

MassDOT CY26 Safety Performance Measure Targets (PM1)

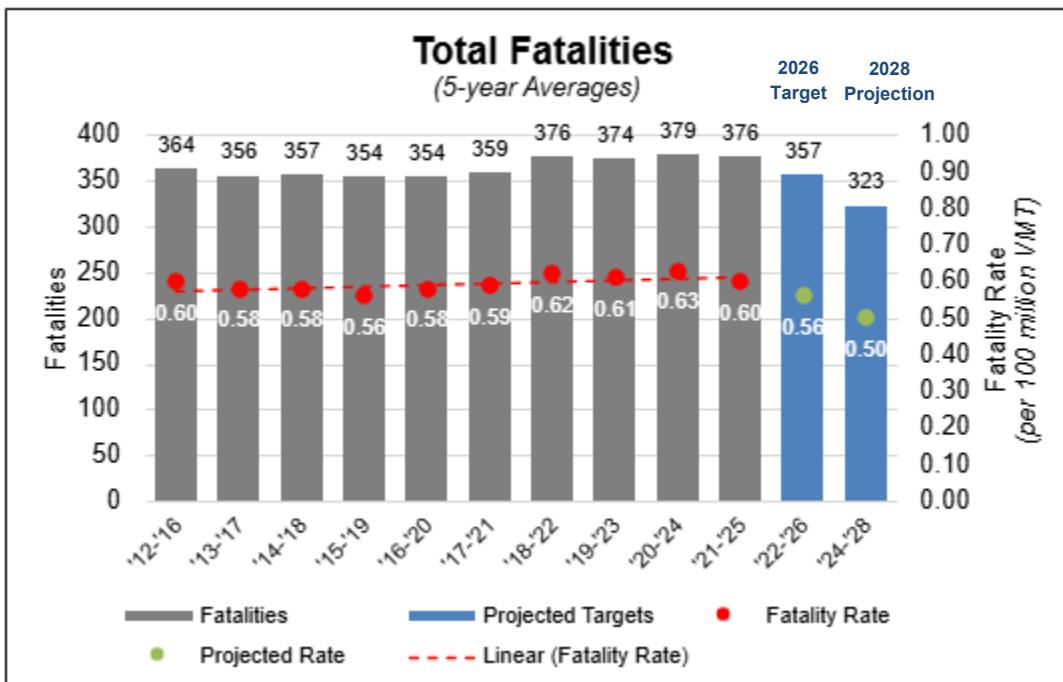
Total Fatalities: Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2026 5-year rolling average (2022-2026) target setting process began with a trend line projection based on the most recent available data. Due to the lingering impacts of pandemic-related driving conditions in 2021 and 2022, roadway fatalities were increasing relative to previous years. However, in Massachusetts this trend finally reversed in 2023, before a slight increase again in 2024.

To estimate 2025 fatalities, MassDOT compared 2015-2024 year-to-date fatalities the data available at the time of target setting in July 2025. On average, 46% of annual fatalities occurred between January 1 – July 1 of each year. Therefore, to estimate 2025 fatalities MassDOT divided the number of fatalities in 2025 to date by 46%. A 3% annual reduction in fatalities was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 357, the target adopted by MassDOT. In addition, similar to last year, MassDOT also developed a 2024-2028 projection to forecast current trends further into the future. If this 3% decrease in annual fatalities continues, MassDOT projects the 2024-2028 5-year average to be 323.

As always, although numeric targets have been established following federal guidelines, MassDOT's overarching goal is zero deaths and this goal will be pursued by implementing strategies from the [Strategic Highway Safety Plan](#) (SHSP) and [Vulnerable Road User Safety Assessment](#), both of which were updated and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries.

Fatality Rate: The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. However, VMT in Massachusetts is returning to pre-pandemic levels and annual projections for 2025 are nearly in line with 2019. Consequently, the 5-year average fatality rate target is 0.56 fatalities per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 0.50 fatalities per 100 million VMT for 2024-2028.

