



**NEW YORK STATE DEPARTMENT OF TRANSPORTATION (on behalf of the)
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL**

**Long-term Regional Household Travel Survey Program
Request for Information
RFI #NYMTC-01-2022
December 15, 2022**

A. Schedule

RFI Schedule	Date and Time
RFI Release Date	Thursday, December 15, 2022
Webinar to Review RFI	Wednesday, December 21, 2022 @ 2:00 PM ET
RFI-related Question Submittal Deadline	Wednesday, December 28, 2022
Responses to Questions Released	Friday, January 6, 2023
RFI Responses Due	Friday, January 20, 2023

B. Purpose

The purpose of this Request for Information (RFI) is to gather information about how best to update the New York Metropolitan Transportation Council's (NYMTC) regional household travel survey data collection program.

NYMTC typically conducts a decennial Regional Household Travel Survey (RHTS) to gather travel behavior data from a representative sample of households. NYMTC, via its administrative host the New York State Department of Transportation (NYSDOT), hereby requests written information, advice, comments, and recommendations regarding the available methodologies and innovative approaches for collecting and organizing the data that NYMTC and its stakeholders need to update their travel demand models and report on travel trends.

NYMTC will review all responses and use the information received from this RFI to review the available options and solutions. This will inform NYMTC as it makes decisions regarding possible future contracting strategies.

Please Note: This is not a Request for Proposals (RFP). This RFI is strictly a mechanism for gathering information and will not constitute a procurement process. No contract award(s) will be made because of this request.

Please include 'RFI #NYMTC-01-2022' in the subject line of your email.

Designated Contacts

NYMTC Contact
Seitu Allen, NYMTC
212-383-1885
seitu.allen@dot.ny.gov

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NYSDOT Contact

Patty Kappeller, NYSDOT

518-457-2600

Patricia.kappeller@dot.ny.gov

C. Expression of Interest

Interested Parties are requested to submit their “Expression of Interest” (i.e., a company’s intent to respond to this RFI) via email to the Designated Contacts.

D. RFI Question and Answer Period

If interested parties have questions related to this RFI, they should submit questions via email to the Designated Contacts no later than December 28, 2022. Responses to those RFI-related questions will be posted by January 6, 2023 on the respective NYMTC and NYSDOT websites.

E. Contemplated Future Contract Structure

As a result of this RFI, NYMTC/NYSDOT may formally issue an RFP to accomplish the objectives listed below. NYMTC/NYSDOT is considering the following structure:

1. Contract Term: Maximum length of 5 years.
2. Award: ONE (1) responsive and responsible consultant.

F. Webinar Information

To assist interested parties in preparing responses to this RFI, NYMTC/NYSDOT will host a 1-hour webinar on Wednesday, December 21, 2022 at 2 PM eastern time. This recorded webinar will feature an overview of the RFI and provide an opportunity for oral questions and answers.

Questions may be submitted in advanced to the Designated Contacts.

Register for the Webinar via the following link:

[Registration Link](#)

G. Submission Requirements

Interested parties are encouraged to submit an electronic written response to this RFI on company letterhead, characterizing their interest, background, and relevant experience. NYMTC/NYSDOT may subsequently invite respondents to participate in further discussions. Please submit RFI responses to the Designated Contacts and include ‘RFI #NYMTC-01-2022’ in the subject line of your email.:

1. seitu.allen@dot.ny.gov
2. patricia.kappeller@dot.ny.gov

H. Current Travel Survey and Travel Demand Model Description

Information on NYMTC’s travel surveys can be found at:

[NYMTC's Travel Surveys](#)

Information on NYMTC’s activity-based travel demand model, the New York Best Practice Model (NYBPM) can be found at:

[NYMTC's Travel Demand Model \(NYBPM\)](#)

I. Objective

NYMTC is currently considering conducting a decennial RHTS as the first wave of a long-term data collection program and is seeking information about alternatives to the traditional approach. Some known alternatives include recurrent long-term travel survey programs with annual or biennial deployments, or travel data synthesized from passively collected sources.

