



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



Traffic Safety Facts

CRASH•STATS

DOT HS 813 800

A Brief Statistical Summary

April 2026

Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate in 2025

Summary

A statistical projection of traffic fatalities in 2025 shows an estimated 36,640 people died in motor vehicle traffic crashes, a decrease of about 6.7 percent compared to the 39,254 fatalities reported in 2024, as shown in Table 1. The fourth quarter of 2025 represents the 15th consecutive quarterly decline in fatalities beginning with the second quarter of 2022. If realized, the estimated percentage decrease for 2025 would be the fifth largest in the recorded history of the Fatality Analysis Reporting System (FARS), bringing total fatalities back to the pre-pandemic levels seen in 2019. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in 2025 increased by about 29.8 billion miles, or about a 0.9-percent increase. Table 1 also shows the fatality rates per 100 million VMT, by quarter and year. In 2025, the fatality rate dropped to 1.10 fatalities per 100 million VMT, down from the reported rate of 1.19 fatalities per 100 million VMT in 2024, making it the second lowest fatality rate in recorded history (behind only the 1.08 rate observed in 2014). For the NHTSA regional differences, all 10 NHTSA Regions are projected to have decreases in fatalities and fatality rate per 100 million VMT in 2025 as compared to 2024. Also, 39 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 FARS Final File for 2024 and the FARS Annual Report File (ARF) for 2025 are made available in early 2027.

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					
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	8,916 [-6.6%]	10,386 [-1.0%]	11,137 [-4.3%]	10,586 [-4.1%]	41,025 [-4.0%]
2024	8,574 [-3.8%]	10,107 [-2.7%]	10,505 [-5.7%]	10,068 [-4.9%]	39,254 [-4.3%]
2025 [†]	8,120 [-5.3%]	9,055 [-10.4%]	10,055 [-4.3%]	9,410 [-6.5%]	36,640 [-6.7%]

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					
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	1.18	1.24	1.31	1.32	1.26
2024	1.12	1.19	1.22	1.23	1.19
2025†	1.05	1.05	1.15	1.15	1.10

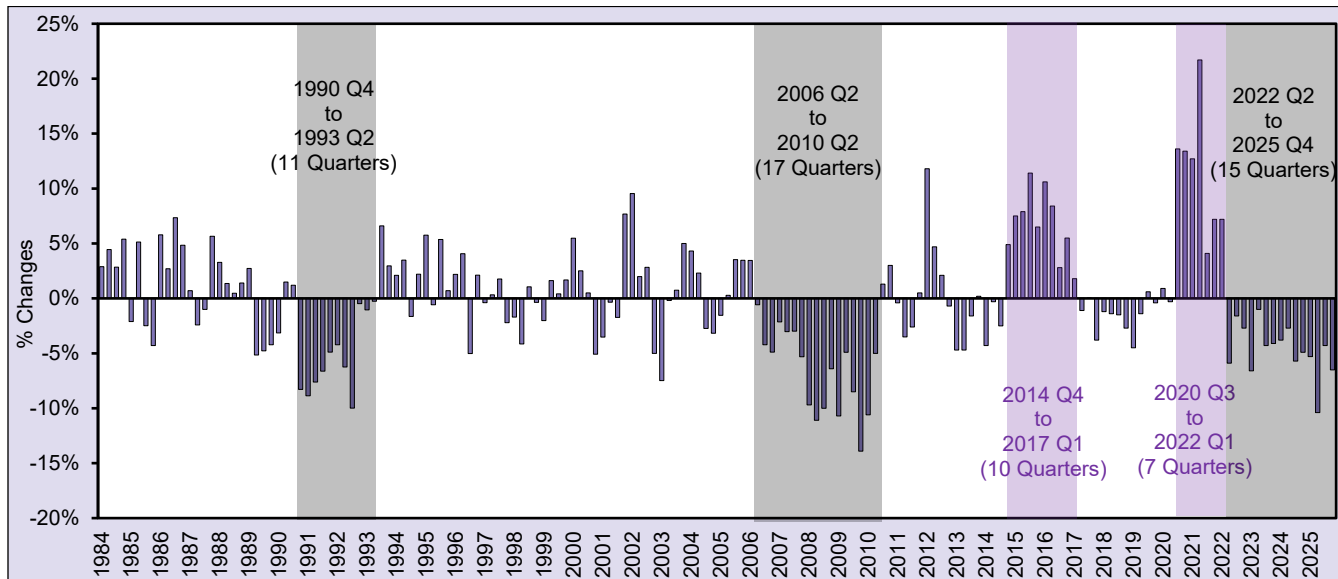
†2025 statistical projections and rates based on these projections.

