1.20	New York	820	770	-6.1%	0.89	0.84
Connecticut	241	189	-21.6%	1.03	0.80	North Carolina	1,181	1,064	-9.9%	1.28	1.14
Delaware	96	86	-10.4%	1.31	1.21	North Dakota	71	65	-8.5%	0.93	0.85
D.C.	39	16	-59.0%	1.51	0.64	Ohio	886	850	-4.1%	1.05	1.00
Florida	2,269	2,245	-1.1%	1.26	1.24	Oklahoma	489	463	-5.3%	1.41	1.31
Georgia	1,058	961	-9.2%	1.11	1.00	Oregon	385	365	-5.2%	1.37	1.26
Hawaii	72	100	+38.9%	0.93	1.27	Pennsylvania	850	786	-7.5%	1.12	1.03
Idaho	178	198	+11.2%	1.16	1.26	Rhode Island	35	25	-28.6%	0.61	0.43
Illinois	884	900	+1.8%	1.14	1.15	South Carolina	773	692	-10.5%	1.68	1.48
Indiana	633	604	-4.6%	0.97	0.92	South Dakota	105	79	-24.8%	1.33	0.99
Iowa	260	209	-19.6%	1.04	0.83	Tennessee	901	802	-11.0%	1.44	1.27
Kansas	250	268	+7.2%	1.03	1.11	Texas	3,044	2,825	-7.2%	1.33	1.21
Kentucky	544	512	-5.9%	1.48	1.40	Utah	212	201	-5.2%	0.79	0.73
Louisiana	556	549	-1.3%	1.34	1.32	Vermont	42	43	+2.4%	0.77	0.80
Maine	137	135	-1.5%	1.20	1.19	Virginia	701	625	-10.8%	1.06	0.94
Maryland	440	370	-15.9%	1.02	0.86	Washington	547	486	-11.2%	1.19	1.04
Massachusetts	263	251	-4.6%	0.57	0.54	West Virginia	194	178	-8.2%	1.61	1.48
Michigan	818	785	-4.0%	1.09	1.04	Wisconsin	438	443	+1.1%	0.85	0.86
Minnesota	339	291	-14.2%	0.77	0.66	Wyoming	77	97	+26.0%	1.04	1.30
Mississippi	564	447	-20.7%	1.83	1.43	U.S. Total*	29,245	27,365	-6.4%	1.19	1.10
Missouri	684	678	-0.9%	1.13	1.10	Puerto Rico	223	184	-17.5%	—	—
Montana	159	157	-1.3%	1.51	1.49						

*Puerto Rico is not included.

Sources: 2024 and 2025 statistical projections.

VMT: FHWA September 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 three quarters of 2025, represent the 14 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 three quarters of 2025, also represent the 14 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 and 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 ARF 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 September 2025 are used. MFCs are reported midmonth for all prior months of the year. To estimate the traffic fatality counts for the first half 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 EN 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 EN 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 9 months of 2025 is the same as NHTSA used to project the motor vehicle traffic fatalities for the first half of 2025 in *Early Estimates of Motor Vehicle Traffic Fatalities for the First Half (January–June) of 2025* (Report No. DOT HS 813 756).

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