The travel survey study area is the 28-county New York Best Practice Model (NYBPM) region which includes the following counties:

- **New York:** Bronx, Dutchess, Kings, Nassau, New York, Orange, Putnam, Queens, Richmond, Rockland, Suffolk, Westchester;
- **Connecticut:** Fairfield, New Haven;
- **New Jersey:** Bergen, Passaic, Hudson, Essex, Union, Morris, Somerset, Middlesex, Monmouth, Ocean, Hunterdon, Warren, Mercer and Sussex.

J. Information Being Requested

NYMTC is requesting a description of trends that it should be aware of as it continues the travel data collection process.

Respondents are asked to address the topics listed below. Please consider the objectives of this RFI when responding so your time is spent on issues that will be helpful to reviewers.

Please provide responses to as many questions as you feel comfortable; you do not need to provide responses to all questions. Your input and insights are greatly appreciated.

1. Do you feel that transportation planning organizations/public transportation providers still need to conduct a cross-sectional regional household travel survey to obtain data needed to update and validate their travel demand models? Why/why not?
2. Given how quickly travel behavior has been changing recently, we can no longer assume that collecting travel behavior data once every 10 years will serve our travel insight needs. Have you had experience using different frequency of data refreshment for capturing change in travel behavior and for informing public policy in the 2020s, or earlier? If yes, please explain and provide your thoughts on what might be the optimal frequency of data refreshment.
3. Do you have experience using “big data” (e.g., Location Based Services data, marketing data, synthesized travel behavior data, modeled travel behavior data, and others) to update travel demand models, particularly activity-based models? If yes, please tell us how and provide a brief description of your experience.
4. Based on your experience, what elements of traditional household travel survey data may be replaced by big data and how/how easily?
5. In your experience, have you found that it is possible to infer demographic segmentation from big data? If so, are certain demographic segments better represented in big data products than others? If yes, please explain.
6. In your experience, have you used big data to replace traditional travel survey sample for well-represented populations? If so, what did you do to mitigate under-representation issues? And/or how did you develop a sampling strategy to collect travel surveys on under-represented populations?

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7. Do you have experience using a combination of data from diverse sources (e.g., traditional surveys combined with big data or crowd sourced data) in any survey efforts? Is any of that experience specifically related to the development of travel behavior data that can be used for travel models? If yes, please provide a brief description of your experience.
8. What are some of the advancements in travel behavior data that you feel we can expect in the very near future? How will modeled travel behavior data products be improved in the near term?
9. Do you have experience pooling travel survey data over multiple collection cycles (e.g., American Community Survey 5-year aggregation)? If yes, please provide examples of where this is being done and discuss any methodological challenges or concerns.
10. Do you have experience developing a base survey design with standardized variables and questionnaire formats that can be used both over time and across agencies? For instance, can a design be utilized for two different agencies conducting household travel surveys for different purposes (e.g., transit agencies are interested in transit ridership, MPOs and DOTs are interested in all modes)? If yes, please provide a brief description of your experience and provide examples of where this is being done. Please describe any special considerations to such an approach.
11. Do you have experience combining surveys that were conducted based on different sampling strategies? If yes, please provide a brief description of your experience and any risks.
12. Do you have experience harmonizing data collection from the use of multiple types of survey tools? If yes, please provide a brief description of your experience and thoughts on the best approach.
13. In your opinion what are some of the most cost-effective (including consultant and agency labor costs) travel survey methods? How do they compare? For example, how might the cost of performing a traditional cross-sectional survey compare to the cost of a survey that includes big data?
14. Based on your experience, what are some commonly observed risks associated with the newer, more innovative survey methods and what are some strategies to identify, monitor, and mitigate these risks?
15. What are some emerging practices you have employed in building user-friendly, accessible survey tools? Please provide a brief description of your experience.
16. Have you used innovative strategies, such as incentives or other marketing strategies, to increase response rates in general, and specifically, for under-represented populations? If yes, please provide examples and describe your experience.

NYMTC and NYSDOT thank all who participate in this information gathering process.