

Rural Texas Counties 2.3 Times Deadlier for Truck Crashes Than Major Metros, New Analysis Finds

Study of 39,393 commercial vehicle crashes across Texas shows Harris County leads the state in crashes while smaller counties account for majority of deaths.

HOUSTON, TX, UNITED STATES, August 11, 2026 /EINPresswire.com/ -- A new county-level analysis of Texas Department of Transportation crash records finds that commercial vehicle crashes concentrate in the state's largest cities but prove far deadlier on rural highways.

The study examined all 39,393 commercial motor vehicle crashes reported across Texas in calendar year 2024. Those crashes produced 546 fatal collisions, 608 deaths, and 1,601 suspected serious injuries.

Harris County recorded 6,313 commercial vehicle crashes, more than any other county in Texas and 16 percent of the statewide total. That works out to one truck or bus crash every 83 minutes.

The fatality pattern runs the other direction. The five largest metro counties, Harris, Dallas, Bexar, Tarrant, and Travis, absorbed 38.6 percent of all commercial vehicle crashes but only 21.4 percent of the fatal ones and 19.7 percent of the deaths. Measured per 100 crashes, the rest of Texas was 2.3 times deadlier.

Frio County ranked as the deadliest county in the state per crash, with 10.71 fatal crashes per 100 commercial vehicle crashes among counties reporting at least 50. The Texas average is 1.39. Harris County recorded 0.65.

The gap runs counter to how most drivers judge risk. Urban truck crashes cluster in congested, low-speed traffic. Rural crashes happen at highway speed on undivided two-lane roads, often far from a trauma center. The crash file records where collisions happened and how badly people were hurt, not why, so the analysis presents those factors as likely contributors rather than proven causes.

The pattern holds inside the Houston region. Liberty County recorded 2.19 fatal crashes per 100 and Brazoria County 1.77, against 0.65 in Harris County. A commercial vehicle crash in Liberty County was more than three times as likely to be fatal as one in Harris.

The analysis also flags an evidence problem. Federal rules require motor carriers to keep driver duty records, dispatch records, and electronic logging device data for only six months from receipt under 49 CFR 395.8(k)(1). Driver vehicle inspection reports carry a three-month floor under 49 CFR 396.11(c)(2).

Those clocks start on the day of the crash, a period injured families typically spend in hospitals rather than consulting lawyers. Preservation demands sent early are what keep the records available.

Figures come from the Texas Department of Transportation Crash Records Information System, which compiles reports filed by law enforcement on Texas Peace Officer's Crash Report form CR-3. TxDOT defines a commercial motor vehicle as one weighing 10,000 pounds or more, transporting hazardous material, or having a capacity of nine or more. The dataset covers calendar year 2024, the most recent annual summary TxDOT has published, and reflects reports processed as of April 9, 2025. County rankings by fatality rate exclude counties reporting fewer than 50 commercial vehicle crashes. Federal Motor Carrier Safety Administration figures for Texas use different reporting criteria and do not match these totals.

The [full study](#), including rankings and a free downloadable dataset covering all 254 counties, is available at <https://texastruckaccidentlawyer.com/texas-truck-accident-statistics-by-county>

About [Texas Truck Accident Lawyer](#)

Texas Truck Accident Lawyer represents people injured in commercial vehicle collisions across Texas. The firm is led by Andrew "Sgt. Pike" Piekalkiewicz, a decorated Army Green Beret and trial lawyer with more than 30 years of experience and over \$750 million recovered for Texans. The firm is based in Houston and publishes original analysis of state crash data.

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