Sources: Fatalities: 2014–2023 FARS Final File, 2024 FARS ARF

VMT: FHWA December 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. Fatalities also 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 increase in the second quarter of 2021 is the highest quarterly percentage increase in FARS data recorded history, which was in the COVID-19 pandemic period. As shown in the rightmost shading in the chart, the fourth quarter of 2025 represents the 15th 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: 1984–2023 FARS Final File, 2024 FARS ARF, 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 2025 both fatalities and the fatality rate per 100 million VMT show decreases from January to December, 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†	2,729	2,710	3,135	8,574	3,185	3,461	3,461	10,107	3,366	3,611	3,528	10,505	3,620	3,292	3,156	10,068
2025†	2,690	2,465	2,965	8,120	2,915	3,090	3,050	9,055	3,310	3,520	3,225	10,055	3,405	3,055	2,950	9,410
	-1.4%	-9.0%	-5.4%	-5.3%	-8.5%	-11%	-12%	-10.4%	-1.7%	-2.5%	-8.6%	-4.3%	-5.9%	-7.2%	-6.5%	-6.5%
Fatality Rate per 100 Million VMT/VMT (in Billion) and Percentage Changes in VMT																
2024†	1.10	1.12	1.14	1.12	1.16	1.18	1.22	1.19	1.15	1.23	1.29	1.22	1.25	1.25	1.19	1.23
	247.7	242.3	275.8	765.8	274.5	293.8	284.2	852.5	292.3	293.3	274.1	859.7	289.5	262.4	264.2	816.1
2025†	1.07	1.03	1.06	1.05	1.05	1.05	1.06	1.05	1.11	1.19	1.15	1.15	1.17	1.16	1.11	1.15
	252.5	238.7	278.8	770.0	278.6	295.2	286.9	860.7	297.2	295.9	279.6	872.7	291.5	263.1	265.8	820.4
	1.9%	-1.5%	1.1%	0.5%	1.5%	0.5%	1.0%	1.0%	1.7%	0.9%	2.0%	1.5%	0.7%	0.3%	0.6%	0.5%

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

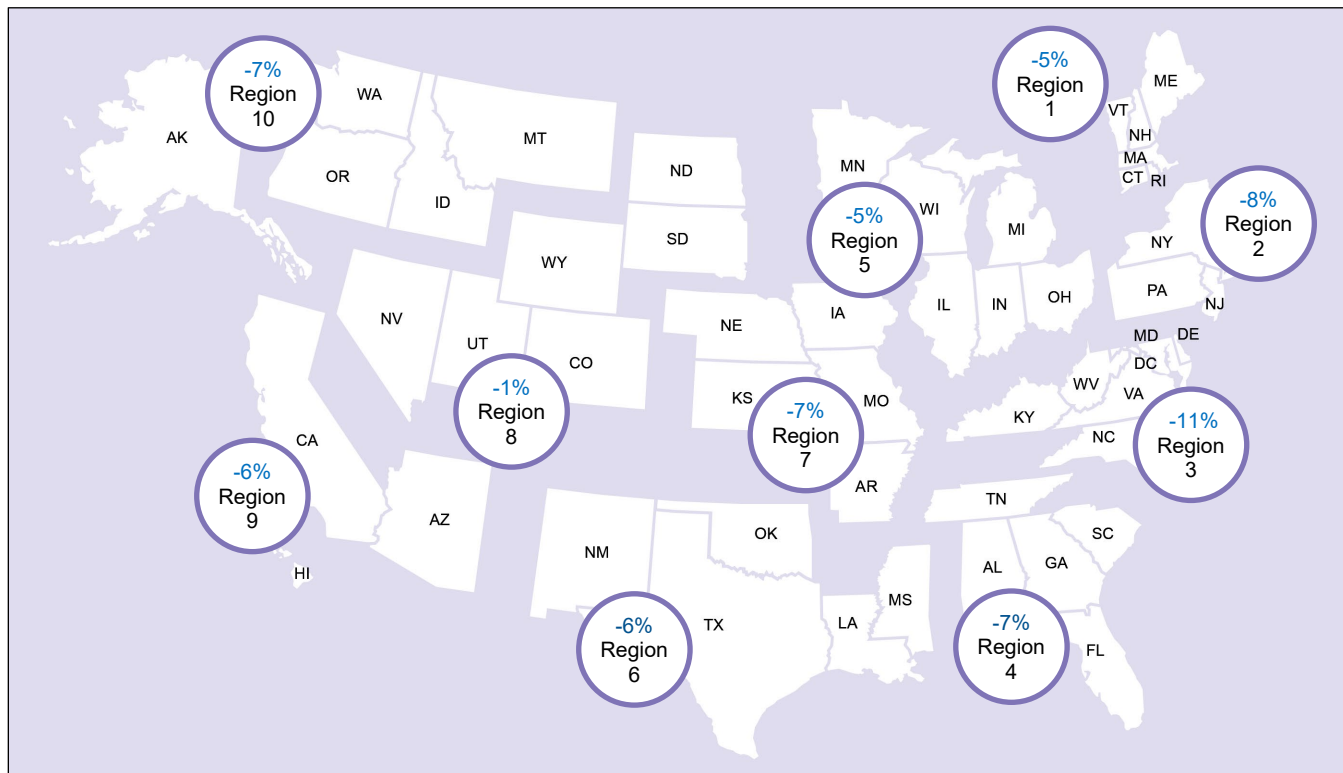
*2024 was a leap year and February 29, 2024, was the leap day.

