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Local Public Agency Pavement
Data Collection

As of September, 2019

Remaining Issues

- Specifics of timeline, particularly the "notice of intent" process

- The invoicing and payment process

- Potential changes to per-mile rates as we negotiate the contract extension this fall
  - Iowa DOT will notify all stakeholders of changes to collection rates

- Next RFP for data collection
 - Starting in late CY2020

New Map

- The decision was made to keep the current grouping of counties to maintain the overall even-year/odd-year cycle.
  - Based on RPA boundaries
  - Decision based on continuity
- Iowa DOT's Analytics Team analyzed the RPAs and created A/B sub-cycles of contiguous RPAs with a reasonable balance of rural and urban collection.

Proposed Map

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LPA Pavement Data Collection

Years shown on map represent the year that local pavement data collection will be provided by Iowa DOT
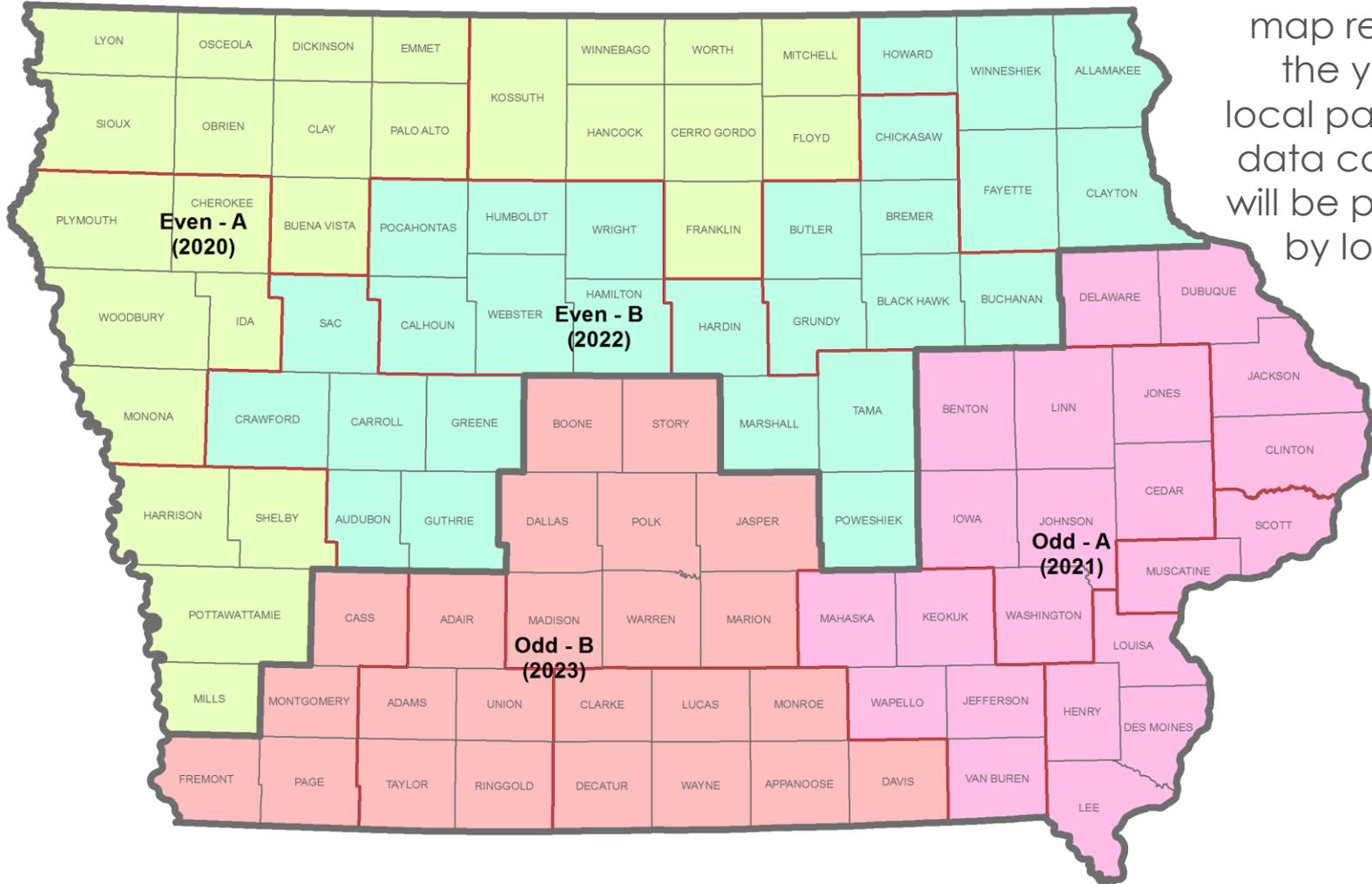
Cost Implications