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Note: All data as of July 30, 2025

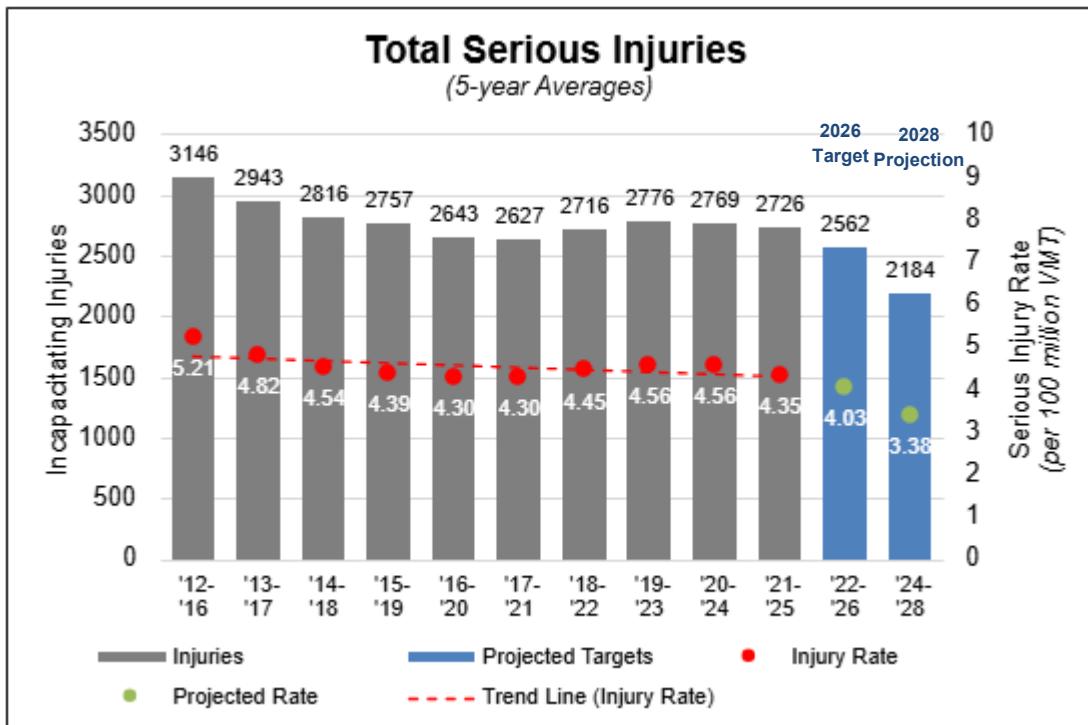
Total Serious Injuries: The target setting process began with a trend line projection based on the most recent available data. The 2022-2024 serious injury data were not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

Due to the lingering impacts of pandemic-related driving conditions in 2021 and 2022, serious injuries increased relative to previous years. However, in Massachusetts this trend finally reversed in 2023, and in 2024, serious injuries continued to decrease, but not quite to pre-pandemic levels. To estimate 2025 serious injuries, MassDOT compared year-to-date serious injuries from 2015-2024 to the data available at the time of target setting in July 2025. 2025 serious injuries to date were divided by 46%, the average of serious injuries that occur between January 1 – July 1 each year. A 3% annual reduction in serious injuries was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 2,562, the target adopted by MassDOT. If this 3% annual decrease continues, the 2024-2028 5-year average of serious injuries will be 2,184.

