



Volume 26

July 2004

# Special Issue: Model Task Force Meeting and White Paper Coverage

This newsletter issue summarizes the meetings of the Model Task Force, Distribution Committee, and Transit Committee held May 4 and 5 in Daytona Beach. Please see the Model Task Force website for complete meeting minutes and the full white paper on FSUTMS-TransCAD standards and enhancements.

**Model Task Force Website:**  
<http://www.dot.state.fl.us/planning/systems/stm/mtf/mtfhome.htm>

During the Model Task Force meeting, the members were divided into six groups with approximately 10 members in each group. The groups were given 5 topics to be discussed for 30 minutes each: roadway geography, standard reports and output, GIS themes, user interface, and miscellaneous. The latest version of the white paper summarizes the suggestions resulting from the group discussions. (See pages 4 through 6 for a listing of FSUTMS-TranCAD sample file names and FSUTMS-TransCAD candidate field names )

Recommendation was made by the Public Transit Office to analyze what type of data is needed to improve upon the transit modeling process. A request was made to start a data committee, which would focus on all data requirements. A motion was made to start the committee, passing unanimously. The tri-chairs will appoint a committee chair and a suggestion was made to have one person from each of the existing committees serve on the Data Committee in order to coordinate research efforts in the committees. A teleconference will be scheduled to identify possible members for the newly formed committee.

A motion was made to reactivate the HNET Committee and rename the committee to Highway Committee (motion passed). A motion was made to rename the Highway Committee to Network Committee (motion failed).

All those interested in serving on either on the Data Committee or on the Highway Committee should contact Terry Corkery at the FDOT Systems Planning Office at (850) 414-4903 or at [terrence.corkery@dot.state.fl.us](mailto:terrence.corkery@dot.state.fl.us).

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## **Distrib Committee to Investigate Income Variable in Gravity**

### **Model**

At the Distrib Committee meeting held on May 4, 2004 in Daytona Beach, Fang Zhao, Florida International University (FIU) briefly presented the enhancements, which were made to the Gravity model prior to switching to the research related to the destination choice model. In an effort to enhance the gravity model, survey data was analyzed to identify potential variables for enhancing trip distribution; intervening opportunity models were studied; and potentials of enhancing gravity models by considering land use, demographic, and socioeconomic variables were analyzed. Several technical reports were published regarding this research effort.

Next, Fang Zhao of FIU, presented "Investigation of Destination Choice Models."

The destination choice model belongs to a family of discrete choice models. The idea behind the model is that when an individual is faced with choices, his or her preference toward each alternative may be described by the alternative's "attractiveness" or "utility." The utility is determined by characteristics of the individual and the alternative. The alternative with the highest utility is chosen.

The first phase of the study consisted of the identification of areas that are using a destination choice model. Next, the Portland destination choice model was applied to the

Boward County model. The results of the destination choice model were then compared to Broward County's gravity model.

On the household side, the data was stratified by three household income levels, and on the employment side; the data was stratified by three categories. Then in the distribution process, income level was linked to employment categories. It appeared that the destination models produce better trip lengths and higher spatial accuracy than the gravity model, while the gravity model replicated the intrazonal trips better.

The Committee generally agreed that income is an important variable but politically hard to forecast. It was also pointed out that the data requirements for destination choice models are very intensive.

As a next step Shi-Chiang Li and Mike Neidhart will work together with the Systems Planning Office to discuss possible research on implementing an income variable in the gravity model. A recommendation will be put together and forwarded to the Distrib Committee members. To find out the latest developments on the Distrib Committee efforts please go to Model Task Force:

<http://www.dot.state.fl.us/planning/systems/stm/mtf/mtfhome.htm>

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## **Transit Committee Suggests changes to MPO model development process**

Huiwei Shen stated that the Systems Planning Office has secured research money in an effort to focus on what is needed to bring the transit models in line with the Federal standards. The Systems Planning Office is working with the Public Transit Office (PTO) in putting together a scope that would address pressing transit issues.

A discussion took place concerning the transit validation/calibration effort associated with the Long Range Transportation Plan (LRTP) effort. The Federal Transit Administration (FTA) requires the use of the adopted LRTP model, yet it appears that revalidation/calibration is necessary prior to the use of the LRTP model in the New Start analysis process. The suggestion was made to write a generic scope for the Metropolitan Planning Organizations (MPO) addressing the transit validation needs, which can be inserted in the general LRTP scope in an effort to ensure

that enough time and effort is spent on the transit validation during the LRTP process.

