



2015 Tri-State Performance Measures

2015 Annual Report



2015 Tri-State Performance Measures

Table of Contents

Executive summary:..... 2

Tri-State Business Performance Measures 4

 Percent On-Time Delivery 5

 Total Delivery 6

 Estimate vs. Award 7

Tri-State Bridge Condition Performance Measures..... 8

 Bridge Condition Index (BCI) 8

 Bridge Condition Index (BCI) & % Structurally Deficient Deck Area..... 9

 New Tri-State Bridge Performance Measure..... 10

 Tri-State Bridge Performance Measure 11

Tri-State Pavement Condition Performance Measure 12

 Pavement Condition..... 12

Tri-State Sign Performance Measures 15

 Introduction:..... 15

 Vermont Sign Summary 15

 New Hampshire Sign Summary..... 16

 Maine Sign Summary 16

 Sign Performance Measure 17

Tri-State Safety Performance Measure..... 18

APPENDIX A: Tri-State Memorandum Of Understanding 22



2015 Tri-State Performance Measures

Executive summary:

Maine, New Hampshire, and Vermont, hereinafter referred to as “Cooperating States” or “Tri-State,” have a strong working relationship, which has been forged through the continued sharing of information, coordinated material procurement, training exercises, and the cooperative development, implementation, and support of the Managing Assets for Transportation System (MATS).

The Tri-State recognized that performance standards were being discussed on a national scale by the United States Congress (Congress) as early as 2009 for incorporation into future Transportation Bills, by the American Association of State Highway and Transportation Officials (AASHTO), and by Federal Highway Administration (FHWA) for incorporation into respective stewardship agreements. It was also recognized that standard performance measures would benefit the Cooperating States by assisting in communications with each State’s respective stakeholders and customers. For these reasons the Tri-States entered into a Memorandum of Understanding (MOU) in the fall of 2010 (Appendix A) to work together in developing Standard Performance Measures relating to asset conditions, business processes, and safety.

In 2012 the President signed the federal transportation bill entitled Moving Ahead for Progress in the 21st Century (MAP-21). AASHTO has increased emphasis on performance measures within the work plan of the Standing Committee on Performance Management (SCOPM), and FHWA has begun the process of rulemaking per the implementation requirements in MAP-21 regarding performance measures. In 2015 the President signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. With its enactment, State and local governments may now move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. The Tri-State work to date has focused on utilizing standard measures to monitor performance. The close and collaborative monitoring of these measures has identified areas for improvement which have been highlighted in a number of national arenas as examples of how the MAP-21 language can work. These efforts have the three States well positioned to meet the requirements (establish performance targets) of the federal law when it comes into full effect. In addition, future collaboration across the Asset Management spectrum is anticipated as each State begins its process to comply with the new federal requirements.

Previous Annual Tri-State Reports included asset performance measures for bridge and pavement condition, safety and traffic signage, business process performance measures related to



2015 Tri-State Performance Measures

annual bid advertisement, percent on time, annual dollar amount advertised compared to planned, and engineer estimates compared to low bid result beginning in 2010. These efforts have led to improved communications and efforts on issues relevant to all three States. For example, the act of comparing similar measures triggered Tri-State workshops where member states learned from one another on topics such as on time project delivery and highway safety.

This year's report performance measures remain similar to previous years. In years to come Tri-State will continue to consider and evaluate inclusion of other new performance measures in this report, and expand upon other assets and business processes. Without a doubt, and with "no fear," the Tri-State members recognize the value in collaborating and comparing similar performance measures.

A thank you goes out to our varied stakeholders and customers in recognizing the value of this report and for sharing our successes along the way.



2015 Tri-State Performance Measures

Tri-State Business Performance Measures

As agencies of State government, the most important asset we can build and maintain is the trust of the people we serve. Trust in our agencies not only makes projects go easier, it makes legislative and executive funding decisions a more straightforward process. When the public and our partners in industry believe in our ability to deliver on promises, they become stronger advocates for our agencies' goals, plans, and budgets.

That trust is built by *consistently* doing three simple things: say what we intend to do, do it, and when necessary, clearly explain why something wasn't done. In the realm of capital project development, it begins and ends with schedules, budgets, and the quality of our final products. In the fall of 2010, representatives of Maine DOT, New Hampshire DOT, and Vermont AOT agreed to begin tracking some common performance measures in the area of operations and capital project production. It was an outcome of regular Tri-State Meetings among the management staffs of the three agencies.

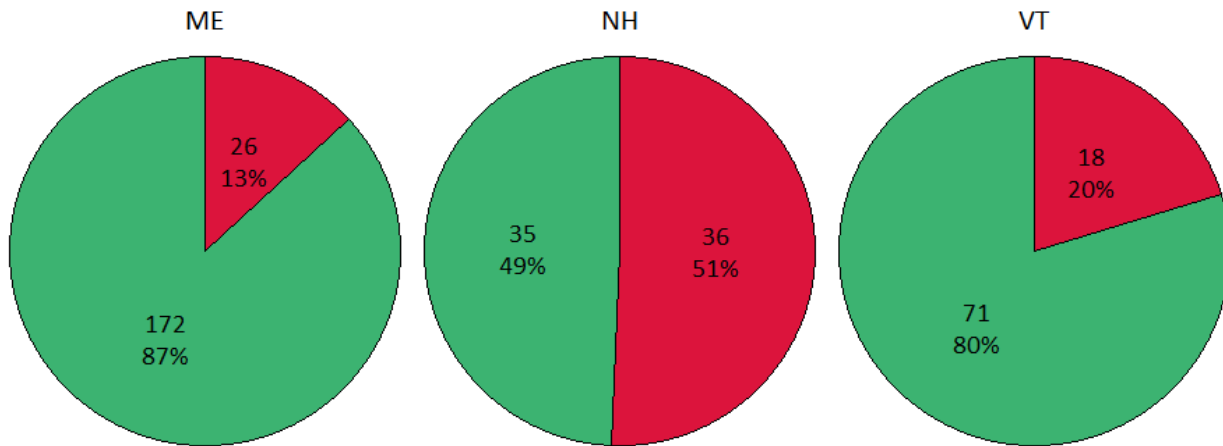


2015 Tri-State Performance Measures

Percent On Time Delivery

Since 2009, Maine DOT has been measuring and reporting on the quality of its project schedules, and their process was used as a framework for the first of the Tri-State measures, Percent On Time Delivery. The basis for measurement is a calendar year Construction Advertisement Plan (CAP), published at or before the first of the year. The CAP includes all projects developed for advertisement by each agency's in-house staff. Because it extends across an entire year, the standard for "On Time" is advertisement within 30 days of the CAP date. The reports are issued quarterly. The green portion of the pie charts seen below represents the On Time percentage, by number of projects, at the time of the report. The schedule status for the remainder of the year (zeroes on this 4th Quarter example), and the projected year-end results are contained in the table beneath the pie charts.

Percentage Advertised On Time: 2015 Qtr 4 Results



State	Year-to-Date			Rest of Year			Projected Year End		
	On Time	Delayed or Removed	% On Time	On Time	Delayed or Removed	% On Time	On Time	Delayed or Removed	% On Time
ME	172	26	87%	0	0	0	172	26	87%
NH	35	36	49%	0	0	0	35	36	49%
VT	71	18	80%	0	0	0	71	18	80%



2015 Tri-State Performance Measures

Total Delivery

The second measure reflects two aspects of program management: The accuracy of cost estimates in the original CAP (previously described), and the volume of work added to our programs in an ad hoc manner. At the time of reporting, this measure compares the Construction Value advertised-to-date plus the Construction Value for projects added to the schedule after CAP publication, with the originally-estimated value of the projects included in the CAP. Construction Value refers only to the actual or estimated contract award amount for each project. It does not include Preliminary Engineering (PE), Construction Engineering (CE), or Right of Way costs.

