

Transportation Connection 2050: North Dakota's Long Range Transportation Plan

Performance Management Appendix

Drafted July 8, 2026

Under the Code of Federal Regulations (CFR), State DOTs are required to present a description of performance measures and targets used to assess the transportation system in their long range transportation plans. These performance measures must support the national goals of the federal transportation system related to bridge and pavement condition, safety, traffic congestion and mobile source emissions, and national freight movement. NDDOT does not report on mobile source emissions since the State does not have any areas that are not in compliance with National Ambient Air Quality Standards (NAAQS) regulations. Transportation Connection 2025-2050 relies on and affirms the targets set in other planning documents to build the foundation for performance management.

NDDOT establishes performance targets for pavement and bridges in its [Transportation Asset Management \(TAM\) Plan](#) to inform decisions for short-term and mid-term investments and to build goals for long-term management. The TAM Plan is being updated in 2026. The information on TAM Plan targets presented in this Appendix will likely be revised as part of this planning update efforts. NDDOT uses its [Public Transportation Agency Safety Plan \(PTASP\)](#) and its [Transit Asset Management \(Transit AM\) Plan](#) to set targets related to transit safety and conditions for transit vehicles, equipment, and facilities, respectively. The PTASP was last updated in 2025, while the Transit AM Plan was updated in 2022. Additional information on safety and truck travel time reliability are reported to the Federal Highway Administration (FHWA) and posted on the [Transportation Performance Management \(TPM\) webpage](#).

Information on required measures and established targets are presented below.

Pavement

Network	Measure	Two-Year Target	Four-Year Target
SHS	IRI	N/A	N/A
Interstates	IRI	N/A	N/A
	% Good	75.6%	75.6%
	% Poor	3%	3%
Non-Interstate NHS	IRI	N/A	N/A
	% Good	58.3%	58.3%
	% Poor	3%	3%

Bridges

Network	Measure	Two-Year Target	Four-Year Target
SHS	Bridge Condition Rating (Total Deck Area)	N/A	n/A
NHS	Bridge Condition Rating (Total Deck Area)	50% Good 10% Poor	50% Good 10% Poor

Transit Condition

Asset Category	Asset Class	Threshold Values	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
Equipment	Non Revenue / Service Automobile	8 years	29%	40%	40%	37%	35%	29%
	Other Rubber Tire Vehicles	8 years	60%	40%	40%	37%	35%	29%
Facilities	Administrative / Maintenance Facilities	3.0 condition rating	0%	0%	0%	0%	0%	0%
	Passenger Facilities	3.0 condition rating	0%	0%	0%	0%	0%	0%
Revenue Vehicles	Bus (BU)	14 years	29%	28%	15%	14%	15%	15%
	Cutaway Van (CU)	10 years	15%	25%	25%	24%	28%	20%
	Minivan (MV)	8 years	11%	20%	25%	28%	25%	24%
	Sports Utility Vehicle (SV)	8 years	50%	50%	40%	47%	35%	40%
	Van (VN)	8 years	36%	35%	42%	40%	35%	24%

Transit Safety

Mode of Transit Service	Fatalities (Total)	Fatalities per 100k VRM	Injuries (Total)	Injuries per 100k VRM	Safety Events (Total)	Safety Events per 100k VRM	System Reliability (VRM / failure event)
Fixed Route Bus	0	0	5 or less	0.2	7 or less	0.28	10,000
ADA Paratransit	0	0	1 or less	0.1	1 or less	0.1	70,000

Highway Safety

Measure	Target
Number of Fatalities	96.0
Number of Serious Injuries	418.3
Fatality Rate (incident per HMVMT)	1.055
Serious Injury Rate (incident per HMVMT)	4.459
Non-Motorized Fatalities and Serious Injuries	33.5

Travel Reliability

Measure	Target
Interstate Highway Reliable Person-Miles Traveled	85.5%
Non-Interstate NHS Reliable Person-Miles Traveled	85.0%
Interstate Highway TTTR Index	2.0