The Committee decided that Systems Planning and PTO would put a proposal together to analyze the transit models and formulate recommendations as to the acceptability of the transit models, as well as address the text that could be incorporated in the scope for a LRTP.

The draft scope will be circulated among the Transit Committee members either late June or beginning July 2004. The initial meeting to discuss the scope will be done through teleconference. A notice to proceed on the contract could be executed as early as July. A face-to-face meeting will be planned for in July. Any items of concern can be emailed to Huiwei Shen, Ram Pendyala or Kevin Feldt.

# FDOT Revamps Modeling Training Program

To aid transportation professionals in Florida, the Florida Department of Transportation Systems Planning Office will present the following workshops teaching FSUTMS powered by TransCAD. The workshops will present the transportation planning modeling methods currently accepted in Florida. Workshop dates and locations will be posted on the Modeling Training website by mid July: <http://www.dot.state.fl.us/planning/systems/stm/training/training.htm>.

The following seven courses are discussed in further detail below:

1. FSUTMS Comprehensive Modeling Workshop
2. FSUTMS Executive Summary Modeling Seminar
3. FSUTMS Model Calibration Workshop
4. FSUTMS Traffic Impact Analysis Workshop
5. FSUTMS Intermodal Modeling Workshop
6. FSUTMS Model Scripting Workshop
7. Florida Model Applications Conference

The **FSUTMS Comprehensive Modeling Workshop** will provide an overview of the transportation planning process, travel demand forecasting methodologies, and FSUTMS modules and data requirements. Participants will learn to install and execute FSUTMS powered by TransCAD, use the menu systems, interpret and create standard output results, and create and edit networks through a series of hands-on computer exercises. This workshop will be designed for modelers. Previous Geographic Information System (GIS) experience is helpful for this workshop, but not required. There will be seven workshops lasting four days each.

The **FSUTMS Executive Summary Modeling Seminar** will provide an overview of the transportation planning process, travel demand forecasting methodologies, and FSUTMS modules under TransCAD. Participants will learn the underlying theories of modeling and see the benefits of TransCAD's abilities to produce presentation graphics for reports and meetings. This workshop will be designed for managers and nonmodelers. There will be one workshop and it will last one day.

The **FSUTMS Model Calibration Workshop** will provide the participants technical details on the FSUTMS process and is designed for transportation professionals who have a basic understanding of the travel demand forecasting process. The workshop contains lectures on travel survey techniques, how to create FSUTMS input files from origin and destination survey data, how to create and interpret trip

tables, the usage of friction factors and K-factors, calibration/validation techniques, criteria, procedures, and accepted standards in Florida. There will be one workshop and it will last three days.

The **FSUTMS Traffic Impact Analysis Workshop** will provide instructions on advanced manual and modeling techniques used in site impact studies such as establishing traffic methodology, highway and transit networks, distribution and assignment, post-processing adjustments, mitigation, selected zone, selected link and other issues in development of regional impact (DRI) analysis. A comprehensive case study will combine all the techniques into a practical step-by-step process during the workshop. There will be one workshop and it will last three days.

The **FSUTMS Intermodal Modeling Workshop** will be designed for professionals with highway modeling experience but little experience in intermodal modeling. Discussions on high occupancy vehicle (HOV), tolls, freight, transit modeling terminology, transit network building, transit path building, transit assignment and transit evaluation are included. The workshop also provides details on the nested logit mode split routine and report interpretation for FSUTMS transit modules. A guest modeler with extensive transit modeling experience will be invited to help prepare and teach this workshop. There will be one workshop and it will last three days.

The **FSUTMS Model Scripting Workshop** is designed for the transportation modeler who requires an overview on interpreting and creating TransCAD scripts under the Florida standards using GISDK. The workshop will cover language elements, resources, batch mode, table and file opening and data manipulation, network creation and path building. Detailed descriptions of the standard FSUTMS menu interface scripts will be discussed. A guest modeler with extensive GISDK experience will be invited to help prepare and teach this workshop. It is recommended that the FSUTMS Comprehensive Modeling Workshop serve as a prerequisite to the GISDK workshop. There will be two workshops lasting two days each.

The **Florida Model Applications Conference** will provide mini-workshops and presentations on emerging techniques in modeling. Presentations may include model and software updates, new or revised modeling tools, database management and user transportation modeling applications. It can also serve as an information sharing opportunity as more models are converted to TransCAD throughout Florida and lessons on what to do and not to do can be shared. There will be one conference and it will last two days.

