



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



Traffic Safety Facts

CRASH•STATS

DOT HS 813 829

A Brief Statistical Summary

July 2026

Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 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 2025 (*Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate in 2025*, Report No. DOT HS 813 800). That report shows an estimated 36,640 people died in motor vehicle traffic crashes in 2025, a decrease of about 6.7 percent as compared to 39,254 fatalities reported to have occurred in 2024. The estimated fatality rate for 2025 is 1.10 fatalities per 100 million VMT, down from the report rate of 1.19 fatalities per 100 million VMT in 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 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 2025 as compared to 2024 in the key sub-categories are summarized as follows.

- on rural interstates (up 1%), urban interstates (down 10%), and urban arterials (down 12%)
- at night (down 8%)
- during weekends (down 7%)
- during out-of-State travel (down 11%)
- in newer (vehicle age <10 years) passenger vehicles (down 12%)
- in passenger vehicle rollover crashes (down 11%)
- ejected (down 13%)
- in single-vehicle crashes (down 7%)
- in roadway departure crashes (down 9%)
- in speeding-related crashes (down 11%)
- in the 65-and-older age group (down 0%)
- males (down 6%) and females (down 7%)
- unrestrained passenger vehicle occupants (down 13%)
- drivers (down 5%) and passengers (down 12%)
- passenger vehicle occupants (down 10%)
- motorcyclists (down 8%)
- pedestrians (down 8%)
- pedalcyclists (up 4%)

- in crashes each involving at least one large truck (down 7%)
- nonoccupant (down 5%)

Additionally, the trend of the total fatality rate per 100 million VMT in 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 813 800).

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 120 inflation rates (12 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 2024 to 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 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.

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.

Results

This report examines the same major factors that NHTSA previously reviewed and investigated in 2025, the results of which were published in *Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories for the First Half (January-June) of 2025* (DOT HS 813 768). These factors are considered key to roadway traffic safety. The alcohol impaired-driving factor, which is based on both reported and imputed blood alcohol concentration (BAC) values, has a significant reporting lag and is therefore not included in this report.

The study results of projected fatalities for 2025 compared with the reported fatalities during 2024 are presented below. The data results for 2024 are from the FARS 2024 Annual Report File (ARF). Since the unknown values are proportionally imputed based on the distribution of observed counts (univariate imputation) in this study, the fatality counts for certain categories may not reflect the 2024 reported counts published in *Overview of Motor Vehicle Traffic Crashes in 2024*, April 2026, DOT HS 813 791.

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 to 2025 for each level of the sub-category variables.

In 2025 total fatalities decreased in all months from January to December, 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

- In most months of 2025 (except for June and July), the proportion of fatalities occurring in *rural* areas was higher than it was in the corresponding months of 2024. Total estimated fatalities decreased 2 percent and 10 percent in *rural* and *urban* areas, respectively, from 2024 to 2025 (Figure 1).
Table 1 specifically shows the total estimated fatalities on *urban interstate* and *urban arterial* roads decreased 10 percent and 12 percent, respectively, from 2024 to 2025. However, total estimated fatalities on *rural interstate* increased 1 percent from 2024 to 2025.
- In most months of 2025 the proportion of fatalities occurring during the *nighttime* (6 p.m. to 5:59 a.m.) was higher than it was in the corresponding months of 2024 (Figure 1). Total estimated fatalities during *daytime* and *nighttime* decreased by 5 percent and 8 percent, respectively, from 2024 to 2025.
- Figure 1 shows the proportion of estimated fatalities occurring on *weekends* (6:00 p.m. Friday to 5:59 a.m. Monday) was notably higher in August 2025 than in August 2024 (47% [25] versus 42% [24]). Total estimated fatalities decreased by 7 percent during both *weekdays* and *weekends* from 2024 to 2025.
- In January and May 2025, the proportion of passenger vehicle (PV) occupant fatalities that occurred during *out-of-State* travel was higher than in the corresponding months of 2024 (Figure 1), indicating that a larger proportion of people traveled long distances by car during these two months of 2025, compared to

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.

the same months of 2024. Total estimated passenger vehicle occupant fatalities that occurred during *out-of-State* travel decreased 11 percent from 2024 to 2025.