**Total Construction Value Delivered: 2015 Qtr 4 Results
(All Dollars in Millions)**

State	Advertised to Date	Remainder of Calendar Year	Projected for Year	Construction Value of CAP	Percent of CAP
ME	\$226.72	\$0	\$226.72	\$259.70	87%
NH	\$186.73	\$0	\$186.72	\$218.87	85%
VT	\$174.78	\$0	\$174.78	\$238.82	73%



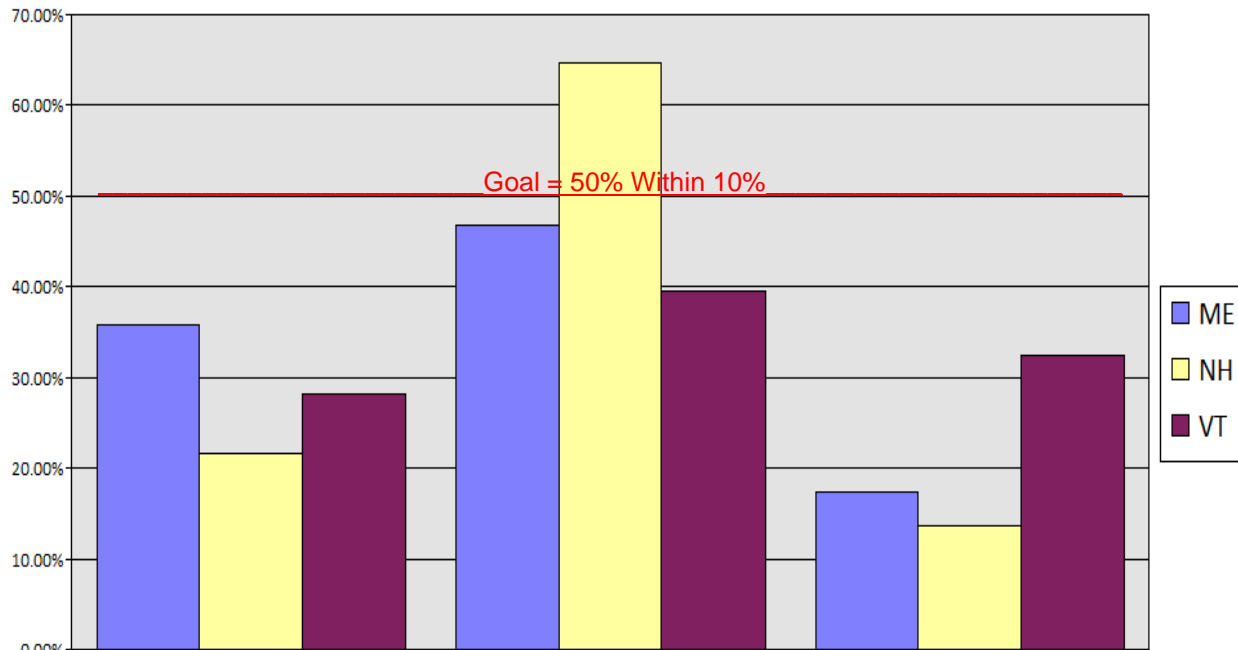
2015 Tri-State Performance Measures

Estimate vs. Award

This measure is an assessment of our agencies' ability to accurately anticipate construction costs. Accurate cost estimation allows us to plan sufficient work to fully utilize the resources available, without the need to drop projects from the schedule as limited resources are used up. The goal for this measure is to have at least 50% of our project's estimates come in within 10% of the low bid at the time of letting.

At each quarter, it reflects the results for all projects awarded up to that time. Unlike the first two measures, this one is not tied directly to the CAP. At each quarter, it will reflect the results for the year-to-date.

Cost Estimate vs. Award Amount: 2015 Results



Project	10% or more over Award			Within 10% of Award			10% or more under Award		
#	62	11	20	81	33	28	30	7	23
%	36	22	28	47	65	39	17	14	32



2015 Tri-State Performance Measures

Tri-State Bridge Condition Performance Measures

Historically the “health” of the national network of bridges has been measured and compared amongst states utilizing Structural Deficiency as a tally of bridges and as a percentage of population. It is recognized that this measure as an indicator, only focuses on the population of bridges in the poor to critical condition. As such the Tri-State partnership created the Bridge Condition Index (BCI). The BCI not only captures the overall range of condition ratings, it also weights the condition by the size of the bridges. In this manner the network-wide BCI provides owners a better means to track the general health of their population of bridge assets utilizing data that has been collected similarly for over two decades.

The performance measures that the Tri-State use are:

- Bridge Condition Index (BCI)
- % Structurally Deficient by Deck Area

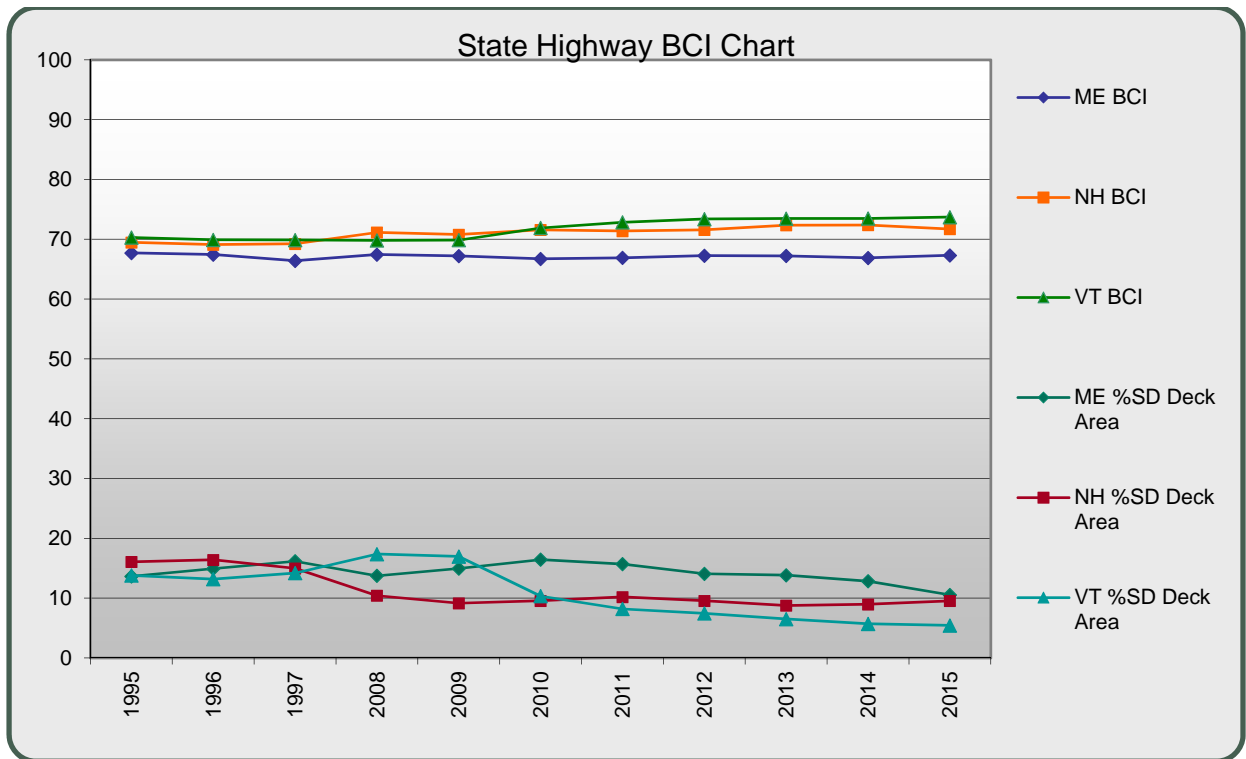
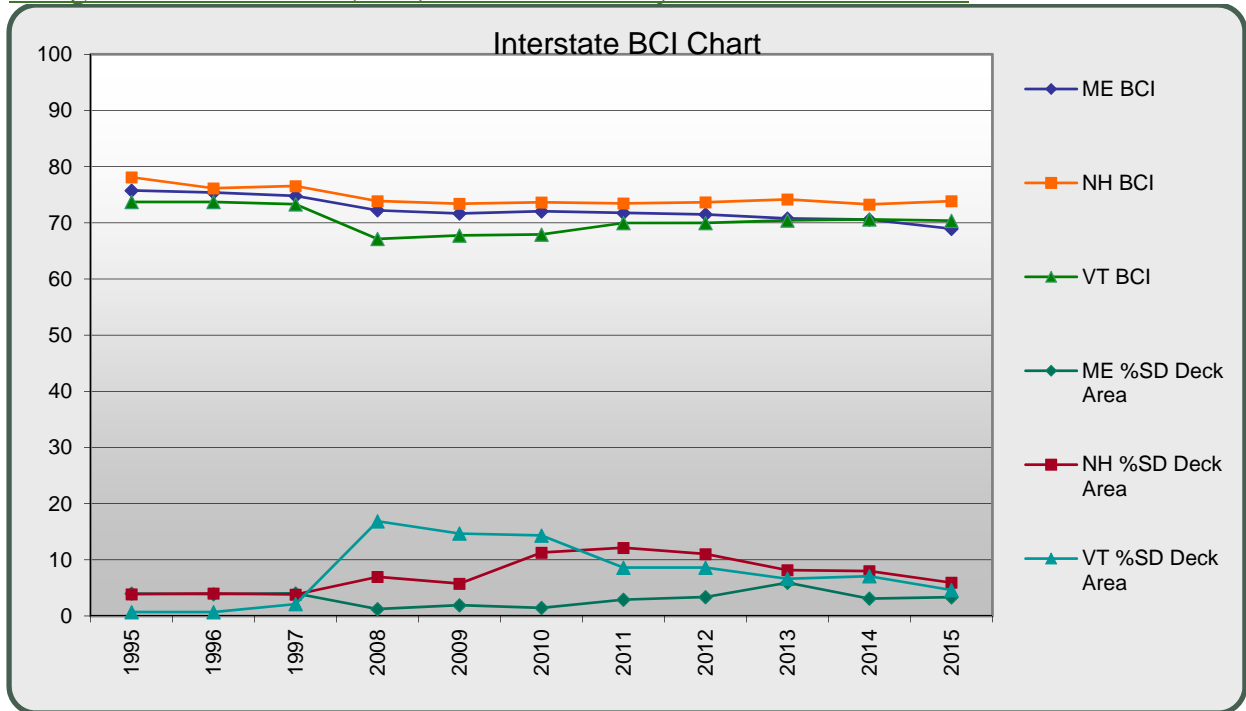
Bridge Condition Index (BCI)