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**FSUTMS-TransCAD SAMPLE FILE NAMES**


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Gainesville Name	Full FSUTMS Name	Comment
<b>Highway Input</b>		
hnet.dbd	hwylinks-gvl-01-A4HOV-u.dbd	Highway network database
spdcap.bin	spdcap-gvl-01-A4HOV-u.bin	Speed capacity table
tcards.bin	turnpen-gvl-01-A4HOV-u.bin	Turn prohibitors/penalties
termtime.bin	termtime-gvl-01-A4HOV-u.bin	Terminal times
<b>Highway Output</b>		
hnet.net	hwypaths-gvl-01-A4HOV-p.net	Binary network
fhskids.mtx	freeskim-gvl-01-A4HOV-p.mtx	Skims
rhskids.mtx	congskim-gvl-01-A4HOV-p.mtx	..
<b>Transit Network and Data</b>		
amtnet.rts	amtnet-gvl-01-A4HOV-u.rts	AM Routes
mdtnet.rts	mdtnet-gvl-01-A4HOV-u.rts	MD Routes
fare.mtx	fare-gvl-01-A4HOV-u.mtx	Fares
modeamad.bin	parmamad-gvl-01-A4HOV-u.bin	Mode-specific parameters
modeamlh.bin	parmamlh-gvl-01-A4HOV-u.bin	..
modeamwl.bin	parmamwl-gvl-01-A4HOV-u.bin	..
modemd.bin	parmmd-gvl-01-A4HOV-u.bin	..
mode-max-wait.mtx	maxwait-gvl-01-A4HOV-u.mtx	..
tnetam.dbd	—	AM Transit links — should be eliminated
tnetmd.dbd	—	MD Transit links — should be eliminated
<b>Trip Generation and TAZ System</b>		
Zone.dbd	tazbdy-gvl-01-A4HOV-u.dbd	Zonal boundary GIS database
duweight.bin	duweight-gvl-01-A4HOV-u.bin	Dwelling unit stratification curves
grates.bin	genrates-gvl-01-A4HOV-u.bin	Generation rates
zdata1.bin	zonedata-gvl-01-A4HOV-u.bin	Zonal socio-economic data
zdata2.bin	—	Combine zdata1 and zdata2
zdata3.bin	specgen-gvl-01-A4HOV-u.bin	..
zdata4.bin	eiprods-gvl-01-A4HOV-u.bin	..
eetrips.bin	eetrips-gvl-01-A4HOV-u.bin	External-external trips
<b>Trip Generation Output</b>		
prods.bin	prods-gvl-01-A4HOV-p.bin	Productions
attrs.bin	attrs-gvl-01-A4HOV-p.bin	Attractions
prod-attr.bin	prodattr-gvl-01-A4HOV-p.bin	
p-hh-hm.bin	hhsizem-gvl-01-A4HOV-p.bin	Cross-class: percent HM units by size
p-hh-mf.bin	hhsizemf-gvl-01-A4HOV-p.bin	Cross-class: percent MF units by size
p-hh-sf.bin	hhsizesf-gvl-01-A4HOV-p.bin	Cross-class: percent SF units by size
p-v-hh-hm.bin	hhxvehhm-gvl-01-A4HOV-p.bin	Cross-class: number HM units by size & vehicles
p-v-hh-mf.bin	hhxvehmf-gvl-01-A4HOV-p.bin	Cross-class: number MF units by size & vehicles
p-v-hh-sf.bin	hhxvehsf-gvl-01-A4HOV-p.bin	Cross-class: number SF units by size & vehicles
eetab.mtx	eetab-gvl-01-A4HOV-p.mtx	External-external trip table
ff.bin	friction-gvl-01-A4HOV-u.bin	Friction factors
<b>Trip Distribution Output</b>		
ptrips.mtx	pertrips-gvl-01-A4HOV-p.mtx	Person trip tables
tld.mtx	tlength-gvl-01-A4HOV-p.mtx	Output for report
<b>Mode Choice</b>		
hbw.nlm	nloghbw-gvl-01-A4HOV-u.nlm	These files replace NLOGIT.SYN
hbnw.nlm	nloghbnw-gvl-01-A4HOV-u.nlm	..
nhb.nlm	nlognhb-gvl-01-A4HOV-u.nlm	..
modechoiceparams.bin	nlogparm-gvl-01-A4HOV-u.bin	..