Vehicle-Related Characteristics

- The estimated PV occupant fatalities decreased 9 percent in *older vehicles* (vehicle age ≥ 10 years) from 2024 to 2025 (Figure 1). Note that the estimated PV occupant fatalities in *newer vehicles* (vehicle age < 10 years) decreased 12 percent.
- The estimated PV occupant fatalities in *rollover* crashes decreased 11 percent from 2024 to 2025 (Table 2).
- As displayed in Figure 1, the estimated fatally injured PV occupants *who were ejected*, as a proportion of all fatalities, increased in November 2025 compared to November 2024 (21% [25] versus 19% [24]). Total estimated fatalities for PV occupants *who were ejected* decreased 13 percent from 2024 to 2025. This is highly correlated with a similar decrease (13%) 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 7 percent from 2024 to 2025. Note that the estimated fatalities in *multi-vehicle* crashes decreased 6 percent.
- Total estimated fatalities in *roadway departure* crashes and *on-roadway* crashes decreased 9 percent and 4 percent from 2024 to 2025, as shown in Table 1.
- The *speeding-related* fatalities decreased 11 percent from 2024 to 2025 (Table 2).

Person-Related Characteristics

- As shown in Table 1, total estimated traffic fatalities decreased for all age groups from 2024 to 2025, with the largest decrease (13%) for the 25-34 age group, and the smallest decrease (0%) for people 65 and older.
- As displayed in Table 1, the total estimated fatalities decreased 6 percent and 7 percent for *males* and *females* from 2024 to 2025.
- As shown in Figure 1, total estimated *unrestrained* PV occupant fatalities decreased 13 percent from 2024 to 2025.

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 to 2025 are observed.