- $BCI = \text{Inventory Sum of (Individual Bridge Substructure Condition Rating*Individual Bridge Number of Spans)} / (\text{Total Number of Spans in Inventory}) *50;$
- $+ \text{Inventory Sum of (Individual Bridge Superstructure Condition Rating*Individual Bridge Overall Span Length)} / (\text{Total Span Length in Inventory}) *30 \text{ and};$
- $+ \text{Inventory Sum of (Individual Bridge Deck Condition Rating*Individual Bridge Deck Area)} / (\text{Total Deck Area in Inventory}) *20$

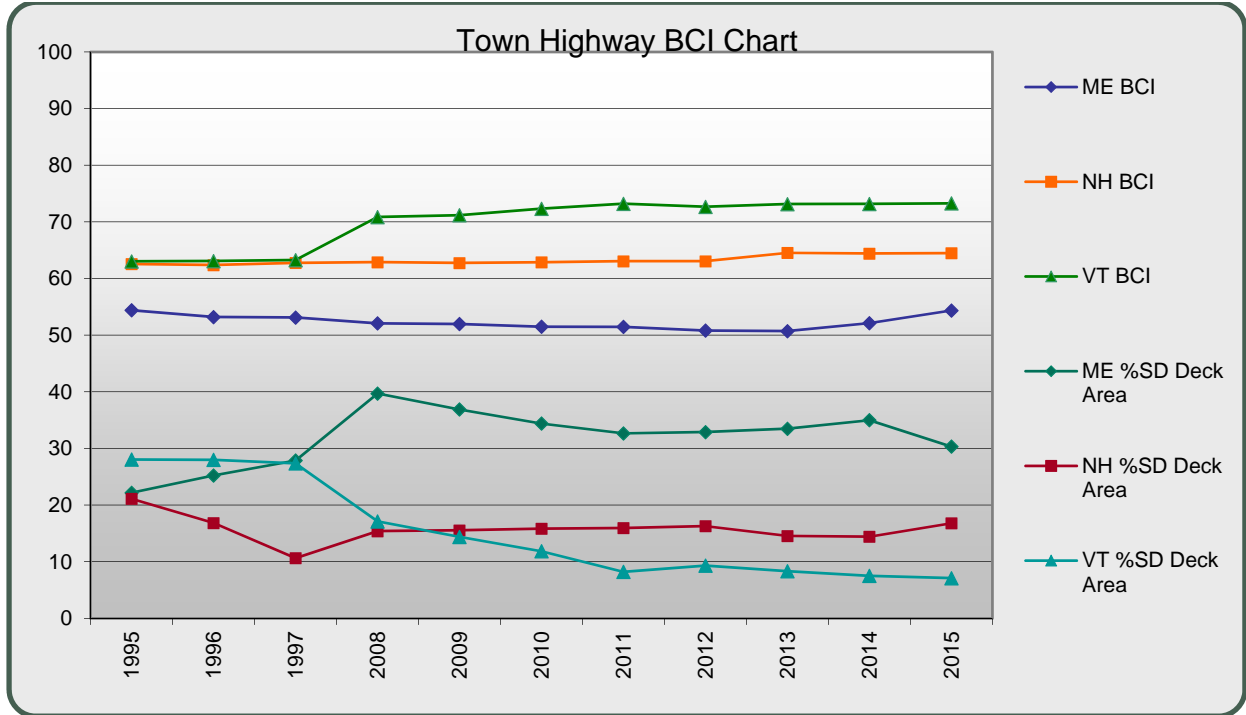


2015 Tri-State Performance Measures

Bridge Condition Index (BCI) & % Structurally Deficient Deck Area



2015 Tri-State Performance Measures



New Tri-State Bridge Performance Measure

AASHTO Subcommittee on Bridges and Structures (SCOBS) task force is in general concurrence with AASHTO’s Subcommittee on Performance Measures (SCOPM) with the following refinements and modifications:

“The second measure should reinforce an asset management approach and show bridge preservation and replacement needs. Instead of using the terms Good, Fair, and Poor, the task force recommends the following work category descriptors: Cyclic Maintenance (CM), Preventative Maintenance (PM), and Rehabilitation and Replacement (R&R).”

The needs based categories are aligned with the NBI bridge condition ratings. These categories are indicated as;

