Texas Department of Transportation
Travel Survey Program
Travel Survey Program

- Overview and Administration
  - Background and history
  - Program overview
  - Types of surveys
  - Study procurement and contracts
  - Texas Department of Transportation (TxDOT)/Texas Transportation Institute (TTI) responsibilities
Travel Survey Program

• Travel Surveys and Survey Procedures
  – Survey objectives
  – Surveys in program
  – Purpose and design of each survey
  – Evaluation of surveys

• Travel Survey Research
  – Research issues
Background and History
1985

- Dallas/Ft. Worth – North Central Texas Council of Governments (NCTCOG)
- Houston-Galveston Area Council of Governments (HGAC)
  - Conducted first household surveys in Texas since 1970
• Texas Department of Transportation
  – Funded household, work place, and external surveys in Texarkana
1990

- TxDOT funded comprehensive set of travel surveys in five urban areas in Texas
  - Household
  - Work Place
  - Special Generator
  - Commercial Vehicle
  - External Station
1992 Through 1997

- **TxDOT Continued Funding Travel Surveys**
  - Four more urban areas
• Proposed Formal 10-Year Survey Program
  – Insure every MPO would have survey
  – Provide estimates of funding needs
  – Monitor trends over time
  – Establish comprehensive strategy and plan for data collection
  – Consistent comparable data
Texas MPOs

Texas Metropolitan Planning Organizations

Texas MPOs

1 – Abilene
2 – Amarillo
3 – Austin
4 – Beaumont
5 – Brownsville
6 – Bryan/College Station
7 – Corpus Christi
8 – Dallas/Ft. Worth
9 – El Paso
10 – Harlingen/San Benito
11 – Houston
12 – Killeen/Temple
13 – Laredo
14 – Longview
15 – Lubbock
16 – McAllen
17 – Midland/Odessa
18 – San Angelo
19 – San Antonio
20 – Sherman/Denison
21 – Texarkana
22 – Tyler
23 – Victoria
24 – Waco
25 – Wichita Falls
Travel Survey Regions

In Texas

Regions

- McAllen - Pharr
- Corpus - Victoria
- Austin - San Antonio
- Dallas - Fort Worth
- Wichita Falls, Abilene
- Texarkana
- Waco - Temple
- Laredo
- Amarillo - Lubbock
- Bryan - College Station
- Houston - Galveston
- Tyler - Longview
- El Paso
- Midland, Odessa, San Angelo

Texas Department of Transportation Travel Survey Program
Survey Regions

• Cost Benefits
• Adjacent MPOs Surveyed Together but Data Analyzed Separately
• Sample Size not a Consideration
Survey Program

• Schedule of Surveys
• Every Region to be Surveyed on a 10-Year Cycle
• Intermediate 5-Year Cycle for External Survey in Each Region
• Program Coordinated with
  – Saturation count program
  – Travel model update
Types of Surveys

- Household Survey
- Work Place Survey (Includes Special Generators)
- Commercial Vehicle Survey
- External Station Survey
- Statewide Border Crossing Survey
- Supporting Data Collection Efforts
  - Vehicle classification counts
  - Travel time and delay
Surveys Put Out for Bid – Not a Request for Proposal

Bid Process Conducted by TxDOT General Services Division (GSD)

Bids Developed by GSD with Technical Input From:
- Transportation Planning and Programming Division (TPP)
- TTI
Survey Contract

• Managed by TPP (TTI Provides Technical Support)
• Contracts are Deliverables Based (i.e., Data is Delivered, Checked, Accepted, and then Vendor is Paid)
• TTI is Responsible for Checking Data as Submitted by Vendor
  – Edit programs and manual review
  – Data found unacceptable is returned for correction
TTI is Responsible for Analyzing Data and Preparing Data for use in Travel Demand Models

Key Point

- Division of responsibility between data collection and data analysis
- The two functions are conducted by separate entities
Bid specifications

• **Main Body**
  - Covers requirements applicable to all areas, i.e., travel, subcontracting, deliverables, payment, etc.
  - Scope of work is general

• **Attachments**
  - Covers specific details applicable for survey and area, i.e., coverage area, sample size and stratifications, etc.
  - Data formats
  - Draft survey forms
TxDOT Responsibilities

- Bid Specifications
- Contracting and Funding
- Coordination with MPOs
- Management of Survey Performance by Vendor
- Develops and Calibrates Travel Demand Models (Some Exceptions)
TTI Responsibilities

• Survey Design
  – Sample size and stratification
  – Data formats
  – Draft survey forms
  – Methodology
TTI Responsibilities

- Technical Assistance in Managing Vendors
- Data Checking
- Data Analysis and Preparation of Inputs for Travel Demand Models
- Ensure Survey Conduct and Data Submission Comply with Bid Specifications
Vendor Responsibilities

- Survey instruments
- Data collection
- Geo-coding
Coordination Efforts

• Pre-Bid
  – Meeting(s) with prospective bidders to review bid and answer technical or procedural questions
  – Meeting(s) held with MPO and TxDOT District personnel
  – Discuss upcoming survey and responsibilities/expectations
  – If requested, presentation given to MPO technical or policy committee
Coordination Efforts

• Post Award
  – Meeting with vendor to discuss instruments, sampling plan, and vendor implementation plan
  – Meeting held with MPO and TxDOT district personnel
  – Introduce vendor that will perform survey
  – Present schedule and discuss what will happen
  – Draft news release given to MPO and TxDOT PIO
How It Works - Example

• Abilene-Wichita Falls Household Survey Schedule to Begin in FY 2010
  – Early 2009, meeting held to inform MPO and district personnel of the survey
  – GSD prepares bid specification – Summer 2009
  – TTI prepares bid attachments – Summer 2009
  • Study area boundaries
  • Sample sizes and stratifications
  • Data file formats
  • Draft survey instruments
• Bid Advertised – August 2009
• Mandatory Pre-Bid Meeting Conducted – September 2009
• Bids Received – Awarded October 2009
  – Lowest responsive bidder awarded the contract
• Post Award Meeting Held with Vendor – December 2009
Example Continued

- Meetings Scheduled with MPO and District to Introduce Vendor – December 2009

- Vendor Goes to Work – January 2010
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

- Discourages Innovation
- Many Firms do not like Bidding Process and Prefer a Request for Proposal
QUESTIONS