



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



Traffic Safety Facts

CRASH•STATS

DOT HS 813 710

A Brief Statistical Summary

April 2025

Early Estimate of Motor Vehicle Traffic Fatalities in 2024

Summary

A statistical projection of traffic fatalities for 2024 shows an estimated 39,345 people died in motor vehicle traffic crashes, a decrease of about 3.8 percent compared to the 40,901 fatalities reported to have occurred in 2023, as shown in Table 1. The fourth quarter of 2024 represents the 11th 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 2024 increased by about 32.3 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 2024 decreased to 1.20 fatalities per 100 million VMT, down from the reported rate of 1.26 fatalities per 100 million VMT in 2023. For the NHTSA regional differences, 8 of the 10 regions are estimated to have decreases in fatalities and fatality rate per 100 million VMT in 2024 as compared to 2023. Also, 35 States and Puerto Rico are projected to have decreases in fatalities. The fatality counts for 2023 and 2024 and the ensuing percentage changes from 2023 to 2024 will be further revised as the Fatality Analysis Reporting System (FARS) final file for 2023 and the FARS annual report file (ARF) for 2024 are available next year.

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%]

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

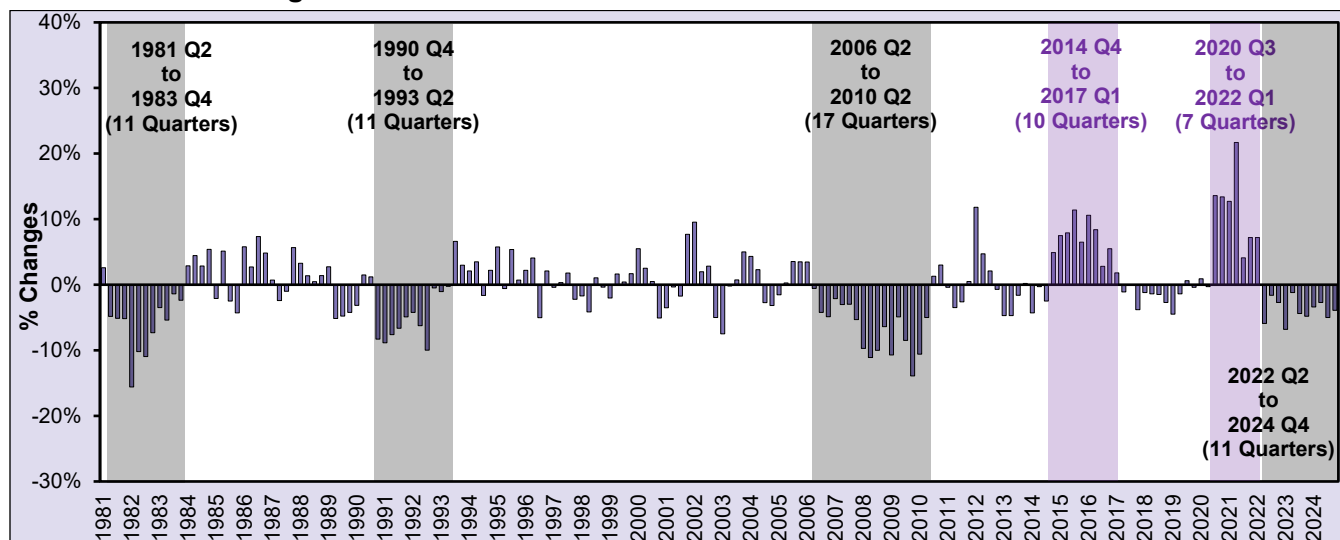
†2024 statistical projections and rates based on these projections.

Sources: Fatalities: 2013–2022 FARS Final File, 2023 FARS ARF.

VMT: FHWA December 2024 Traffic Volume Trends (TVT) for 2023 and 2024 VMT.

Figure 1 shows the historical trend of the percentage changes every quarter from the same quarter in the previous year, going back to 1981 (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. As shown in the rightmost shading in the chart, the fourth quarter of 2024 represents the 11th 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 statistical projections.

The quarterly projections of fatalities, fatality rates, and VMT are further split into monthly estimates for 2023 and 2024, as shown in Table 2. In 2024 both fatalities and the fatality rate per 100 million VMT show decreases in all months from January to December, except in March, compared to the corresponding month in 2023.