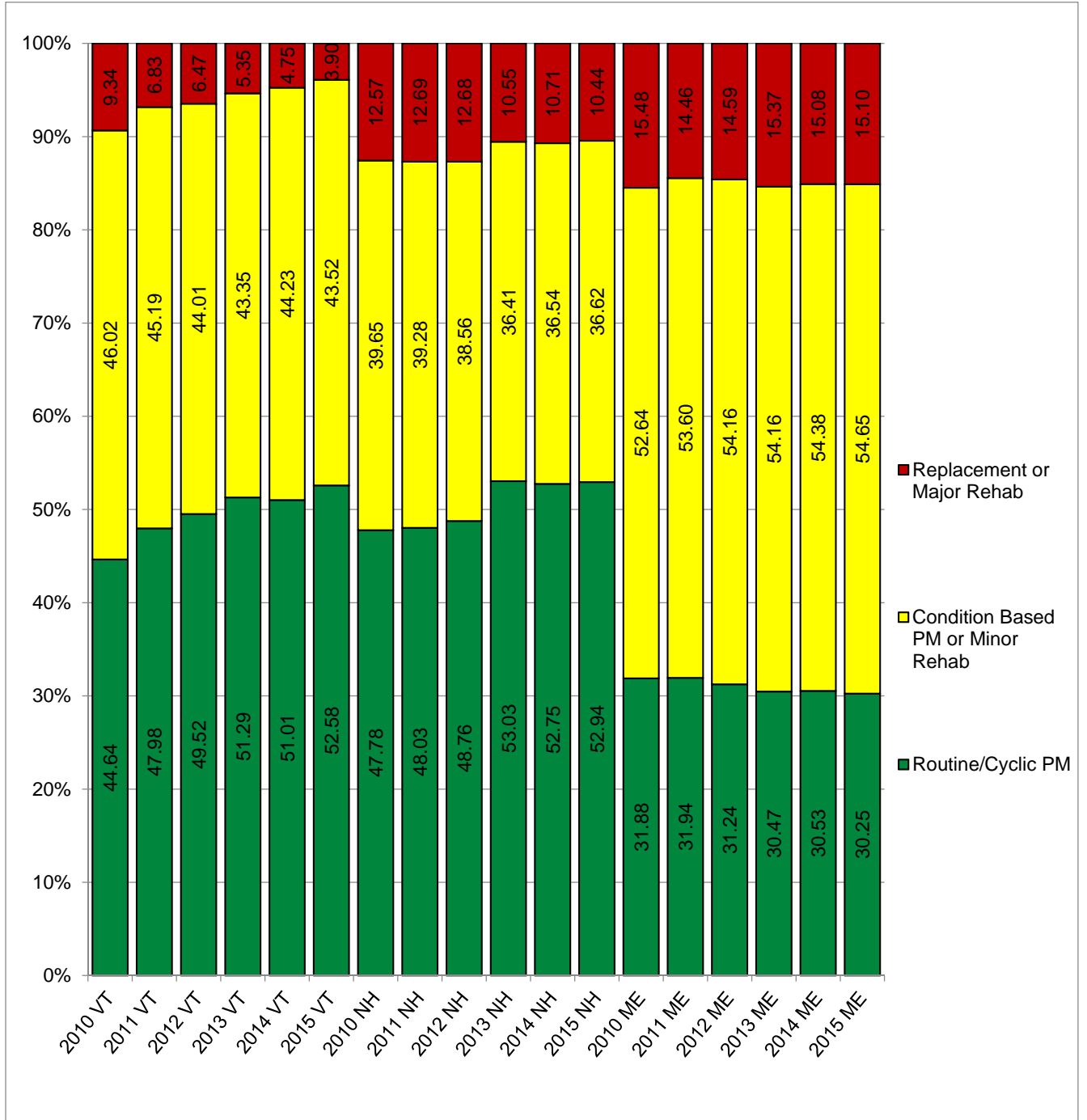
- Cyclic Maintenance Needs (includes routine maintenance) = NBI 7-9.
- Preventative Maintenance Needs (includes minor rehab) = NBI 5-6.
- Replacement or Rehab Needs (includes major rehab) = NBI 0-4.



2015 Tri-State Performance Measures

Tri-State Bridge Performance Measure

April 2010—April 2015 Bridge Conditions All Roadway Bridges





2015 Tri-State Performance Measures

Tri-State Pavement Condition Performance Measure

Pavement Condition

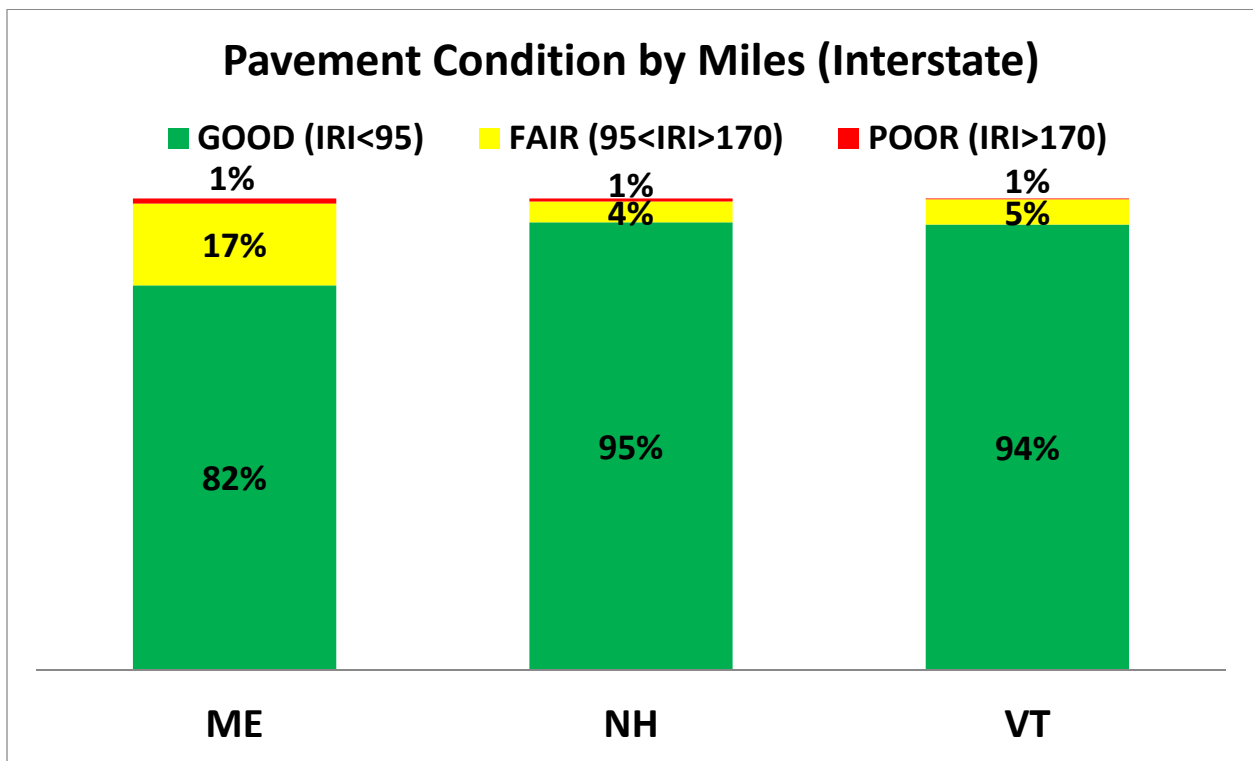
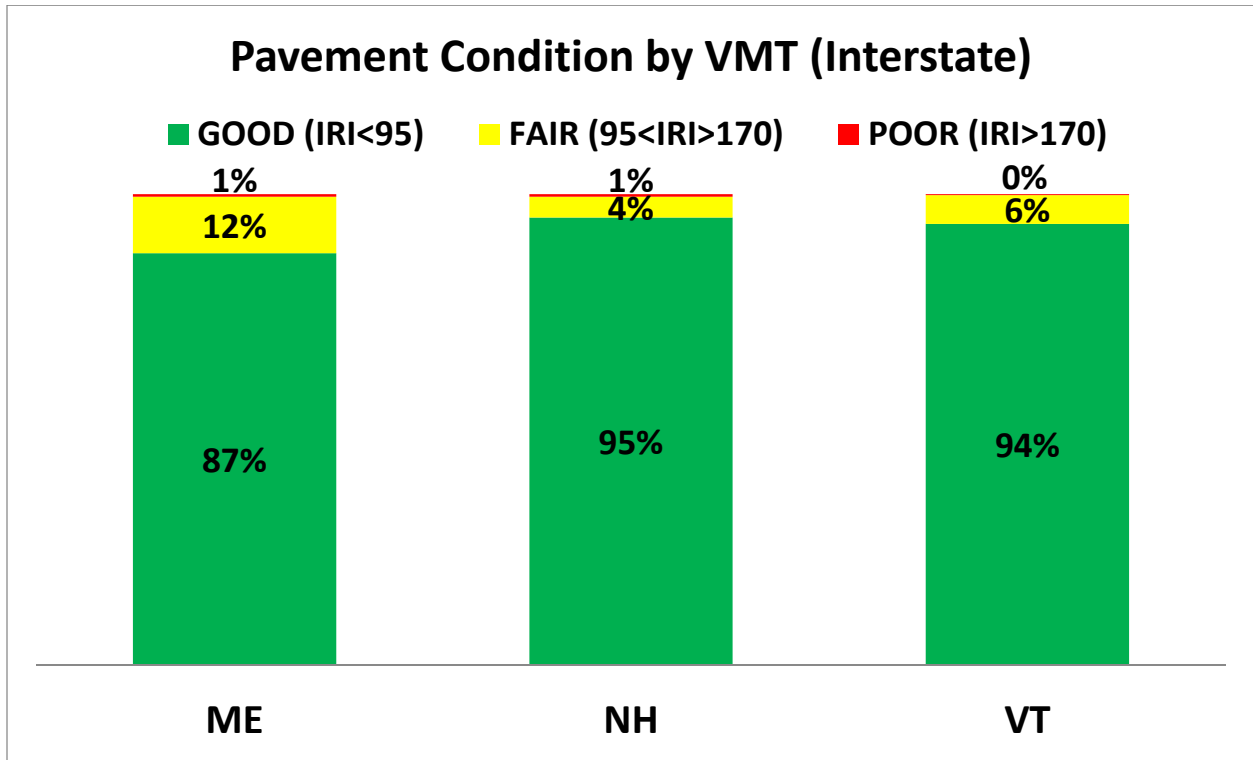
It has been recognized that each of the Cooperating States has been collecting International Roughness Index (IRI) data on their respective highway networks for a number of years following established standards and protocols as part of their Highway Performance Management System (HPMS) submittals. This protocol includes the IRI data taken while driving over both bridges and railroad crossings. Based on that, this condition measure was chosen for comparing the relative health of pavement surfaces as well as an implicit measurement of the effectiveness of each Cooperating State’s pavement management strategies. To further characterize and compare the condition of their respective highway networks, IRI data has been compiled by functional classification. The IRI data is used to identify how each of the highway types compares and illustrate where similarities may lie in the manner with which the Cooperating States prioritize the allocation of the funds. FHWA recently updated the recommended classification designation coding, reducing the number of classes from 12 to seven and making them more concise. The old codes map directly to the new codes based on the protocol established by FHWA providing a straightforward manner to utilize the new codes with existing historical data. Considering the efficiency gained from an illustrative standpoint the new codes were chosen for this effort.

