

The Texas Travel Survey Program

A Model for Tennessee?

TNMUG Meeting

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Based on information provided by David Pearson

Background

- Good planning requires good data
- Good data can be expensive
- Good planners make good use of available resources
- Good data are more available from vendors than ever before
- Good data linking travel purpose, travel frequency, travel duration, travel origin/destination with individual travelers/household not readily available from commercial vendors...yet

Texas Survey Program History

- 1989 - TXDOT funded household, work place, and external surveys in Texarkana
- 1990 -TxDOT funded comprehensive set of travel surveys in five urban areas –
 - Household
 - Work Place/Special Generator
 - Commercial Vehicle
 - External Station
- 1992-1997 – TxDOT funded surveys in 4 more urban areas

2000 - 10-Year Survey Program Started

- **Program Goals**
 - Ensure every MPO would have needed data
 - Provide clarity in long term funding needs
 - Allow for monitoring trends over time
 - Establish comprehensive strategy/plan for data collection
 - Result in consistent comparable data

Survey Program Design

- Adjacent MPOs scheduled together analyzed separately
- Survey Schedule
 - Surveys in every region on a 10-year cycle
 - Intermediate 5-year cycle for external survey
- Program Coordinated with
 - Saturation count program
 - Travel model updates

Types of Surveys

- Household Survey
- Work Place Survey (including special generators)
- Commercial Vehicle Survey
- External Station Survey
- Statewide Border Crossing Survey
- Supporting Data Collection Efforts
 - Vehicle classification counts
 - Travel time and delay

Survey Management Partnership

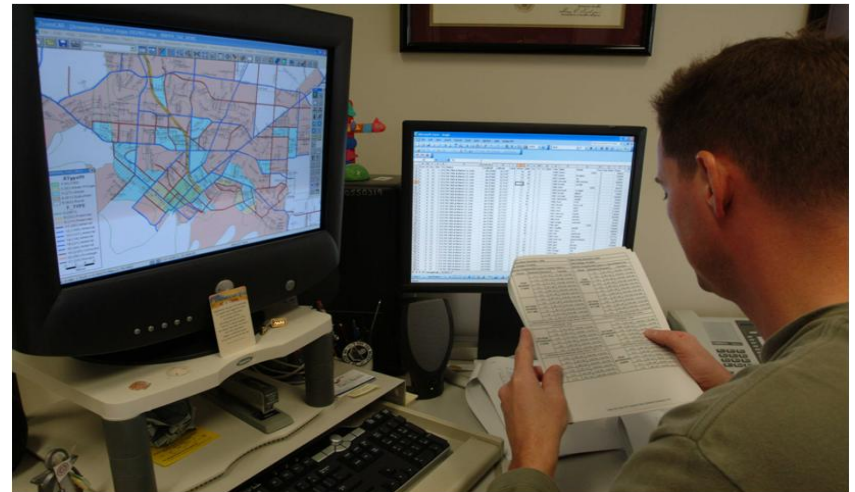
- Overall management TxDOT Planning
 - (TTI Provides Technical Support)
- TxDOT issues deliverables based contracts (i.e., data are delivered, checked, accepted, then vendor is paid)
- TTI is responsible for checking data as submitted by vendor
 - Both automated and manual review
 - Data found unacceptable is returned for correction

TxDOT Responsibilities

- **Creation of bid specifications**
- **Contracting and Funding**
- **Coordination with MPOs**
- **Management of vendor performance**
- **Develops and calibrates models**

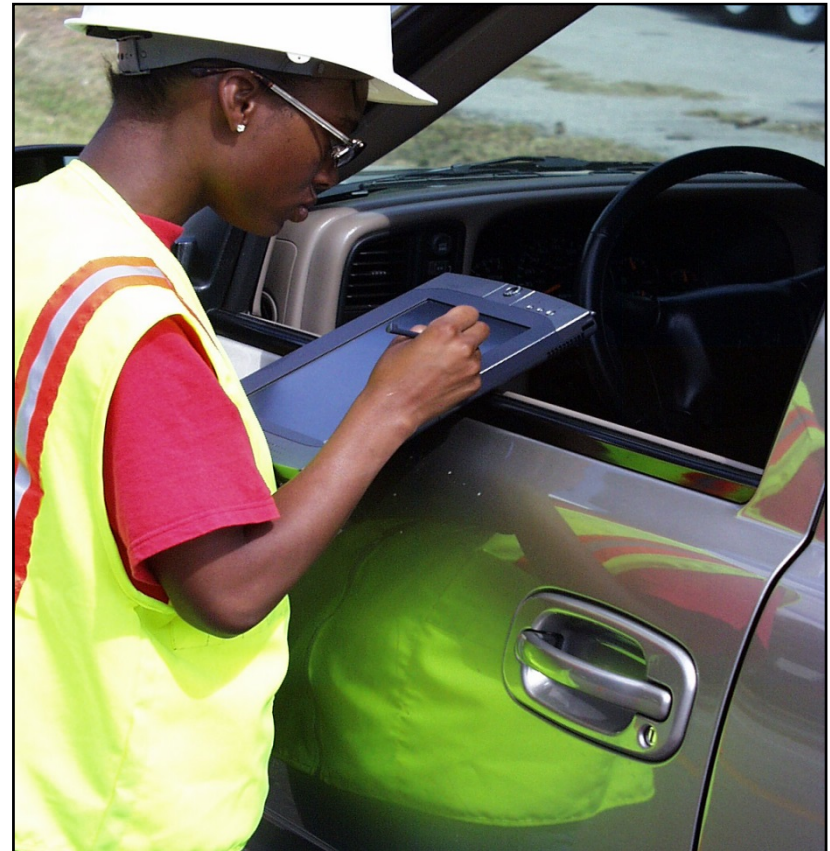
TTI Responsibilities

- **Survey Design**
 - Sample size and stratification
 - Data formats
 - Survey forms
 - Methodology
- **Data checking**
- **Data analysis**
- **Preparing data for use in models**
- **Technical assistance in managing vendors**
- **Ensure survey conduct and data comply with bid specifications**



Vendor Responsibilities

- Survey instruments
- Data collection
- Geo-coding
- Data quality checking



Coordination Efforts

■ Pre-Bid

- Meeting(s) with prospective bidders to answer technical or procedural questions
- Meeting(s) held with MPO and TxDOT District personnel
- Discuss upcoming survey and responsibilities/expectations
- Presentations to MPO technical or policy committee

■ Post Award

- Meeting with vendor to discuss instruments, sampling plan, and vendor implementation plan
- Meeting held with MPO and TxDOT district personnel
- Present schedule and discuss what will happen
- Draft news release given to MPO and TxDOT PIO

Advantages

- Data to be Collected is Clearly Defined
- Data Collection and Analysis Segregated
- Work is Paid For on a Deliverable Basis
- Cost Effective
- Neutral Party Review of Data
- Coordination with Modelers
- Coordination with MPOs
- Provides Technical Expertise to Smaller MPOs

Disadvantages

- Bid spec based process discourages innovation
- Many firms prefer a request for proposal
- Requires significant coordination



Transferable to Tennessee?

- Yes, if tailored to fit our needs
- TDOT & multiple MPOs needed to participate
- Would provide needed TN specific data for modeling and other activities
- Economies of scale would reduce overall costs
- Would allow for monitoring trends over time
- Would provide consistent comparable data

Questions and Discussion

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