- Total estimated *driver* fatalities decreased 5 percent.
- Total estimated *passenger* fatalities decreased 12 percent.
- Total estimated *PV occupant* fatalities decreased 10 percent.
- Total estimated *motorcyclist* fatalities decreased 8 percent.
- Total estimated *pedestrian* fatalities decreased 8 percent.
- Total estimated *pedalcyclist* fatalities increased 4 percent.
- Total estimated fatalities in crashes *involving at least one large truck* decreased 7 percent.
- Total estimated *nonoccupant* fatalities decreased 5 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	% change
2024		2,729	2,710	3,135	3,185	3,461	3,461	3,366	3,611	3,528	3,620	3,292	3,156	39,254	
2025		2,690	2,465	2,965	2,915	3,090	3,050	3,310	3,520	3,225	3,405	3,055	2,950	36,640	-7%
Roadway Function Class															
Rural Interstate	2024	5%	4%	5%	5%	4%	4%	6%	5%	5%	5%	4%	5%	1,806	
	2025	4%	5%	5%	5%	5%	4%	5%	6%	5%	5%	5%	6%	1,823	+1%
Urban Interstate	2024	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	9%	7%	3,134	
	2025	8%	8%	9%	8%	8%	10%	8%	7%	7%	6%	6%	6%	2,813	-10%
Rural Arterial	2024	18%	18%	18%	18%	18%	20%	20%	19%	19%	19%	18%	20%	7,352	
	2025	19%	19%	17%	18%	20%	19%	20%	20%	21%	22%	22%	21%	7,260	-1%
Urban Arterial	2024	42%	42%	41%	41%	39%	37%	36%	37%	39%	38%	40%	40%	15,394	
	2025	40%	41%	39%	37%	37%	36%	35%	34%	36%	35%	38%	39%	13,551	-12%
Rural Collector/Local	2024	15%	15%	15%	17%	19%	20%	19%	19%	19%	19%	17%	17%	6,958	
	2025	16%	16%	18%	19%	19%	19%	19%	21%	20%	19%	17%	17%	6,763	-3%
Urban Collector/Local	2024	12%	12%	13%	12%	11%	12%	11%	12%	11%	12%	12%	11%	4,610	
	2025	13%	11%	13%	12%	12%	13%	13%	12%	11%	12%	11%	12%	4,430	-4%
Age Group															
<15	2024	3%	3%	3%	3%	3%	2%	3%	3%	2%	3%	3%	2%	1,037	
	2025	2%	2%	3%	3%	3%	3%	3%	2%	2%	2%	3%	2%	918	-12%
15–24	2024	16%	17%	17%	17%	18%	19%	18%	17%	18%	16%	16%	15%	6,658	
	2025	16%	15%	17%	17%	18%	18%	18%	17%	16%	16%	17%	14%	6,113	-8%
25–34	2024	17%	19%	18%	19%	17%	18%	16%	19%	17%	18%	16%	18%	6,956	
	2025	16%	17%	17%	17%	16%	17%	17%	17%	17%	16%	16%	17%	6,065	-13%
35–44	2024	17%	16%	16%	16%	15%	16%	17%	15%	16%	15%	17%	16%	6,283	
	2025	17%	16%	16%	16%	15%	17%	16%	16%	15%	14%	16%	14%	5,715	-9%
45–54	2024	13%	13%	13%	13%	13%	12%	13%	12%	12%	13%	13%	12%	4,988	
	2025	11%	13%	12%	13%	12%	13%	12%	14%	13%	14%	12%	13%	4,672	-6%
55–64	2024	13%	13%	13%	13%	13%	13%	13%	14%	14%	14%	13%	14%	5,272	
	2025	14%	14%	14%	14%	13%	13%	14%	14%	14%	15%	13%	16%	5,117	-3%
65+	2024	20%	20%	20%	19%	20%	19%	20%	20%	21%	21%	23%	23%	8,060	
	2025	24%	22%	21%	21%	22%	19%	21%	21%	22%	23%	24%	24%	8,039	-0%
Sex															
Male	2024	71%	72%	73%	72%	72%	72%	73%	74%	74%	73%	72%	69%	28,461	
	2025	71%	72%	72%	73%	73%	73%	73%	73%	73%	73%	73%	72%	26,623	-6%
Female	2024	29%	28%	27%	28%	28%	28%	27%	26%	26%	27%	28%	31%	10,793	
	2025	29%	28%	28%	27%	27%	27%	27%	27%	27%	27%	27%	28%	10,017	-7%
Crash Type 1: Single- Versus Multi-Vehicle															
Multi-Vehicle	2024	44%	47%	45%	47%	49%	47%	48%	46%	47%	45%	43%	44%	18,030	
	2025	46%	46%	47%	49%	49%	48%	46%	45%	46%	46%	44%	44%	16,991	-6%
Single-Vehicle	2024	56%	53%	55%	53%	51%	53%	52%	54%	53%	55%	57%	56%	21,224	
	2025	54%	54%	53%	51%	51%	52%	54%	55%	54%	54%	56%	56%	19,649	-7%

Fatalities		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	% change
Crash Type 2: Roadway-Departure-Related															
Departure	2024	47%	47%	48%	46%	48%	49%	48%	45%	44%	45%	45%	49%	18,348	
	2025	47%	47%	47%	44%	47%	45%	44%	45%	44%	45%	45%	49%	16,672	-9%
On Roadway	2024	53%	53%	52%	54%	52%	51%	52%	55%	56%	55%	55%	51%	20,906	
	2025	53%	53%	53%	56%	53%	55%	56%	55%	56%	55%	55%	51%	19,968	-4%

Notes: The last two columns contain fatalities and percentage change from 2024 to 2025. Unknown cases are proportionally imputed.

Numbers in red/blue indicate the increase/decrease in the month (or the year) of 2025 as compared to the same month (or the year) of 2024 (in black).