Condition states were also assigned by establishing numeric thresholds for the IRI results equating to a Good, Fair, and Poor designation. Recognizing that higher type facilities such as interstates and other principal arterials, functional class 1 and 2, typically host higher travel speeds and larger traffic volumes by our respective users, a more rigorous breakpoint between Fair and Poor was utilized for the IRI as compared to all other facility types. The premise was that roughness would be perceived as less objectionable on those lower speed facilities. These separate and distinct thresholds were established based on FHWA recommendations, as well as other references, both of which are essentially recognized at the national level as being practical from a user perspective. Additionally, to evaluate how each Cooperating State manages their highway networks with respect to customer usage, IRI data was further categorized in a separate analysis by weighting the various roadway segments by Vehicle-Miles Traveled (VMT). This approach is meant to illustrate and emphasize the health of our networks, as experienced by the greatest number of users.

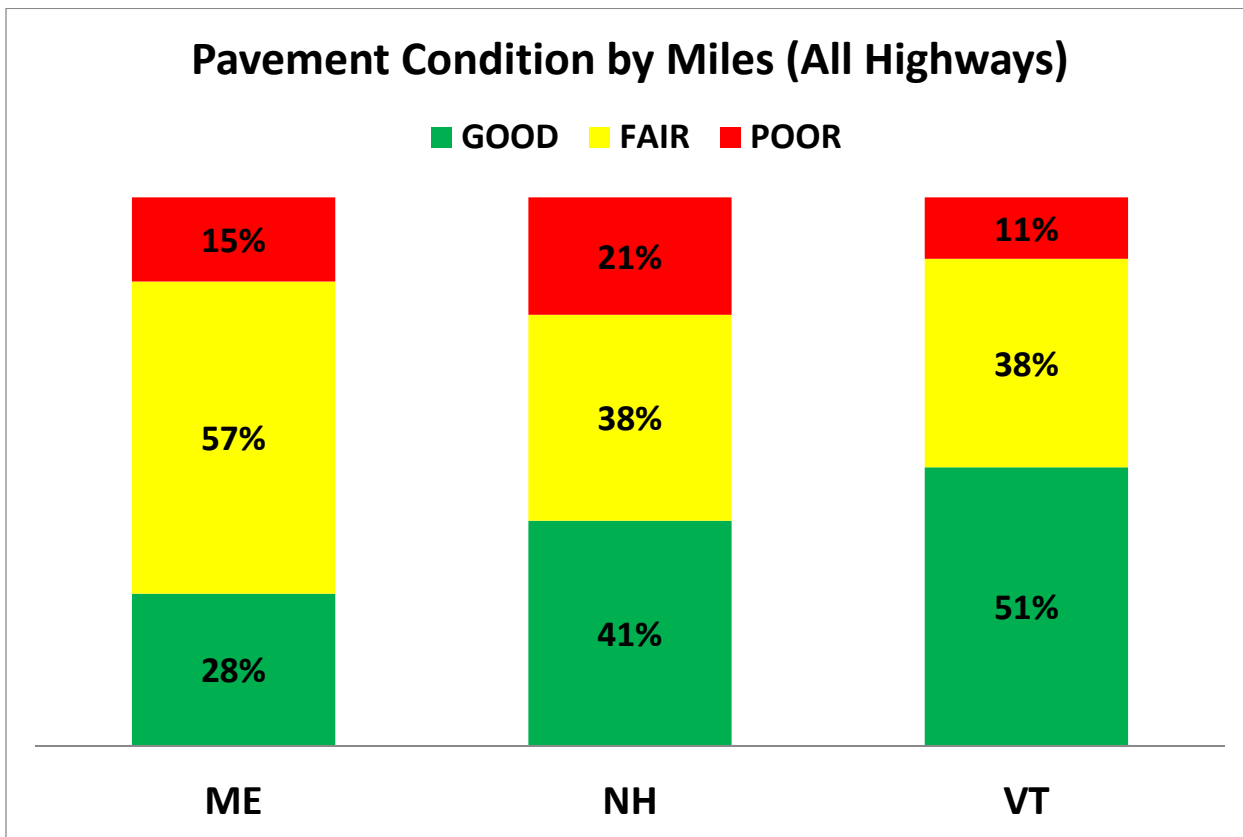
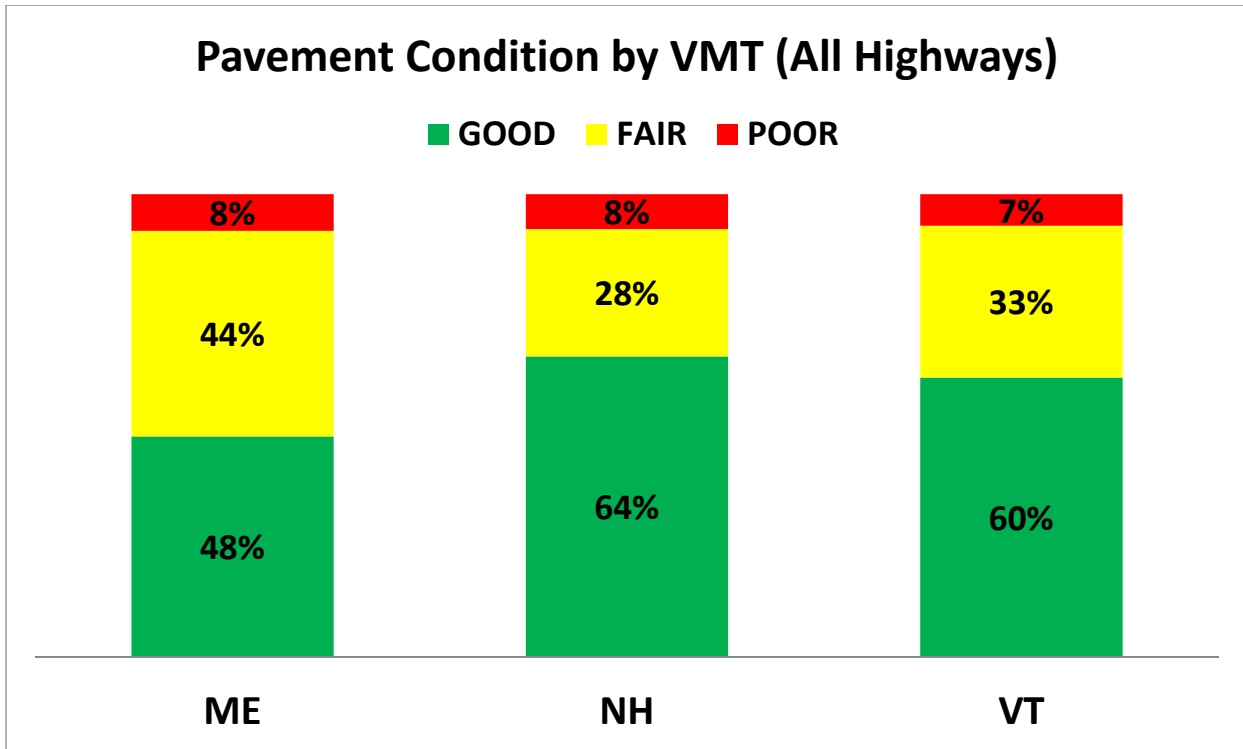
* Functional Classes	Good	Fair	Poor
1 Interstate	IRI < 95	IRI ≥ 95 and ≤ 170	IRI > 170
2 Other Freeways and Expressways	IRI < 95	IRI ≥ 95 and ≤ 170	IRI > 170
3 Other Principal Arterial	IRI < 95	IRI ≥ 95 and ≤ 220	IRI > 220
4 Minor Arterial	IRI < 95	IRI ≥ 95 and ≤ 220	IRI > 220
5 Major Collector	IRI < 95	IRI ≥ 95 and ≤ 220	IRI > 220
6 Minor Collector	IRI < 95	IRI ≥ 95 and ≤ 220	IRI > 220
7 Local	IRI < 95	IRI ≥ 95 and ≤ 220	IRI > 220