- LPAs **or** planning agencies can choose to "opt-in" for off-cycle data collection
  - MPOs/RPAs can utilize STBG; LPAs would utilize local funds
- The per-mile costs from slide 5 would give a good estimate of the agency cost
  - Contact IPMP if you need help estimating the cost for your agency
- Cost would only be incurred for the year the agency chooses to opt-in

Cost

- Current data collection vendor was selected via Iowa DOT competitive procurement
- Inverse relationship between speed of collection and cost
- **2020-2021** per-mile costs for collected data:

Facility Type	Cost per mile
Interstate	$ 55.60
Non-Interstate NHS	$ 56.29
Rural local	$ 98.10
Rural collectors	$ 92.00
Urban locals	$ 95.61
Urban collectors	$ 97.90

Proposed Timeline for MPOs/RPAs

- MPOs/RPAs should consider whether they want to opt-in to their next off-cycle data collection as part of FFY2021-2024 TIP development

- If so, program the funds in the opt-in year

- MPOs/RPAs should make this a regular consideration in their TIP development cycle

Proposed Timeline for Cities and Counties where the MPO/RPA does not opt-in

- In the **fall of each year**, Iowa DOT will request agencies in the following year's "off cycle" areas to indicate their interest in having data collected
  - A "notice of intent" process is being developed
  - Necessary to give the vendor time to plan resource allocation for the following year
- By **mid-January** of the calendar year, a firm commitment will be required
  - Necessary to provide vendor with data collection GIS file
- Iowa DOT will invoice agencies in the winter or early spring following collection. **Agencies will only be billed for the actual miles collected.**

UPDATES

- The 2020 "opt-in" area includes 5 RPAs and 1 MPO
  - MPO has decided to opt-in, but it doesn't sound like the RPAs will
  - We will be sending out a notification to LPAs in the affected area asking if they would like to opt-in
  - Need a firm commitment from all parties by Wednesday, January 15th, 2020
    - This is necessary to meet the timeline to specify the routes that need to be collected to the vendor
- Per-mile rates will not change

UPDATES

Still To Be Determined

- Billing process for LPAs
  - Only pay for what has actually been collected and delivered
  - Anticipate billing to occur in the timeframe of Oct-2020 thru Mar-2021
- "Notice of Intent" process

THANK YOU

Local Agencies
Andrew Collings (DMAMPO)
Kyle Durant (INRCOG)
John Fallis (Charles City)
Zach James (SERIPC)
Brian Moore (ICEA)
Inya Nlenanya (ISU)
Mark Nahra (Woodbury Co)
Nick Schmuecker (City of Davenport)
Brad Skinner (Appanoose Co)
Sara Thies (City of Des Moines)
Danny Waid (ICEA)

Iowa DOT
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Nicole Moore
Mark Murphy
Andrea White

TAM Updates

We have a plan
(we call it our TAMP)

TAMP Objectives

- Defines clear links among agency goals, objectives, and decisions
- Defines the relationship between proposed funding levels and expected results
- Develops a long-term outlook for asset performance
- Documents how decisions are supported by sound information
- Develops a feedback loop from observed performance to subsequent planning and programming decisions
- Improves accountability for decision making
- Unifies existing data, business practices, and divisions to achieve Iowa DOT's asset management goals

How does the TAMP fit in the planning and programming process?

