

**Table 1. Draft Freight Planning Performance Measures**

Performance Measure	Goal Areas	Useful for				Policy Areas					
		Government	Carrier	Other Businesses	Public	Economy	Ind. Log. Patterns	Freight Infra.	Commodity/Veh. Flows	Org./ Pub. Policy <sup>b</sup>	Env./ Comm.
Arterial road network accessible to legal freight vehicles	Accessibility	●	●	◐	◐	○	○	●	●		◐
Intermodal facilities with NHS roadway, rail access	Accessibility	●	●	◐	◐	◐	○	●	◐		◐
Major generators within X miles or minutes of interstate, four-lane highway, or intermodal facility	Accessibility	●	●	●	◐	◐	●	●	◐		●
Percent of goods moved with option of more than one modal choice	Accessibility	●	●	●	◐	◐	●	●	◐		◐
Track-miles with 286,000-pound railcar capacity rating <sup>a</sup>	Accessibility	●	◐	◐	◐	○	○	●	◐		◐
Condition rating for NHS intermodal connectors <sup>a</sup>	Accessibility; System Preservation	●	●	◐	●	○	○	●	◐		○
Dollar losses due to freight delays	Economic Development	●	●	●	●	●	○	●	◐		○
Geographic market share	Economic Development	●	●	●	●	●	●	○	◐		○
GRP <sup>a</sup>	Economic Development	●	○	◐	◐	●	○	○	○		○
Value of goods exported annually versus value of goods imported <sup>a</sup>	Economic Development	●	●	●	●	●	◐	○	○		○
Regional truck VMT or TMT per unit of regional economic activity/output	Economic Development; Mobility	●	◐	◐	◐	●	○	◐	◐		◐
Ton-miles per emissions output	Env./Comm.	●	◐	◐	◐	○	◐	◐	◐		●
Ton-miles per gallon of fuel	Env./Comm.	●	◐	◐	◐	◐	◐	◐	◐		●
Average number of hours with 20% of VMT congested <sup>a</sup>	Mobility	●	◐	◐	◐	○	○	●	◐		○
Delay per ton-mile traveled	Mobility	●	◐	◐	◐	○	○	●	◐		○
Lift capacity (annual volume)	Mobility	◐	●	◐	◐	◐	○	●	◐		○
Mobility index (ton-miles of travel/vehicle miles of travel times average speed)	Mobility	●	◐	◐	◐	○	○	●	◐		○
Mode share (tonnage and value)	Mobility	●	◐	◐	◐	○	◐	◐	◐		◐
Truck VMT or TMT at LOS D or above	Mobility	●	◐	◐	◐	○	○	●	◐		○
Planning Time Index: “worst” time as compared to free-flow travel time <sup>a</sup>	Mobility	●	●	◐	●	○	○	●	●		○
Travel time averages and variations <sup>a</sup>	Mobility	◐	●	◐	◐	○	○	●	●		◐
Tons of commodity undergoing intermodal transfer	Mobility	●	◐	◐	◐	◐	◐	◐	◐		○
Travel time index	Mobility	●	◐	◐	●	○	○	●	◐		○
Vehicle classification by time of day; % trucks offpeak <sup>a</sup>	Mobility	●	◐	◐	◐	○	○	◐	●		○
Vehicle-miles of delay for at-grade crossings <sup>a</sup>	Mobility	●	◐	◐	●	○	○	●	●		○
Exposure (truck AADT and daily trains) factor for rail crossings	Mobility; Safety	●	◐	◐	◐	○	○	●	◐		○
Average crash cost per trip, VMT, or TMT	Safety	●	◐	◐	◐	○	○	◐	○		●
Fatalities or crashes involving large trucks per truck VMT	Safety	●	◐	◐	●	○	○	◐	○		●
Grade crossing accidents/product of million train-miles and trillion vehicle-miles traveled	Safety	●	◐	◐	●	○	○	◐	○		●
Number of heavy truck-related fatalities (three-year average)	Safety	●	◐	◐	●	○	○	◐	○		●
Rail-related fatalities per train-mile	Safety	◐	◐	◐	◐	○	○	◐	○		●
Percentage of truck VMT on roads with pavement worse than X	System Preservation	●	●	◐	◐	○	○	●	◐		○

○ Little or No Relationship   ◐ Some Relationship   ◑ Moderate Relationship   ● Strong Relationship   ● Very Strong Relationship

<sup>a</sup> Measures from CMAP GoTo 2040.

<sup>b</sup> Organization and Public Policy strategies encompass and promote all other strategies, and therefore have no “explicit” performance measures.