**FSUTMS-TransCAD SAMPLE FILE NAMES** *Continued***Mode Choice Output**

hhtab.mtx	htriptab-gvl-01-A4HOV-p.mtx	These files are different from Tranplan
intrazonal.mtx	intrazon-gvl-01-A4HOV-p.mtx	Output highway trip tables
mchoice-sum1.bin	modesum1-gvl-01-A4HOV-p.bin	No Tranplan equivalent (need to check)
mchoice-sum2.bin	modesum2-gvl-01-A4HOV-p.bin	Report file
modein.mtx	modein-gvl-01-A4HOV-p.mtx	Report file
modeout-hbw.mtx	mtabhbw-gvl-01-A4HOV-p.mtx	Input trip tables
modeout-hbo.mtx	mtabhbnw-gvl-01-A4HOV-p.mtx	Output trip tables
modeout-nhb.mtx	mtabnhb-gvl-01-A4HOV-p.mtx	..
termtime.mtx	termtab-gvl-01-A4HOV-p.mtx	..
		Auto access terminal time (check)

**Highway Assignment Output**

hrlidxy.bin	hwyloads-gvl-01-A4HOV-p.bin	Drop the XY reference
hrlidxy-pre.bin	preloads-gvl-01-A4HOV-p.bin	Files much different than Tranplan

**Transit Network and Assignment Output**

amlkflow1.bin	amlkflow1-gvl-01-A4HOV-p.bin	Flows on links
amlkflow2.bin	amlkflow2-gvl-01-A4HOV-p.bin	..
amlkflow3.bin	amlkflow3-gvl-01-A4HOV-p.bin	..
amrtflow1.bin	amrtflow1-gvl-01-A4HOV-p.bin	Flows on routes
amrtflow2.bin	amrtflow2-gvl-01-A4HOV-p.bin	..
amrtflow3.bin	amrtflow3-gvl-01-A4HOV-p.bin	..
am-onoff1.bin	amonoff1-gvl-01-A4HOV-p.bin	On-off at stops
am-onoff2.bin	amonoff2-gvl-01-A4HOV-p.bin	..
am-onoff3.bin	amonoff3-gvl-01-A4HOV-p.bin	..
mdlkflow.bin	mdlkflow-gvl-01-A4HOV-p.bin	..
mdrtflow.bin	mdrtflow-gvl-01-A4HOV-p.bin	..
md-onoff.bin	mdonoff-gvl-01-A4HOV-p.bin	..
tskimam1.mtx	tskimam1-gvl-01-A4HOV-p.mtx	Various skims
tskimam1.tnw	tskimam1-gvl-01-A4HOV-p.tnw	..
tskimam2.mtx	tskimam2-gvl-01-A4HOV-p.mtx	..
tskimam2.tnw	tskimam2-gvl-01-A4HOV-p.tnw	..
tskimam3.mtx	tskimam3-gvl-01-A4HOV-p.mtx	..
tskimam3.tnw	tskimam3-gvl-01-A4HOV-p.tnw	..
tskimmd.mtx	tskimmd-gvl-01-A4HOV-p.mtx	..
tskimmd.tnw	tskimmd-gvl-01-A4HOV-p.tnw	..
		..

## CANDIDATE FIELD NAMES

### ZONEDATA.bin

- NodeID
- Sector
- SFDU
- SFPctVNP
- SFPctVac
- SFPop
- SFPct0Veh
- SFPct1Veh
- SFPct2Veh
- MFDU
- MFPctVNP
- MFPctVac
- MFPop
- MFPct0Veh
- MFPct1Veh
- MFPct2Veh
- HotelRms
- HotelPctOc
- HotelPop
- TotalPop
- Emplnd
- EmpCom
- EmpServ
- EmpTot
- EnrSchool
- STParkCost
- LTParkCost
- UserNotes

### SPECGEN.bin

- NodeID
- GenType
- FuncCode
- Trips
- PctHBW
- PctHBS
- PctHBSR
- PctHBO
- PctNHB
- EmpTot2
- EmpCom2
- EmpServ2
- EnrSchool2
- TotDU

### EIPRODS.bin

- NodeID
- Sector
- ProdExtInt
- NewZone
- PctNewZone
- UserNotes

### Turn Penalties

- ID
- fromNode
- thruNode
- toNode
- PENALTY
- PROHIBITOR

### Traffic Count Data

- LinkID
- TrafCounID
- CountYear
- AADT

### Transit Stops

- NodeID
- StopType

### VFACTORS

- FacType
- URoadFactr
- ConFac
- BPRCoef
- BPRExponen

### Speed/Capacity Tables

- Lanes
- FacType
- AreaType

### School Data

- NodeID
- ElemTAZ
- MidTAZ
- HighTAZ
- ELEMENROLL
- MIDENROLL
- HIGHENROLL
- PRIVENROLL
- EleTrpRate
- MidTrpRate
- HigTrpRate
- PrvTripRate
- RegionITAZ