Table 2. Fatalities, VMT, Fatality Rate by Month or Quarter in 2024, and the Percentage Changes in Fatalities and VMT From the Corresponding Month or Quarter in 2023

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 2024 and Percentage Change in Fatalities for the Corresponding Month and Quarter From 2023																
2023†	3,024	2,860	3,014	8,898	3,344	3,540	3,486	10,370	3,694	3,738	3,694	11,126	3,787	3,316	3,404	10,507
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
	-9.6%	-4.7%	4.0%	-3.4%	-4.8%	-2.5%	-1.0%	-2.7%	-8.8%	-2.4%	-4.0%	-5.0%	-4.3%	-0.2%	-7.0%	-3.9%
Fatality Rate per 100 Million VMT/VMT (in Billion) and Percentage Changes in VMT																
2023†	1.22	1.21	1.10	1.17	1.25	1.23	1.23	1.23	1.28	1.29	1.35	1.31	1.35	1.27	1.32	1.31
	248.7	236.2	272.8	757.7	267.3	288.7	284.1	840.1	287.6	288.8	273.1	849.5	280.5	260.3	258.7	799.5
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	283.0	848.7	291.0	292.1	272.9	856.0	288.2	261.1	263.0	812.3
	-0.9%	2.0%	0.7%	0.6%	2.2%	1.3%	-0.4%	1.0%	1.2%	1.1%	-0.1%	0.8%	2.7%	0.3%	1.7%	1.6%

† 2023 FARS ARF and 2024 statistical projections and rates based on these projections.

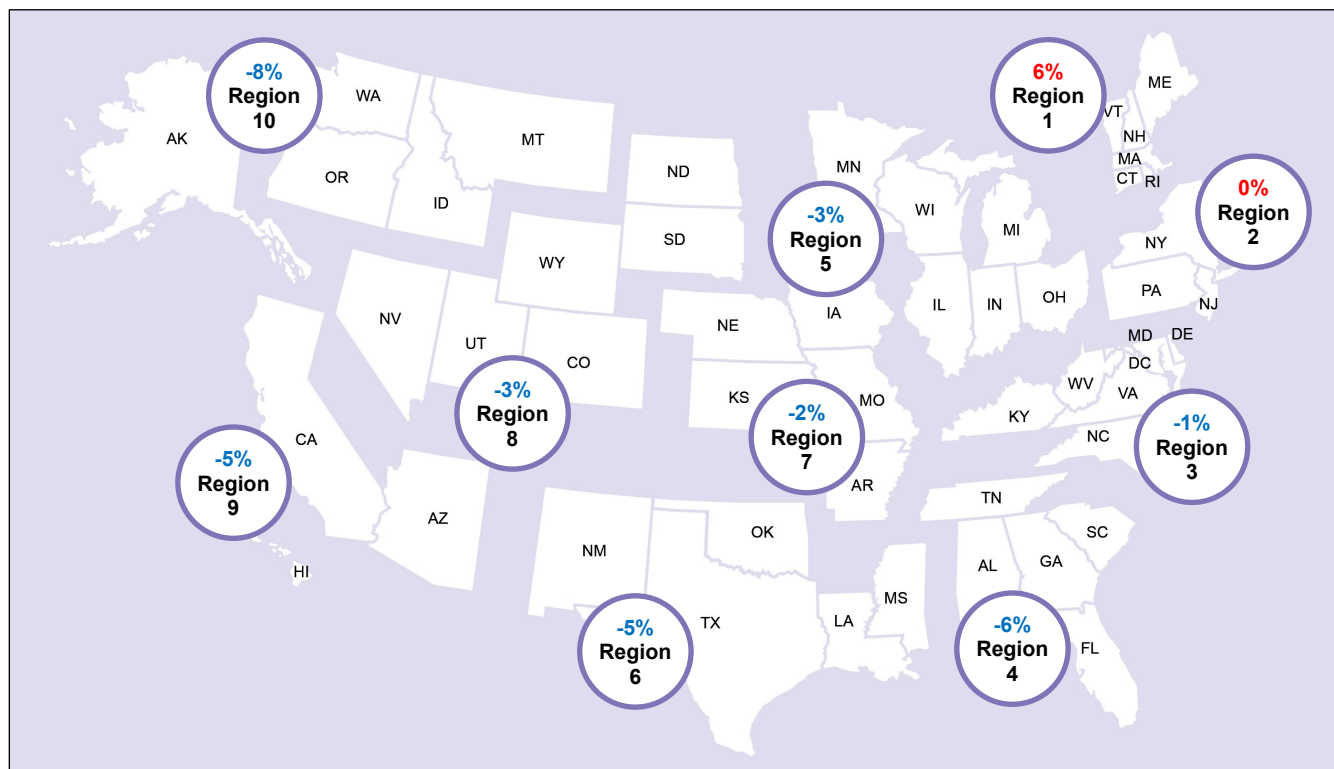
*2024 was a leap year (i.e., February 29, 2024, was a leap day).