The tables and charts on the following pages show that the Cooperating States trend is toward maintaining their higher type facilities at a higher level of service in terms of smoothness as compared to the remainder of the networks.

2015 Tri-State Performance Measures



2015 Tri-State Performance Measures





2015 Tri-State Performance Measures

Tri-State Sign Performance Measures

Introduction:

Traffic signs provide an important means of communication for all roadway users. They are intended to promote safety by supplying advanced warning of upcoming regulatory or guidance information. In addition to daylight hours, traffic control mechanisms must be capable of conveying this information during inclement weather and evening hours when there may be little to no contribution from overhead lighting. Therefore, the appearance and proper recognition of traffic control devices is essential for the overall safety of the traveling public.

The Federal Highway Administration (FHWA) has mandated retroreflectivity requirements for traffic signs. To comply with these requirements public agencies must implement a management method that will ensure that the retroreflectivity levels for traffic signs are maintained at or above the minimum levels specified in the Manual on Uniform Traffic Control Devices (MUTCD).

The purpose of this document is to summarize the Tri-State efforts in working towards a common performance measure for traffic signs. In order to better understand how the sign performance measure was selected it is worthwhile taking a look at traffic sign management in each state.

Vermont Sign Summary

The Vermont Agency of Transportation (VTrans) is responsible for approximately 64,000 active traffic signs statewide along 2,704 miles of state owned highway system. This is comprised of 703 miles of National Highway System, 320 of which is Interstate miles.

The management of this system is accomplished by the combined efforts of the Project Delivery Bureau (PDB), the Asset Management and Performance Bureau (AMP), and the Maintenance and Operations Bureau (MOB) Signs are installed through construction projects and by MOB work orders.

VTrans has managed signs since 1996 using a proprietary software. The inventory tracks over 30 sign attributes such as location information, age, MUTCD/state code, support information, and work history. This information is used in support of VTrans' retroreflectivity management method, sign plaque age, which uses a 15-year useful life.

In 2015, VTrans programmed or constructed of over 123 miles of sign projects, and continued its statewide sign data project.



2015 Tri-State Performance Measures

New Hampshire Sign Summary

The New Hampshire Department of Transportation (NHDOT) is responsible for maintaining approximately 50,573 traffic signs statewide along 4,600 miles of state-owned highway system. This includes 1,255 National Highway System (NHS) miles and 840 Interstate/Turnpike and other limited access divided highway miles.

The management of the sign system is accomplished through the Bureau of Traffic. Both individual sign replacements due to age and damage, and program sign replacement using State and Federal funds, are managed out of the Traffic Bureau.

NHDOT is still in the early stages of collecting sign inventory data and uses the MATS asset management module to keep track of sign work accomplishments. Until this inventory is complete NHDOT will extrapolate collected data to obtain a statewide estimate of total signs maintained.

In 2015 the Bureau of Traffic sign crews repaired or replaced a total of 10,593 damaged or deficient signs and installed 589 new signs. This does not reflect the number of signs which have been replaced through construction projects.

A night-time review of sign reflectivity was conducted over 1,023 miles identifying 2,290 reflectivity deficient signs for a rate of 2.24 signs per mile. Expanding this rate to the entire highway system equates to an estimated total of 10,304 reflectivity deficient signs statewide or 20% of the sign inventory. In 2014 this percentage was reported to be 27% of the total sign inventory.

Maine Sign Summary

The Maine Department of Transportation (MEDOT) is responsible for approximately 67,000 traffic signs statewide along 8,600 miles of state-owned highway. The system includes 1,330 miles of National Highway System, 367 miles of which is interstate. To date MEDOT has inventoried over 8,000 miles (not including interstate) and it is extrapolated that there are 80,000 signs under state responsibility. On the Interstate, there are 2,373 “Major” Signs (Mile Markers and Bridge Markers are not included as Major Signs).

Sign management is the responsibility of the Traffic Engineering Division in the Bureau of Maintenance and Operations (M & O). Sign replacement, due to age and damage, as well as sign replacement using State and Federal funds is performed by maintenance crews in each Region within the Bureau of M & O. MEDOT is approximately 98% compliant on regulatory and warning signs statewide. MEDOT is currently making a big push to bring its guide signs into compliance and adding mileage to all destinations. MEDOT is approximately 90% compliant on



2015 Tri-State Performance Measures

reflectivity on statewide guide signs; Interstate guide signs are next on the list. MEDOT is approximately 50% compliant at this point and over the next ten years plans to bring the rest of its inventory into compliance using maintenance crews and contracted projects.

MEDOT is currently trying to complete its sign inventories statewide; interstate signs are 100% complete in MATS. It is worth noting that MEDOT is looking into alternatives for data collection.

Sign Performance Measure

Maine, Vermont, and New Hampshire share a common goal of having a sign performance measure that will provide a benchmark on the overall sign system. This performance measure will allow the three states a common reference point from which to view their systems and will aid in the continued cooperative sharing of information among the three states.

In 2010 the three states worked together to develop the current sign performance measure recognizing that each state has different degrees of data granularity available. As a starting point the different sign management systems were discussed and summarized by systematically stepping through the pros and cons of various possible measures while keeping in mind what data was available and feasible for each state. The result of these efforts was the choice of Percent of Non-Interstate Signs Above Service Life as the most appropriate performance measure was established

Percent of Non-Interstate Signs Above Service Life is an indicator of those signs that are still functioning as intended and are providing adequate guidance to the traveling public. These signs have not unduly deteriorated due to various factors such as age, loss of retroreflectivity, or damage. The table below gives a snap shot of what the current percentage looks like for each state as well as the management method currently being used to make that determination.

Existing % signs above service life.

State	Current % Above Service Life	Method
New Hampshire	80%	Night Time Visual
Vermont	80%*	Sign Age
Maine	98%	Sign Age

* The VTrans sign database is undergoing a statewide reconciliation and as such the current % above service life will not be rerun until the reconciliation is completed.