IOWA DOT'S
Planning and Programming Process
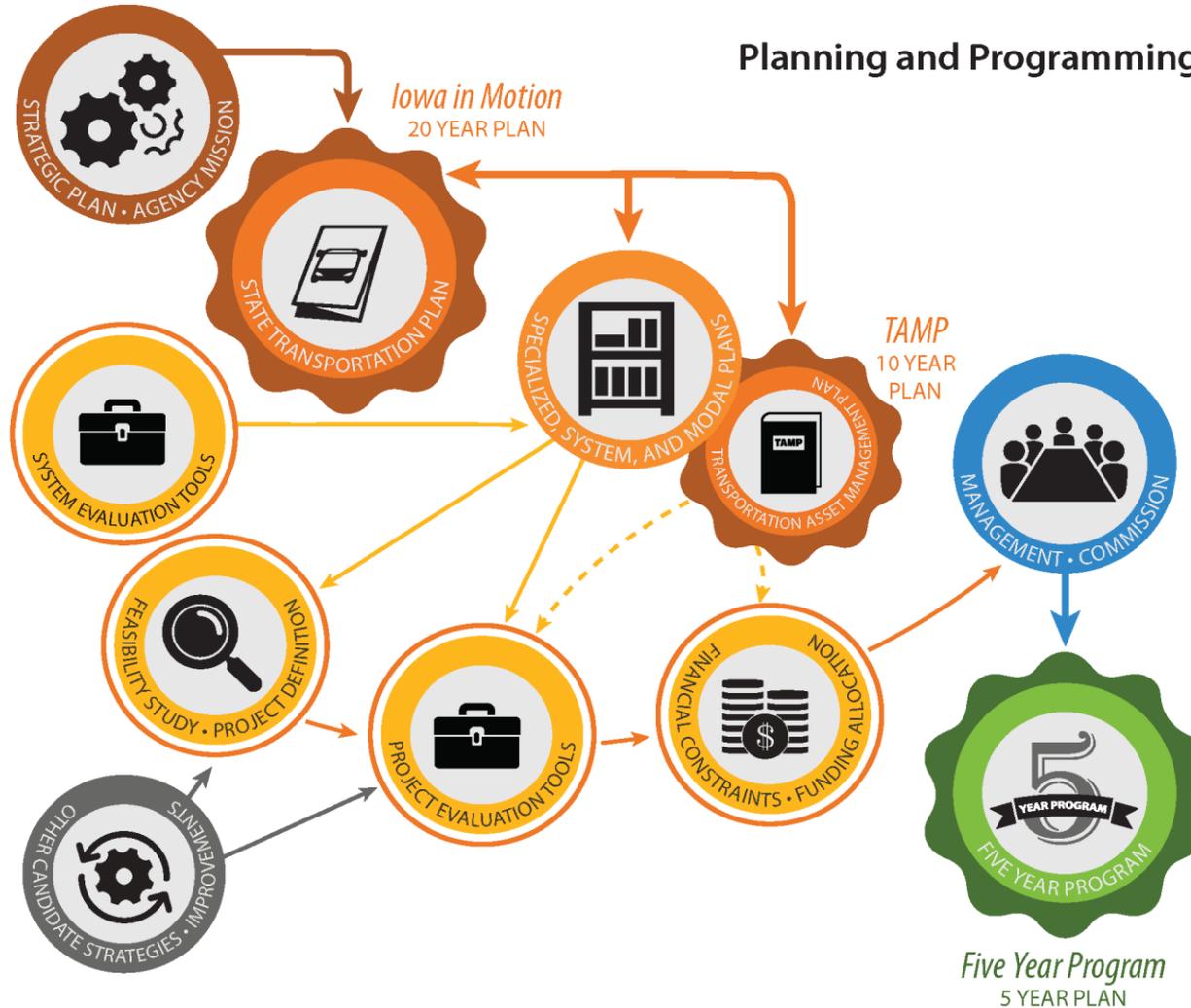
Resources

- Systems Planning website
  - https://iowadot.gov/systems_planning/planning/federal-performance-management-and-asset-management
    - Link to the DOT's TAMPs
    - Information about FHWA's TPM requirements
- FHWA: https://www.fhwa.dot.gov/asset/
- AASHTO: https://www.tam-portal.com/
  - Includes a "TAM Builder" if you want to build your own TAMP
  - **Coming soon** – TAM Guide update with many resources