Sources: VMT: FHWA December 2024 TVT for 2023 and 2024 VMT.

Regional Differences

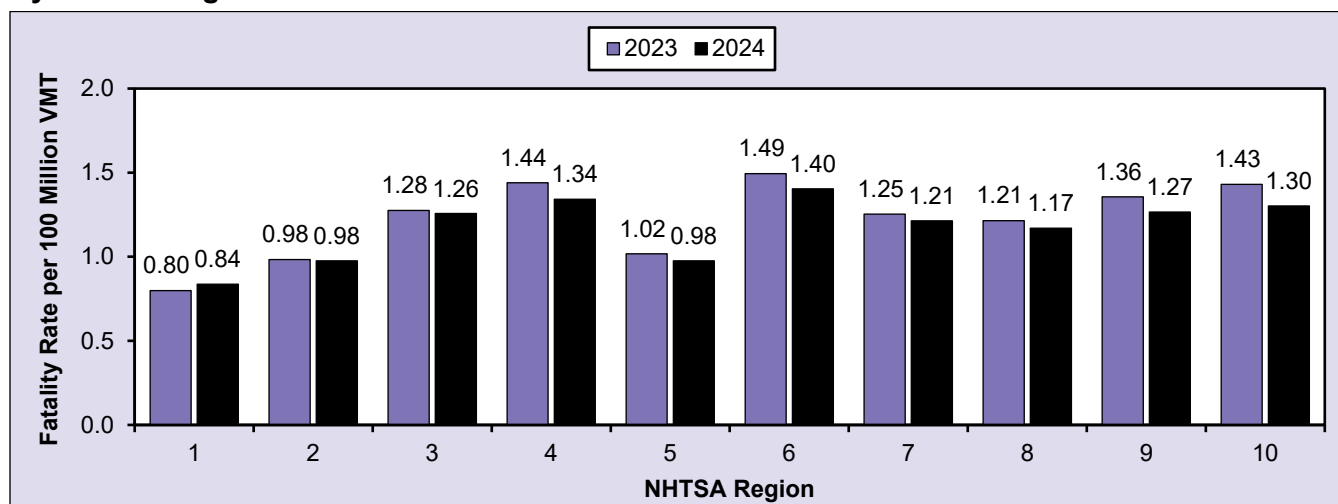
The statistical procedures used in these projections were generated for each NHTSA administrative region and were collated to create the national estimate. This allows for the comparison of regional estimates in 2024 with the reported 2023 counts. As of 2024, Connecticut was moved from Region 2 to Region 1. In order to directly compare 2024 to 2023, estimates for Figures 2 and 3 were computed having Connecticut as part of Region 1 for both 2023 and 2024. Figure 2 shows the percentage changes in estimated fatalities in 2024 from the reported fatalities in 2023 by NHTSA region; 8 of the 10 regions experienced decreases. Figure 3 shows the comparison of the estimated fatality rate per 100 million VMT in 2024 with the reported fatality rate per 100 million VMT in 2023, by NHTSA region; 8 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 final file for 2023 and the annual report file for 2024 are available next year.

Figure 2. Percentage Changes in Estimated Fatalities in 2024 From Reported 2023 Fatality Counts, by NHTSA Region



Sources: 2023 FARS ARF and 2024 statistical projections. Puerto Rico is not included in Region 2.

Figure 3. Comparison of Estimated Fatality Rates in 2024 With Reported Fatality Rates in 2023, By NHTSA Region



Source: FHWA December 2024 TVT for 2023 and 2024 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 2024 with the reported fatality counts in 2023 and the percentage change in 2024 from 2023; 35 States and Puerto Rico are

projected to have experienced decreases in fatalities in 2024 compared to 2023, while 14 States and the District of Columbia are projected to have had increases in fatalities and the Utah remained unchanged. Also, the estimates of the fatality rates per 100 million VMT by State in 2023 and 2024 are presented in Table 3 of this report. These estimates by State shown in Table 3 are subject to change slightly as the FARS final file for 2023 and the annual report file for 2024 are reported, and as FHWA finalizes the State VMT estimates for 2023 and 2024.