2015 Tri-State Performance Measures

Tri-State Safety Performance Measure

The Tri State partners recognize that highway safety is not the responsibility of any one group or agency but is the combined responsibility of many agencies and departments. As such, each state has a Strategic Highway Safety Plan (SHSP), developed with the input from state and federal agencies, municipalities, industry, and the business community, that puts forth those critical emphasis areas (CEA) that would offer the greatest potential for reducing major crashes in their state. In the broader context of safety, the SHSP is meant to be implemented in conjunction with other state safety plans. An overview of each state's SHSP with corresponding emphasis was done in 2011. It was found that although each state has CEAs that are unique to that state, we do share six CEAs. These are Speed, Safety Belts, Young Drivers, Impaired Drivers, Distracted Drivers, and Intersections.

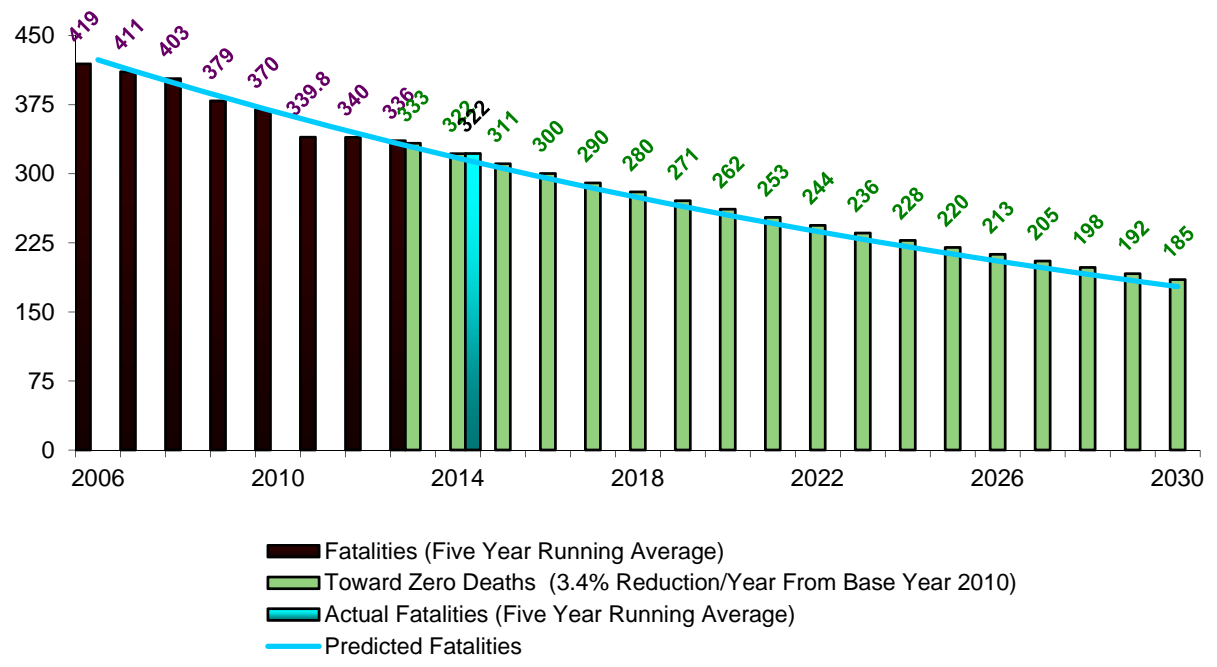
With the SHSP plans in mind, the Safety Performance Measure Working Group sought a performance measure that would complement these efforts. To this end, the group chose the national vision of Toward Zero Deaths with a corresponding performance measure of reducing the fatality five-year rolling average by 50% by the year 2030. While Towards Zero Deaths is tracking the actual number of deaths it was thought that a measure that takes vehicle-miles traveled into account would help normalize the metrics to a common reference and provide a more comparative picture of safety on our highways. To this end, the fatality rate per one hundred million vehicle-miles traveled and fatal plus incapacitating injuries per one hundred million vehicle miles was selected to report.

Toward Zero Deaths is a national strategy sponsored and supported by the Federal Highway Administration (FHWA) and the American Association of Highway Transportation Officials (AASHTO) that focuses on using data-driven processes to identify and create opportunities for changing the highway safety culture. This strategy recognizes that with over 35,000 fatalities occurring on our Nation's highways each year highway safety remains a challenge for all of us and is depicted in the following graphs.

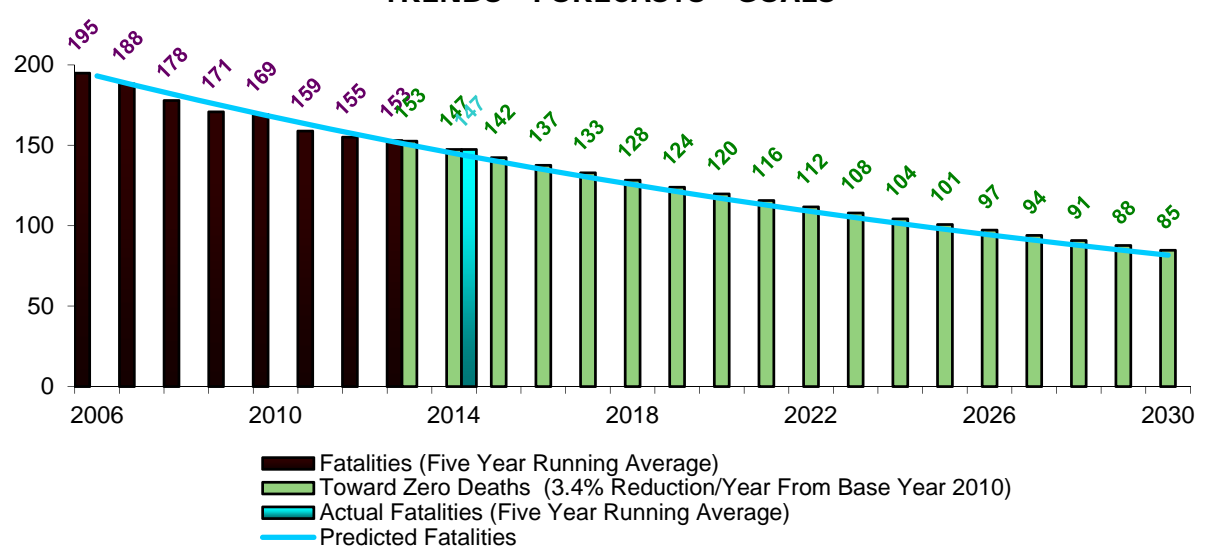


2015 Tri-State Performance Measures

TRI - STATE TRAFFIC SAFETY PERFORMANCE MEASURES MAINE - NEW HAMPSHIRE - VERMONT TRENDS - FORECASTS - GOALS



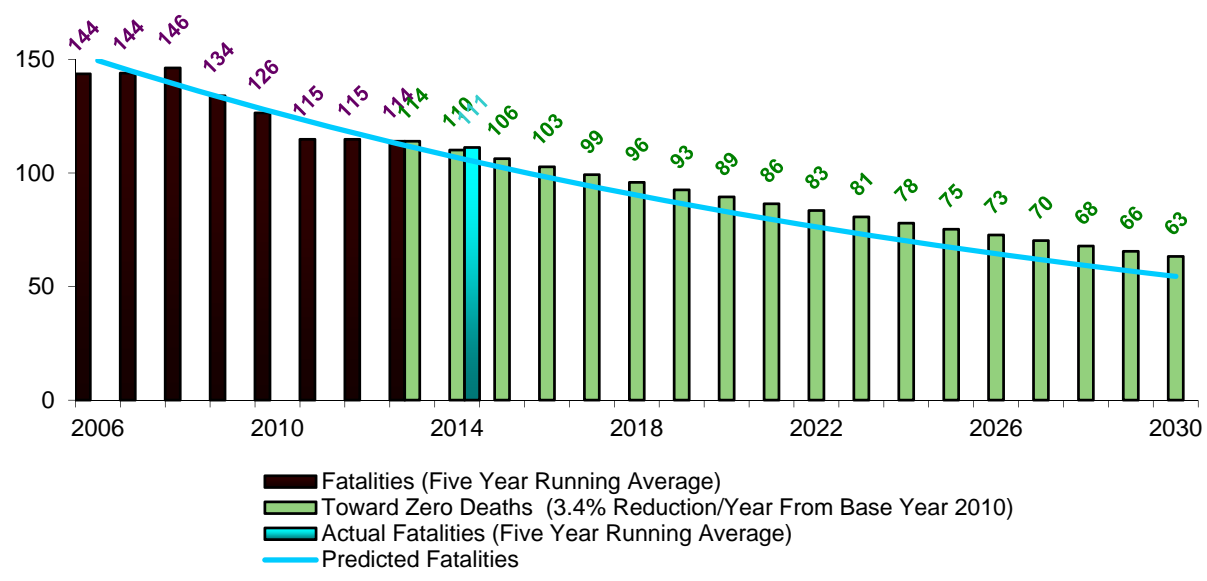
TRI - STATE TRAFFIC SAFETY PERFORMANCE MEASURES MAINE TRENDS - FORECASTS - GOALS



