

National Household Travel Survey

2009 Partnership Lessons Learned

APDU 2011 Annual Conference

*Public Data on a Budget:
Making Critical Policy Decisions in the Current Fiscal
Climate*

David Winter, Director
Office of Highway Policy Information, FHWA
david.winter@dot.gov



Our Office

- Highway Finance and Motor Fuel Team
- Highway System Performance Team
- Travel Monitoring and Surveys Team
- Recovery Act Team



Our Data Programs

- Highway Finance and Motor Fuel Team
 - Highway Finance
 - Driver Licensing
 - Motor Vehicle Registration
 - Motor Fuel
 - Highway Construction Cost Index
- Highway System Performance Team
 - Highway Performance Monitoring System (HPMS)
 - Toll Facilities Report
- Travel Monitoring and Surveys Team
 - Travel Monitoring and Analysis System (TMAS)
 - Multimodal Passenger Travel OD and National Model
 - National Household Travel Survey
- ARRA Team
 - Recovery Act Data System



Presentation Outline

- Background
- Budget
- Partners
- Competing Priorities
- Managing Expectations
- Data Ownership and Privacy
- Thoughts for Future Actions



Background – What NHTS Is About

The National Household Travel Survey is a series of datasets collected by the U.S. Department of Transportation on travel behavior (why, how, when ...) of US public on a schedule of every 5-7 years.



Background – A Historical Look

1st – 1969

2nd – 1977

3rd – 1983

4th – 1990

5th – 1995

6th – 2001

7th – 2009



“2009” NHTS Budget

- 2007 NHTS originally estimated to cost \$12 million
- FHWA traditionally provides the bulk of the funds
 - Majority of funds from the research and development discretionary program
 - OST and FTA usually contribute as well
- SAFETEA-LU – enacted on 8/10/2005



“2009” NHTS Budget

“o” dollars



Internal to U.S. DOT

- FHWA - \$6 million
 - Planning
 - Policy
 - Infrastructure
 - Planning
 - Operations
 - Safety
- FTA - \$300,000

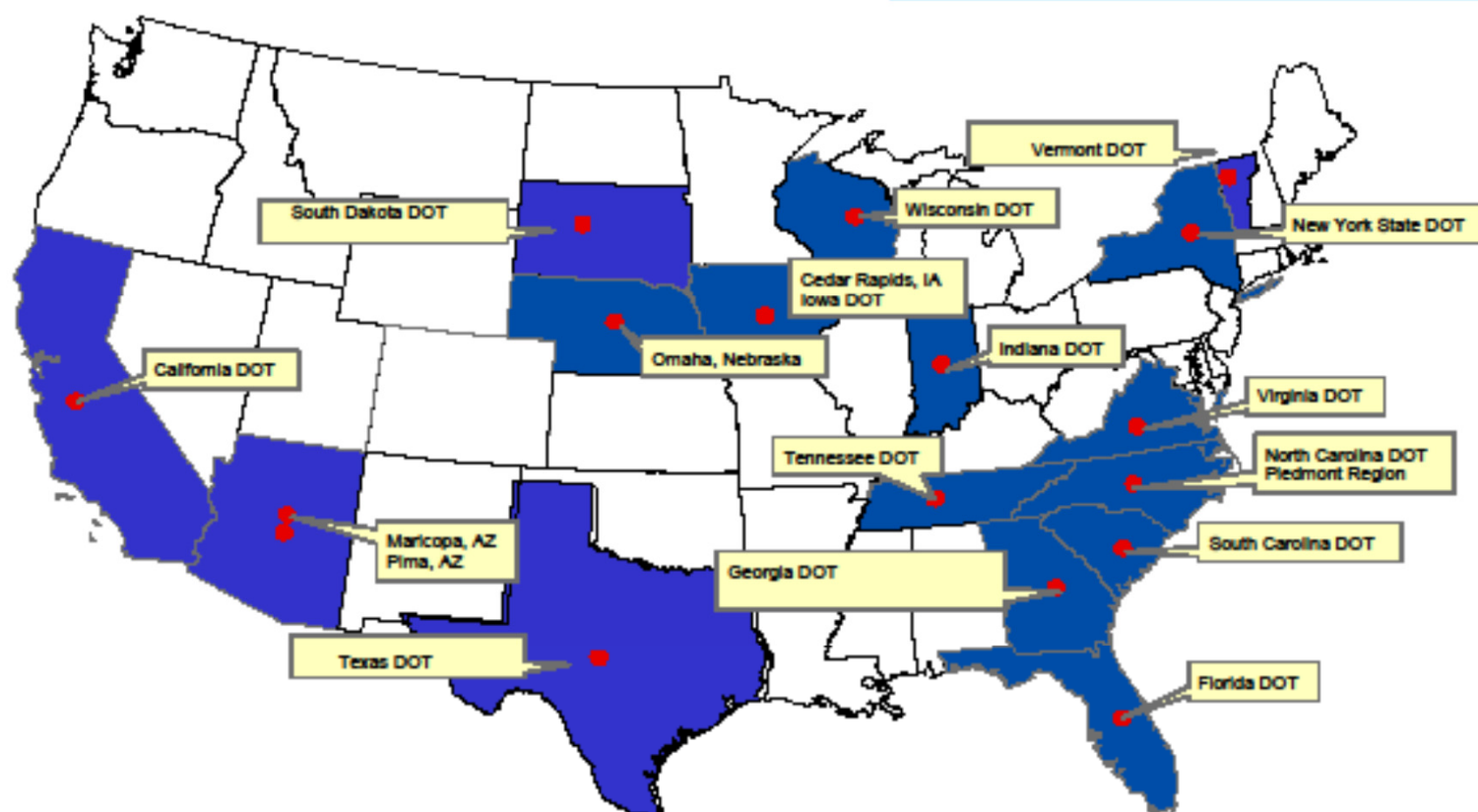
Seeking Other Participations and Financial Contributions

- Add-ons
- Prior to 2009
 - Max number: 5
 - State or local agencies can join the program
 - Done for their benefit
 - No private organizations
- 2009
 - 18 add-ons
 - 1 private organization



2008 NHTS Add On Program Participants

125,000 Add-On Samples





Competing Priorities

Needs:

- National questions and data items
- Add-on specific questions and data items

Limitations:

- Length of questionnaire and travel dairy



Competing Priorities

The increase in the number of partners means **exponential** increases in terms of effort in resolving both technical issues and administrative coverage.

The increased effort and complexity should not be under-estimated!



Managing Expectations

- Schedule
- QA/QC
- Deliverables
- Support

Note: Technical support to your customers/partners will be a continuous process even after the project is completed.



Managing Expectations

- Building trust with partners is critical
- Documenting agreements, revisions, and disagreement are essential



Data Ownership and Privacy

- Certain data items touch the “privacy” issue.
- For partners data, ensuring privacy issues are dealt right is detrimental to not only the current program but also future program.
- Be aware of differences and similarities in States “sunshine” law.



Data Ownership and Privacy

- Data ownership
 - Who owns the add-on data?
- Data integration
 - How is the add-on data integrated with the national sample data?



Our Thoughts

Financial partnership with other agencies and organizations can work and can work well. Pay particular attention to:

- Goal and objective of each partner – not every one wants the same thing
- Potential under estimation of demand on staff time and technical expertise
- Document agreement and disagreement with partners in writing



Thank you!

Questions:

Adella Santos, FHWA NHTS Program Manager

adella.santos@dot.gov