Source: 2024 FARS ARF 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

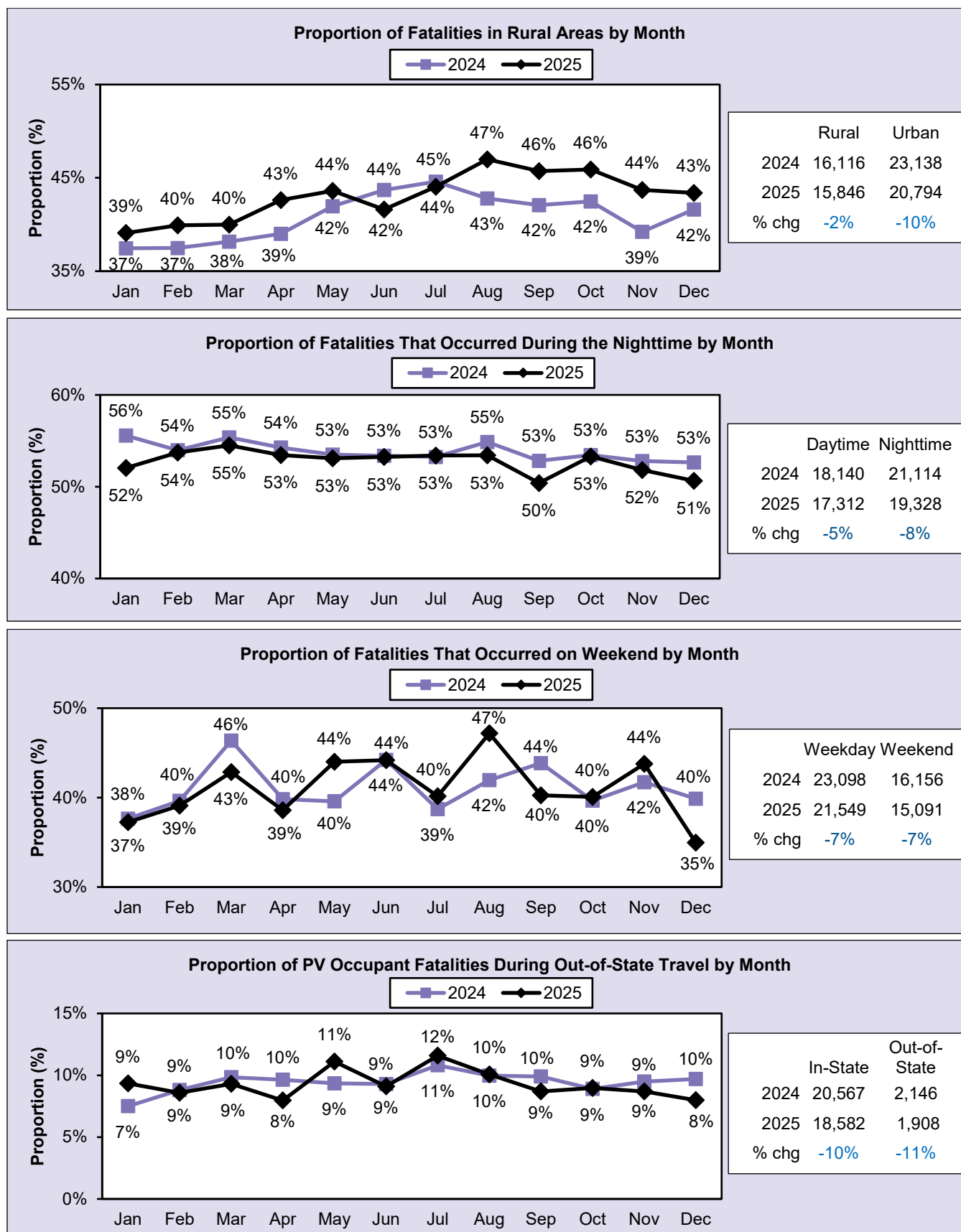
Fatalities		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	% change
2024		2,729	2,710	3,135	3,185	3,461	3,461	3,366	3,611	3,528	3,620	3,292	3,156	39,254	
2025		2,690	2,465	2,965	2,915	3,090	3,050	3,310	3,520	3,225	3,405	3,055	2,950	36,640	-7%
Driver	2024	53%	53%	51%	49%	48%	47%	46%	45%	45%	46%	45%	49%	18,686	
	2025	57%	54%	49%	48%	46%	46%	45%	46%	47%	47%	48%	51%	17,705	-5%
Passenger	2024	14%	15%	15%	14%	16%	15%	15%	14%	13%	14%	14%	15%	5,746	
	2025	14%	13%	14%	14%	16%	14%	15%	14%	12%	13%	14%	13%	5,051	-12%
PV Occupant	2024	64%	63%	59%	58%	57%	57%	55%	54%	53%	55%	59%	64%	22,713	
	2025	66%	62%	58%	58%	56%	54%	53%	52%	52%	53%	54%	55%	20,490	-10%
PV Occupant Rollover	2024	15%	16%	18%	16%	16%	17%	15%	16%	14%	15%	15%	16%	6,250	