Sources: VMT: FHWA December 2025 TVT for 2024 and 2025 VMT

Regional Differences

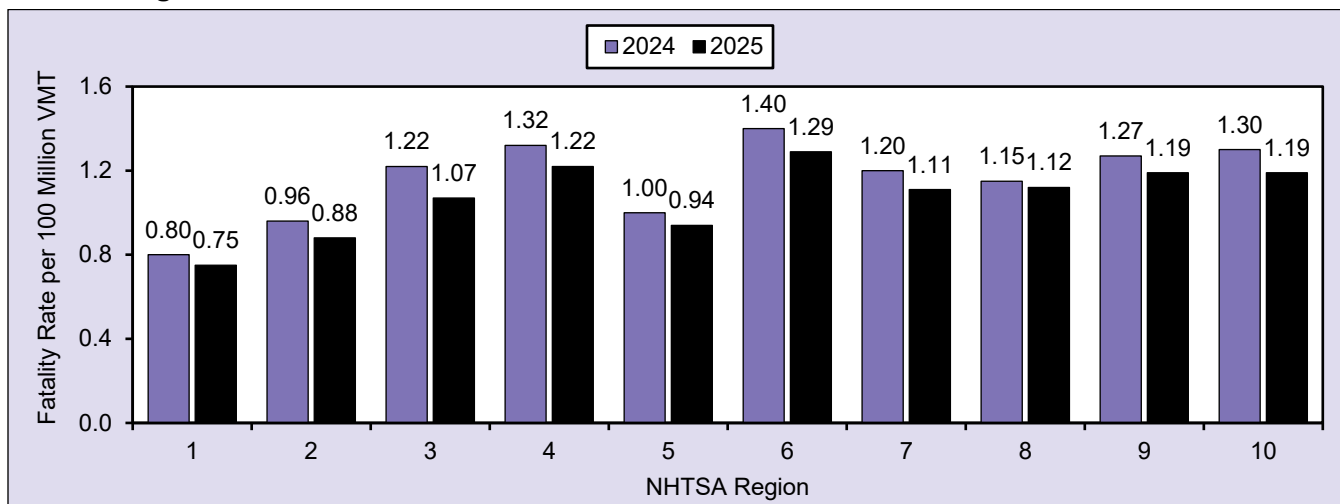
The statistical procedures used in these projections were generated for each NHTSA administrative region and were collated to create the national estimate. This allows for the comparison of regional estimates in 2025 with the reported 2024 counts (note that Connecticut was moved from Region 2 to Region 1 in 2024). Figure 2 shows the percentage changes in estimated fatalities in 2025 from the reported fatalities in 2024 by NHTSA region; all 10 regions experienced decreases. Figure 3 shows the comparison of the estimated fatality rate per 100 million VMT in 2025 with the reported fatality rate per 100 million VMT in 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 Final File for 2024 and ARF for 2025 are reported.

