



Example Reporting Template

EXAMPLE Safety Template

Note that AASHTO recommended measures are assumed for the purposes of this exercise.

States should use a 5-year rolling average to present the performance activities. Thus, a target for YearX represents a 3-5-year projection of the five-year moving average data for YearX. For example, using a 3-year projection, a target for YearX would be established in YearX-3.

Number of Fatalities—Five-year moving average of the count of the number of fatalities on all public roads for a calendar year.

Fatality Rate—Five-year moving average of the Number of Fatalities divided by the Vehicle Miles Traveled (VMT) for a calendar year.

Number of Serious Injuries—Five-year moving average of the count of the number of serious injuries on all public roads for a calendar year.

Serious Injury Rate—Five-year moving average of the Number of Serious Injuries divided by the Vehicle Miles Traveled (VMT) for a calendar year.

Performance Measures*	YearX	
	YearX Performance	YearX Target
Number of fatalities		
Number of serious injuries		
Fatality rate (per HMVMT)		
Serious injury rate (per HMVMT)		
VMT		
State SHSP actions to achieve target		

Application of Special Rules

Consequences are established for fatality rate increases within two targeted categories: drivers and pedestrians over age 65 and high-risk rural roads.

Older Driver

Performance Measures	Year1	Year2	Year3
Fatality rate (per capita)			
Serious injury rate (per capita)			
Fatality and serious injury rate (per capita)			

Rural Road

Performance Measures	Year1	Year2	Year3
Fatality rate (per HMVMT)			

Notes:

- States establish performance targets; may vary by urbanized vs. rural area
- States must submit biennial reports on progress in target achievement (no penalty for failure to meet state- established target)
- States must include annual targets for measures within Strategic Highway Safety Plans
- Failure to meet targets triggers restrictions on use of HSIP funds
- Additional restrictions on use of HSIP funds are triggered by any increase in fatality rate on rural roads
- Implementation of Special Rules will require determination of whether “traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65” has increased “during the most recent 2-year period for which data are available.”