

2026 Permian Basin Oilfield & Commercial-Truck Crash Report

Original analysis of 2024–2025 TxDOT commercial-motor-vehicle crash data across a defined 13-county West Texas study area.

1,772 2025 CMV-involved crashes	–0.6% change from 2024	39 2025 fatalities	104 2025 suspected serious injuries
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Key findings

The 13-county study area recorded 1,772 CMV-involved crashes in 2025, ten fewer than the 1,782 recorded in 2024. Midland County had the largest raw total with 536 crashes, followed by Ector County with 379.

Fatalities declined from 56 in 2024 to 39 in 2025, while suspected serious injuries increased from 96 to 104. Annual changes do not establish causation or a long-term trend.

County data

County	2024 crashes	2025 crashes	Change	% change	Fatal crashes	Fatalities	Serious-injury crashes	Serious injuries
Midland	507	536	+29	5.7%	11	11	15	19
Ector	389	379	-10	-2.6%	9	9	11	13
Reeves	197	167	-30	-15.2%	3	3	8	11
Martin	123	118	-5	-4.1%	4	4	12	12
Howard	103	104	+1	1.0%	0	0	5	5
Ward	93	94	+1	1.1%	2	3	8	10
Andrews	62	91	+29	46.8%	1	1	12	13
Pecos	70	82	+12	17.1%	3	3	3	4
Winkler	101	68	-33	-32.7%	2	2	2	4
Glasscock	23	39	+16	69.6%	1	1	4	5

County	2024 crashes	2025 crashes	Change	% change	Fatal crashes	Fatalities	Serious-injury crashes	Serious injuries
Upton	35	36	+1	2.9%	0	0	2	2
Loving	44	32	-12	-27.3%	1	1	1	2
Crane	35	26	-9	-25.7%	1	1	3	4
13-county total	1,782	1,772	-10	-0.6%	38	39	86	104

Methodology and limitations

Texas Settlement Calculator transcribed the county values from the Texas Department of Transportation's 2024 and 2025 Commercial Motor Vehicle (CMV) Involved Crashes and Injuries by County reports. Totals and percentage changes were calculated from those county rows.

The study area includes Andrews, Crane, Ector, Glasscock, Howard, Loving, Martin, Midland, Pecos, Reeves, Upton, Ward and Winkler counties. This is a transparent editorial study area, not an official TxDOT regional boundary, and it is narrower than some governmental, geological or economic definitions of the Permian Basin.

These are raw reported crash counts, not rates. They are not adjusted for population, vehicle miles traveled, commercial-vehicle exposure, oil production, enforcement, reporting practices or roadway mileage. A CMV-involved crash is not necessarily an 18-wheeler or oilfield crash. The data do not establish causation, fault, damages, insurance coverage or the value of an individual claim.

Sources

TxDOT 2025 Commercial Motor Vehicle (CMV) Involved Crashes and Injuries by County: <https://www.txdot.gov/content/dam/docs/division/trf/crash-records/2025/2025-cmv-involved-crashes-injuries-county.pdf>

TxDOT 2024 Commercial Motor Vehicle (CMV) Involved Crashes and Injuries by County: <https://www.txdot.gov/content/dam/docs/division/trf/crash-records/2024/30.pdf>

TxDOT states that the 2025 report reflects reportable Texas Peace Officer crash reports received and processed as of April 7, 2026. TxDOT administrative data may be revised.

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