Serious Injuries Rate: The serious injury rate represents five-year average serious injuries divided by five-year average VMTs. Similar to the fatality rate, the rate of serious injuries is trending toward pre-pandemic levels, with estimates for VMTs in 2025 approaching 2019 levels. Following the same methods to derive the 5-year average fatality rate, the 5-year average serious injuries rate is estimated to be 4.03 serious

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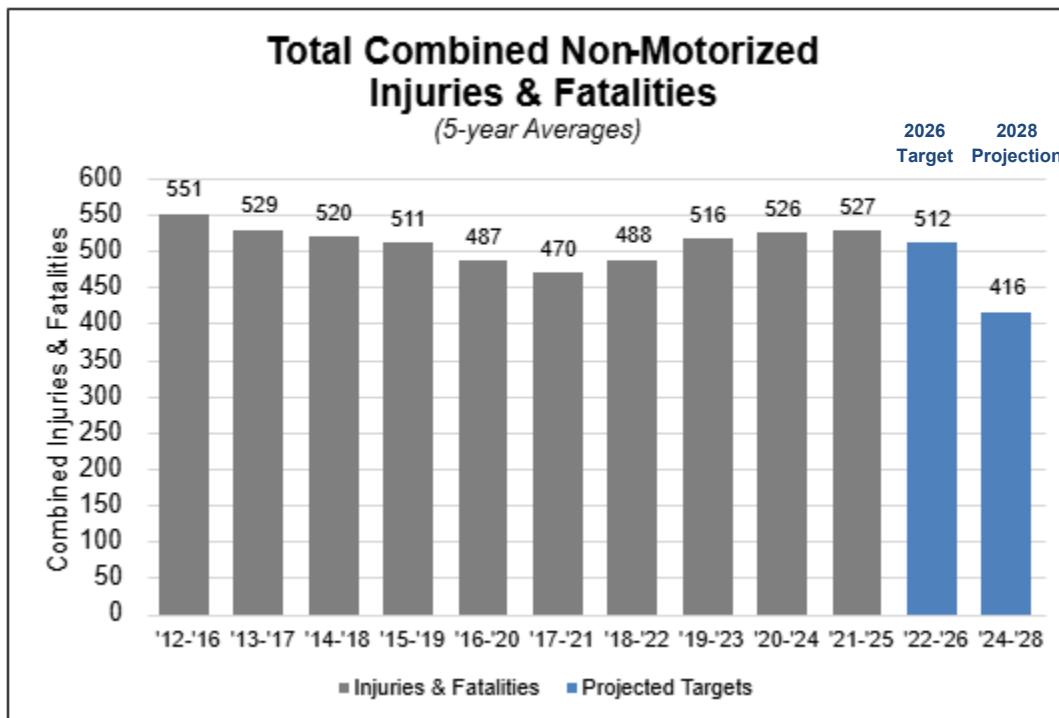
injuries per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 3.38 serious injuries per 100 million VMT for 2024-2028.



Note: All data as of July 30, 2025

Total Number of Non-Motorized Fatalities and Serious Injuries: As with all the other target setting measures, FHWA's guidance is to start with a trend line forecast and then consider external factors and planned implementation in order to set targets. The number of non-motorized fatalities and serious injuries has fluctuated greatly in recent years. Non-motorist fatalities, specifically, increased through 2022 before decreasing in 2023, increasing in 2024, and decreasing in 2025. Non-motorist serious injuries appear to have peaked in 2023 and show signs of decreasing in 2024 and 2025. On average, 45% of annual non-motorist fatalities and serious injuries occur between January 1 – July 1. Therefore, to estimate 2025 non-motorist fatalities and serious injuries, MassDOT divided the number to date by 45%. Based on the state's increased work and emphasis to protect vulnerable road users, a 5% annual reduction in non-motorized fatalities and serious injuries was then estimated for 2026, which brings the 2022-2026 5-year rolling average to 512, the target adopted by MassDOT. If this 5% annual decrease continues, MassDOT projects the 2024-2028 5-year average to be 416.

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Note: *All data as of July 30, 2025

Note: The fatality and serious injury data contained here was developed to align with the data included in MassDOT's annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years.

The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not "goals" but realistic targets considering the events of the last 4+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth's goal.