	2025	16%	16%	15%	16%	15%	16%	15%	16%	15%	16%	15%	16%	5,581	-11%
Motorcyclist	2024	7%	10%	14%	17%	19%	21%	21%	21%	20%	17%	11%	8%	6,228	
	2025	6%	10%	14%	18%	19%	21%	20%	21%	19%	16%	12%	9%	5,758	-8%
Pedestrian	2024	23%	20%	18%	18%	15%	13%	15%	15%	17%	19%	22%	22%	7,080	
	2025	20%	19%	19%	16%	15%	15%	15%	16%	17%	19%	22%	23%	6,529	-8%
Pedalcyclist	2024	2%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	1,103	
	2025	2%	3%	2%	3%	3%	3%	4%	3%	4%	3%	3%	3%	1,148	+4%
Involving Large Trucks	2024	15%	14%	12%	14%	13%	13%	15%	14%	14%	14%	13%	13%	5,340	
	2025	15%	14%	15%	13%	13%	14%	13%	13%	14%	13%	13%	14%	4,982	-7%
Speeding Related	2024	29%	28%	29%	30%	31%	30%	29%	29%	29%	27%	27%	28%	11,288	
	2025	27%	28%	27%	28%	27%	28%	27%	28%	27%	28%	27%	28%	10,035	-11%
Nonoccupant	2024	26%	24%	22%	21%	18%	17%	19%	20%	22%	23%	26%	25%	8,553	
	2025	23%	23%	23%	20%	19%	19%	20%	20%	22%	24%	27%	27%	8,097	-5%