Figure 2. Percentage Changes in Estimated Fatalities in 2025 From Reported Fatality Counts in 2024, by NHTSA Region



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

Figure 3. Comparison of Estimated Fatality Rates in 2025 With Reported Fatality Rate in 2024, by NHTSA Region



Source: FHWA December 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 2025 with the reported fatality counts in 2024 and the percentage change in 2025 from 2024; 39 States, the District of

Columbia, and Puerto Rico are projected to have experienced decreases in fatalities in 2025 compared to 2024, while 2 States remained unchanged, and 9 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 Final File for 2024 and ARF for 2025 are reported, and as FHWA finalizes the State VMT estimates for 2024 and 2025.

Table 3. Estimated Fatalities in 2025, and the Percentage Change in Estimated Fatalities in 2025 From the Reported Fatalities in 2024, by State. The States' Estimates of the Fatality Rate per 100 Million 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	962	851	-11.5%	1.33	1.16	Nebraska	251	225	-10.4%	1.15	1.02
Alaska	70	66	-5.7%	1.22	1.13	Nevada	417	382	-8.4%	1.47	1.32
Arizona	1,229	1,161	-5.5%	1.62	1.50	New Hampshire	133	136	+2.3%	0.97	0.99
Arkansas	603	575	-4.6%	1.52	1.43	New Jersey	670	582	-13.1%	0.85	0.74
California	3,876	3,630	-6.3%	1.20	1.11	New Mexico	409	458	+12.0%	1.43	1.59
Colorado	689	715	+3.8%	1.25	1.28	New York	1,101	1,011	-8.2%	0.90	0.83
Connecticut	310	274	-11.6%	0.99	0.86	North Carolina	1,619	1,410	-12.9%	1.31	1.12
Delaware	126	116	-7.9%	1.28	1.21	North Dakota	90	85	-5.6%	0.89	0.84
D.C.	47	25	-46.8%	1.37	0.75	Ohio	1,157	1,120	-3.2%	1.01	0.98
Florida	3,138	3,047	-2.9%	1.29	1.24	Oklahoma	645	645	0.0%	1.38	1.35
Georgia	1,403	1,307	-6.8%	1.11	1.02	Oregon	538	491	-8.7%	1.45	1.29
Hawaii	102	129	+26.5%	0.97	1.22	Pennsylvania	1,127	1,069	-5.1%	1.12	1.06
Idaho	238	254	+6.7%	1.18	1.22	Rhode Island	52	37	-28.8%	0.68	0.47
Illinois	1,177	1,177	0.0%	1.13	1.12	South Carolina	1,038	950	-8.5%	1.68	1.51
Indiana	832	802	-3.6%	0.96	0.91	South Dakota	146	122	-16.4%	1.39	1.15
Iowa	356	260	-27.0%	1.06	0.77	Tennessee	1,197	1,061	-11.4%	1.44	1.27
Kansas	339	367	+8.3%	1.05	1.14	Texas	4,160	3,775	-9.3%	1.35	1.21
Kentucky	707	668	-5.5%	1.44	1.36	Utah	277	274	-1.1%	0.78	0.75
Louisiana	752	773	+2.8%	1.35	1.38	Vermont	59	61	+3.4%	0.81	0.85
Maine	177	174	-1.7%	1.17	1.15	Virginia	917	833	-9.2%	1.03	0.93
Maryland	578	483	-16.4%	1.01	0.84	Washington	730	644	-11.8%	1.20	1.06
Massachusetts	363	352	-3.0%	0.59	0.57	West Virginia	256	238	-7.0%	1.57	1.46
Michigan	1,098	1,021	-7.0%	1.10	1.02	Wisconsin	595	556	-6.6%	0.87	0.80
Minnesota	477	372	-22.0%	0.80	0.62	Wyoming	107	124	+15.9%	1.10	1.26
Mississippi	753	639	-15.1%	1.82	1.52	U.S. Total*	39,254	36,640	-6.7%	1.19	1.10
Missouri	955	914	-4.3%	1.17	1.10	Puerto Rico	288	280	-2.8%	–	–
Montana	206	199	-3.4%	1.49	1.43						

*Puerto Rico is not included.

Sources: 2024 FARS ARF and 2025 statistical projections.

VMT: FHWA December 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 four quarters of 2025, represent the 15 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 four quarters of 2025, also represent the 15 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 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 2023 and the FARS Annual Report File in 2024 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 December 2025 are used. MFCs are reported midmonth for all prior months of the year. To estimate the traffic fatality counts for the 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 in 2025 is the same as NHTSA used to project the motor vehicle traffic fatalities for the first 9 months of 2025 in *Early Estimates of Motor Vehicle Traffic Fatalities for the First 9 Months (January–September) of 2025* (Report No. DOT HS 813 778).

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