Table 3. Estimated Fatalities in 2024, and the Percentage Changes in Estimated Fatalities From The Reported Fatalities in 2023, by State. The States' Estimates of the Fatality Rate per 100 VMT In 2023 and 2024 Are Also Shown.

State	Fatalities			Fatality Rate		State	Fatalities			Fatality Rate	
	2023	2024	Percent Change	2023	2024		2023	2024	Percent Change	2023	2024
Alabama	974	976	+0.2%	1.35	1.35	Nebraska	227	250	+10.1%	1.06	1.14
Alaska	60	70	+16.7%	1.08	1.24	Nevada	389	420	+8.0%	1.40	1.49
Arizona	1,304	1,250	-4.1%	1.69	1.59	New Hampshire	130	135	+3.8%	0.96	0.99
Arkansas	596	606	+1.7%	1.52	1.53	New Jersey	606	695	+14.7%	0.79	0.90
California	4,061	3,807	-6.3%	1.29	1.19	New Mexico	437	400	-8.5%	1.58	1.43
Colorado	720	687	-4.6%	1.31	1.25	New York	1,114	1,105	-0.8%	0.94	0.92
Connecticut	308	330	+7.1%	1.02	1.07	North Carolina	1,561	1,659	+6.3%	1.29	1.37
Delaware	135	127	-5.9%	1.39	1.29	North Dakota	106	90	-15.1%	1.10	0.91
D.C.	44	47	+6.8%	1.25	1.35	Ohio	1,242	1,160	-6.6%	1.10	1.03
Florida	3,396	3,188	-6.1%	1.46	1.36	Oklahoma	718	642	-10.6%	1.58	1.40
Georgia	1,615	1,423	-11.9%	1.25	1.09	Oregon	587	539	-8.2%	1.60	1.46
Hawaii	93	102	+9.7%	0.91	1.00	Pennsylvania	1,211	1,139	-5.9%	1.19	1.11
Idaho	275	240	-12.7%	1.40	1.20	Rhode Island	71	52	-26.8%	0.92	0.66
Illinois	1,241	1,208	-2.7%	1.18	1.14	South Carolina	1,047	1,041	-0.6%	1.73	1.71
Indiana	898	827	-7.9%	0.93	0.85	South Dakota	140	146	+4.3%	1.36	1.41
Iowa	377	358	-5.0%	1.14	1.07	Tennessee	1,323	1,202	-9.1%	1.56	1.41
Kansas	387	342	-11.6%	1.22	1.07	Texas	4,291	4,162	-3.0%	1.44	1.37
Kentucky	814	714	-12.3%	1.65	1.45	Utah	280	280	0.0%	0.81	0.79
Louisiana	811	746	-8.0%	1.43	1.31	Vermont	69	59	-14.5%	0.95	0.81
Maine	135	179	+32.6%	0.90	1.18	Virginia	913	910	-0.3%	1.08	1.07
Maryland	621	579	-6.8%	1.09	1.02	Washington	810	730	-9.9%	1.35	1.21
Massachusetts	343	368	+7.3%	0.59	0.62	West Virginia	260	255	-1.9%	1.65	1.61
Michigan	1,094	1,047	-4.3%	1.13	1.07	Wisconsin	583	575	-1.4%	0.86	0.84
Minnesota	409	478	+16.9%	0.70	0.80	Wyoming	144	107	-25.7%	1.53	1.12
Mississippi	732	723	-1.2%	1.82	1.79	U.S. Total*	40,901	39,345	-3.8%	1.26	1.20
Missouri	991	965	-2.6%	1.24	1.20	Puerto Rico	307	288	-6.2%	—	—
Montana	208	205	-1.4%	1.50	1.47						

*Puerto Rico is not included.

Sources: 2023 FARS ARF and 2024 statistical projections.

VMT: FHWA December 2024 TVT for 2023 and 2024 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, plus all quarters of 2024, have experienced 11 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, plus all quarters of 2024, also experienced 11 consecutive quarterly decline in fatality rate per 100 million VMT. NHTSA is continuing to gather and finalize data on crash fatalities for 2023 using information from police crash reports and other sources. The FARS Final File for 2023 as well as the Annual Report File for 2024 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 December 2024 are used. MFCs are reported midmonth for all prior months of the year. To estimate the traffic fatality counts for 2024, 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 2024 is the same as NHTSA used to project the motor vehicle traffic fatalities for the first 9 months of 2024 (*Early Estimates of Motor Vehicle Traffic Fatalities for the First 9 Months (January–September) of 2024*, Report No. DOT HS 813 670).

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