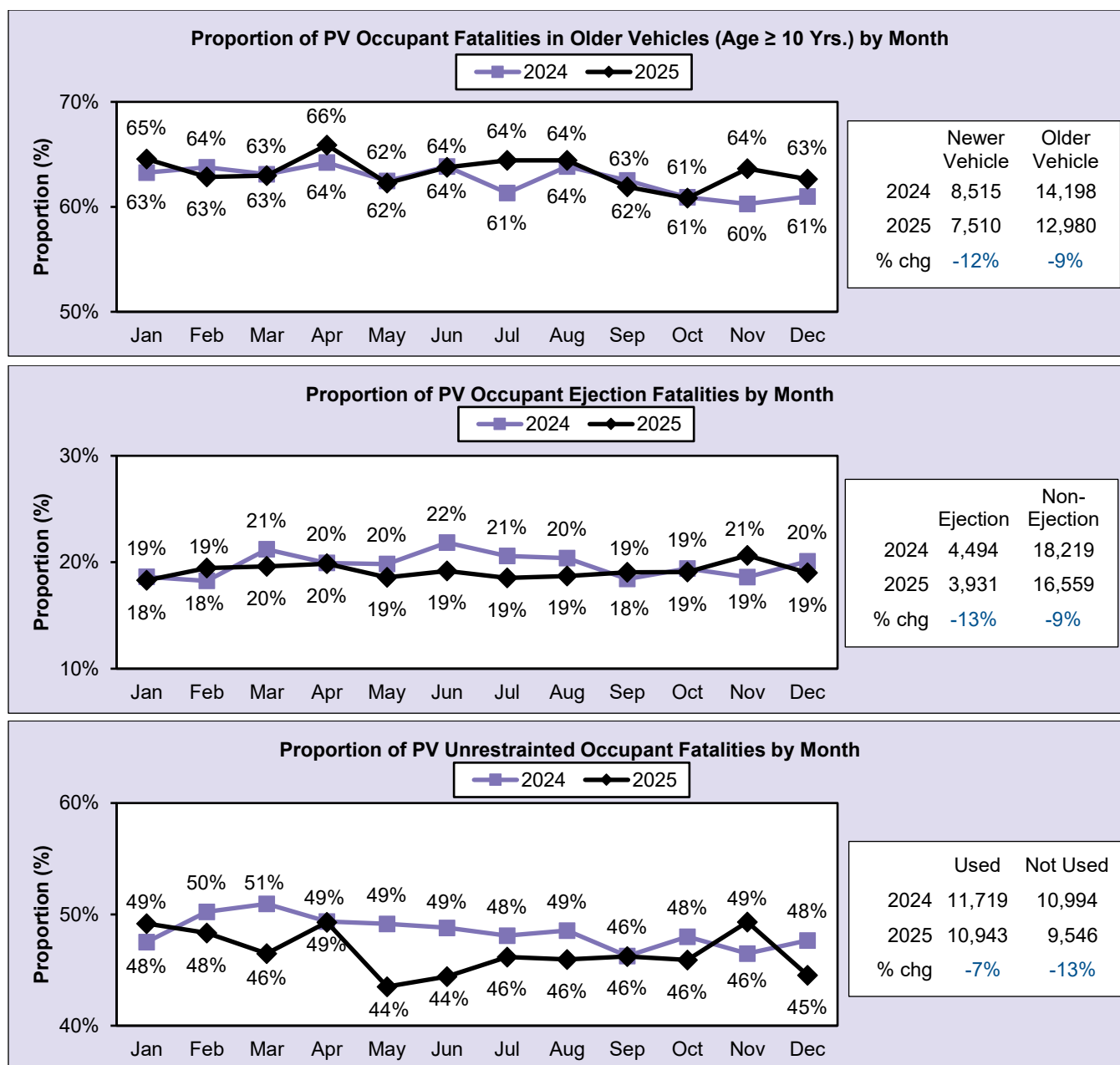
Notes: The last two columns contain fatalities and percentage change from 2024 to 2025. Unknown cases are proportionally imputed.