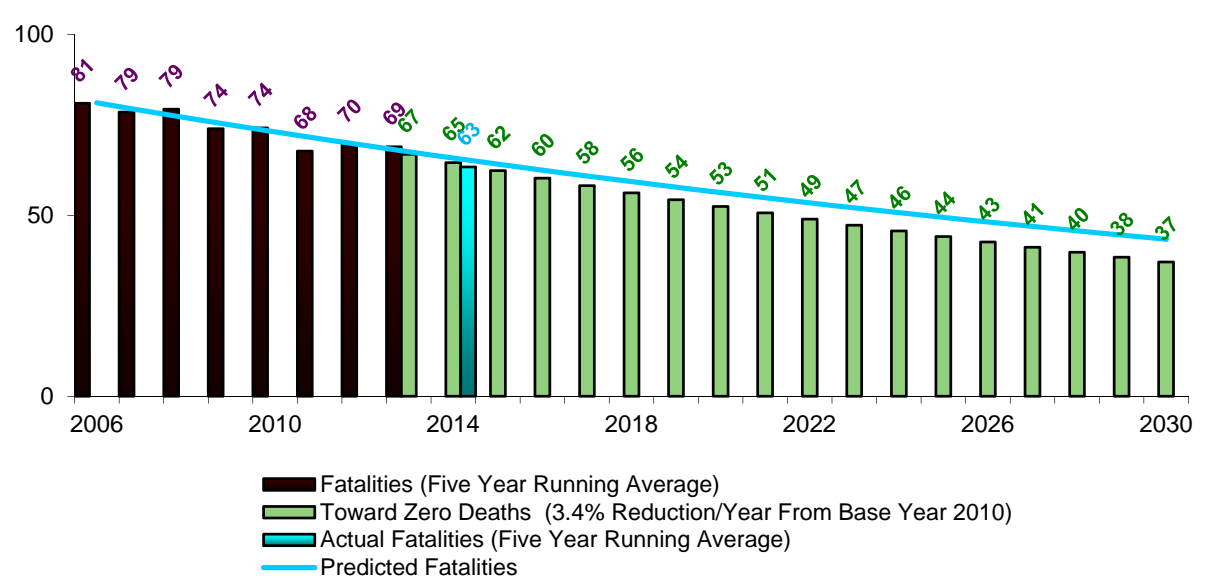


2015 Tri-State Performance Measures

TRI - STATE TRAFFIC SAFETY PERFORMANCE MEASURES NEW HAMPSHIRE TRENDS - FORECASTS - GOALS



TRI - STATE TRAFFIC SAFETY PERFORMANCE MEASURES VERMONT TRENDS - FORECASTS - GOALS





2015 Tri-State Performance Measures

Fatality Rate and F+I Rate

New Hampshire					
Year	Fatalities (K-Severity)	HMVM	Fatality Rate (per/HMVMT)	Incapacitating (A - Severity)	K+A Severity Rate
2010	128	130.19	0.98	528	5.04
2011	90	130.61	0.69	542	4.84
2012	108	128.61	0.84	595	5.47
2013	135	129.03	1.05	469	4.68
2014	95	129.47	0.73	616	5.49
(5 YR Totals)	556	647.91		2750	
5 YEAR AVG	111.2	129.58	0.86	550	5.10
Maine					
Year	Fatalities (K-Severity)	HMVM	Fatality Rate (per/HMVMT)	Incapacitating (A - Severity)	K+A Severity Rate
2010	161	145.49	1.11	784	6.50
2011	136	142.98	0.95	895	7.21
2012	164	143.7	1.14	982	7.97
2013	145	143.98	1.01	865	7.01
2014	131	145.23	0.90	814	6.51
(5 YR Totals)	737	721.38		4340	
5 YEAR AVG	147.4	144.28	1.02	868	7.04
Vermont					
Year	Fatalities (K-Severity)	HMVM	Fatality Rate (per/HMVMT)	Incapacitating (A - Severity)	K+A Severity Rate
2010	71	72.4	0.98	409	6.63
2011	55	71.4	0.77	387	6.19
2012	77	71.96	1.07	311	5.39
2013	70	71.18	0.98	308	5.31
2014	44	71.74	0.61	288	4.63
(5 YR Totals)	317	358.68		1703	
5 YEAR AVG	63.4	71.74	0.88	340.6	5.63
Tri-State					
Year	Fatalities (K-Severity)	HMVM	Fatality Rate (per/HMVMT)	Incapacitating (A - Severity)	K+A Severity Rate
2010	360	348.08	1.03	1721	5.98
2011	281	344.99	0.81	1824	6.10
2012	349	344.27	1.01	1888	6.50
2013	350	344.19	1.02	1642	5.79
2014	270	346.44	0.78	1718	5.74
(5 YR Totals)	1610	1727.97		8793	
5 YEAR AVG	322	345.59	0.93	1758.6	6.02



2015 Tri-State Performance Measures

APPENDIX A: Tri-State Memorandum Of Understanding



2015 Tri-State Performance Measures

TRI-STATE AGREEMENT FOR STANDARDIZED PERFORMANCE MEASURES MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is made this 19th day of August, 2010 by and among the States of Vermont, Maine, and New Hampshire hereinafter "the Cooperating States").

WHEREAS the Cooperating States already have a strong working relationship through the Tri-State arrangement to include MATS development, material procurement, training exercises, and simply sharing of information, and

WHEREAS the Cooperating States recognize performance measures for assets and business processes are being utilized and further developed in each state, and

WHEREAS performance measures for assets and business processes are being incorporated in each Cooperating State's stewardship agreement with the Federal Highway Administration, and

WHEREAS standardized performance measures for assets and business processes are promoted by the American Association of State Highway and Transportation Officials; and

WHEREAS national performance standards are being considered by the United States Congress in discussions on the future Transportation Bill, and

WHEREAS standardized performance measures among the Cooperating States will assist in Communications with respective stakeholders and legislative bodies, and

WHEREAS the Cooperating States have similar size departments, programs, and transportation systems.

NOW THEREFORE BE IT UNDERSTOOD THAT the Cooperating States pledge to work cooperatively to develop standardized performance measures for assets and business processes. The near term objective is to roll out 3 to 6 standardized performance measures for assets as well as business processes by January 1, 2011 and report on them on at least a quarterly basis thereafter

BE IT FURTHER UNDERSTOOD THAT the Cooperating States will continue to seek further standards in the coming years, will work with respective FHWA counterparts to incorporate standard measures in the stewardship agreements where appropriate, and will be active in AASHTO to ensure these standard measures are considered for adoption on the national level

IN WITNESS WHEREOF, the parties hereunder have set their hands on the day and year as first above written.



2015 Tri-State Performance Measures

**David C. Dill, Secretary
Vermont Agency of Transportation**

**George N. Campbell, Jr., Commissioner
New Hampshire Department of Transportation**

**David Cole, Commissioner
Maine Department of Transportation**