Numbers in red/blue indicate the increase/decrease in the month (or the year) of 2025 as compared to the same month (or the year) of 2024 (in black).

Source: 2024 FARS ARF 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



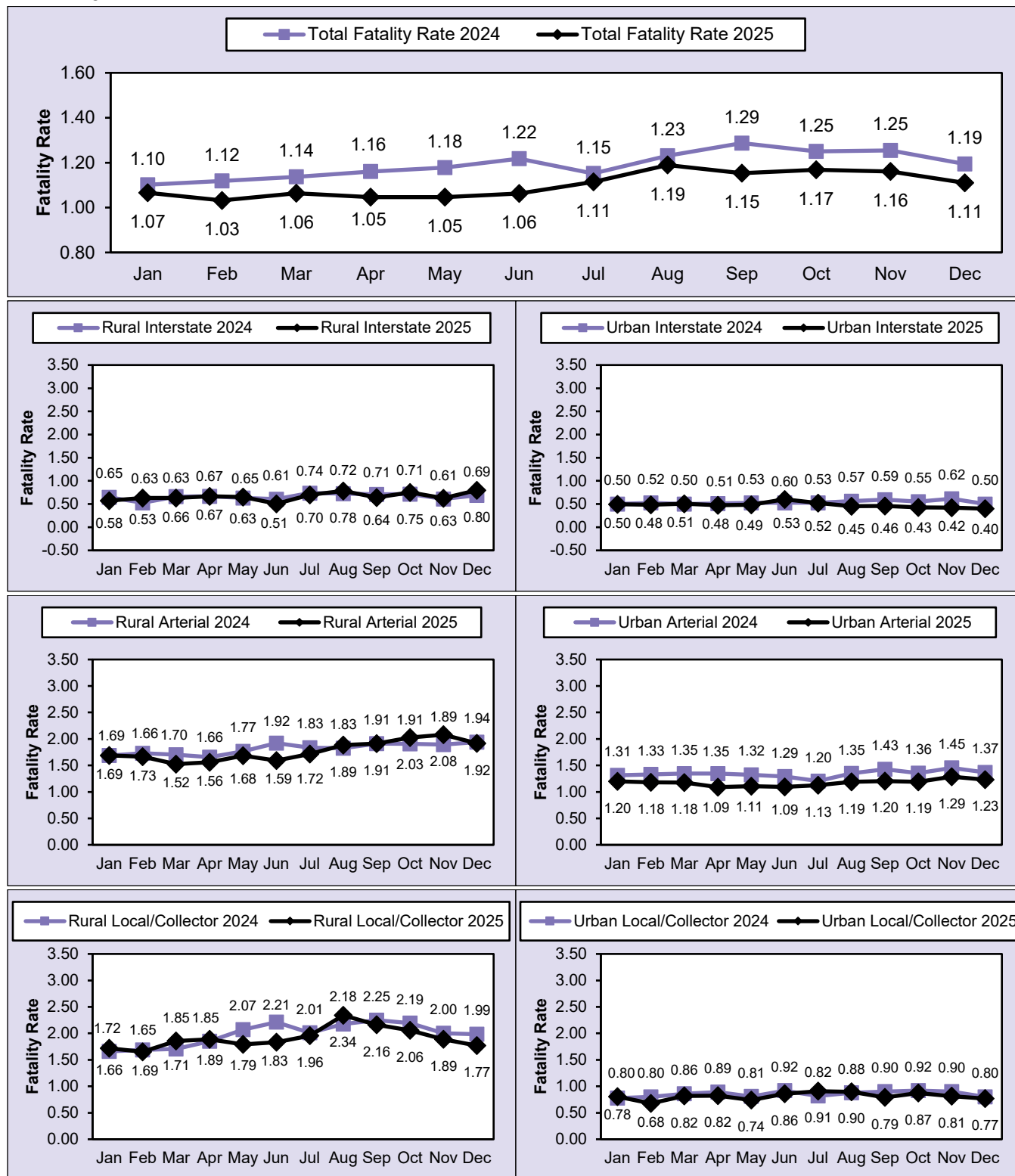


Notes: The text box in the chart contains fatality counts and the percentage change from 2024 to 2025. Unknown cases are proportionally imputed.

Source: 2024 FARS ARF 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 December 2025, as 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 rates per 100 million VMT for 2024 and 2025 are 1.19 and 1.10.

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 FARS ARF and 2025 statistical projections. Federal Highway Administration December 2025 Traffic Volume Trends for 2024 and 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 the factor, the traditional FARS identification and reporting lag issue (e.g., reporting and coding of speeding-related, roadway departure, and rollover crashes). 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 (in other words, replace $F_{Est_{25mr}}$ with the actual data) are available within the next 2 years.

Suggested APA format citation for this report:

National Center for Statistics and Analysis. (2026, July). *Early estimates of motor vehicle traffic fatalities and fatality rate by sub-categories in 2025* (Crash•Stats Brief Statistical Summary. Report No. DOT HS 813 829). National Highway Traffic Safety Administration. <https://doi.org/10.21949/1xef-8147>



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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>.