### Highway Link Attributes

- LinkID
- ATyp1Dgt
- FTyp1Dgt
- ATyp2Dgt
- FTyp2Dgt
- ABLanes
- BALanes
- ACODE
- FCODE
- TOLL
- CCODE
- LUCODE
- ZON
- GEOLOC
- USECODE
- ABTSFLG
- ABTS
- ABOBTS
- ABCAP
- ABCOUNT
- ABLINKG
- BATSFLG
- BATS
- BAOBTS
- BACAP
- BACOUNT
- BALINKG

### Toll Link Attributes

- LinkID
- CTOLLVALUE
- TOLL
- TOLLTYPE
- PLA\_RAM\_ID
- LANES
- MAXLANES
- TOLLAMOUNT
- SRVCTIME
- DECELCODE
- ACCESCODE
- EXCHLANES
- AVILANES
- RATIO\_HEAW

### Highway Load Data

- LinkID
- UNCONGTIME
- CONGTIME
- VOLUME
- CAPACITY
- VCRATIO
- LINKDIR
- VOL1
- VOL2
- VOL3
- VOL4
- VOL5
- VOL6
- VOL7
- VOL8
- VOL9
- VOL10
- VOL11
- VOL12
- VOL13
- VOL14
- VOL15
- VOL16
- VOL17
- VOL18
- VOL19
- VOL20
- VOL21
- VOL22
- VOL23
- VOL24
- VOL25

### Transit Route Attributes

- LinkID
- IDNum
- Mode
- Line
- LineID
- Code
- Headway
- Region
- Oneway
- AStop
- BStop
- ET
- NH
- MH
- S
- RL
- Period
- RouteNo
- SequencNum
- LinkDir
- RouteClass

### Transit Optional Link Attributes

- ACODE
- TMODE0
- TMODE1
- TMODE2
- TMODE3
- TMODE4
- AB\_DIST
- AB\_XITA
- AB\_TIME
- BA\_DIST
- BA\_XITA
- BA\_TIME
- OptClass

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# **FUTURE ENHANCEMENTS TO FSUTMS-TransCAD**

## **Summary of Group Discussions at Model Task Force Meeting, May 4-5, 2004**

### **Roadway Geography**

Needed GIS layers include a TAZ database, a separate TAZ boundary coverage, model roadway/network geography, and a local street network to develop the transit access network (eliminate spider network).

Information that should be included in these database layers include socioeconomic data, roadway facility type, number of lanes, area type and traffic counts, railroad alignment, intersection control, turn penalties and prohibitions, ITS components, pavement information, bridge attributes, truck restrictions, bus stop coding, station coding, fixed guideway, and barriers.

The roadway geography should be compatible with statewide, FDOT, city and county geography, GDL (Geographic Data Library) and ETDM procedures, and should provide the ability to overlay aerial photos.

There is a need to develop a procedure to maintain the databases over time, including the Caliper-provided base maps.

The map projection system needs to be established for each network in the state.

FSUTMS should automatically update the transit network when changes are made to the highway network.

### **Generation of Standard Reports and Output**

There needs to be a checkbox list so that the user can select the specific reports that should be generated in a particular run, with defaults already checked.

Better diagnostic messages should be provided when an error occurs.

Users should be able to change the format of the report.

There should be an interface that will allow for the production of summary reports by district, county, market segment, screen line, and cut line.

Reports should be provided to display off peak vehicle use, emissions, ons and offs by transit route, percent trucks, highway and transit level of service by corridor, environmental justice, transit capacity, trip length frequency data, unbalanced attractions by district or county, transit station activity, VMT and VHT, and other useful HEVAL information.

There needs to be a better identification of trip purpose instead of the previous numeric coding scheme of 1, 2 etc.

The input and output files need to be time and date stamped.

The system should allow for the creation of reports by drawing a corridor on a map and obtaining reports for a specified area.

There is a need to develop a reporting system for land use checks and network checks, i.e., there should be a utility for checking data inputs.

There is a need to develop reports for quality control purposes and user-friendly debugging procedures.

The reports should include a comparison between the model outputs and observed patterns in travel survey data.

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# FUTURE ENHANCEMENTS TO FSUTMS-TransCAD

## Summary of Group Discussions at Model Task Force Meeting, May 4-5, 2004 *Continued*

### GIS Themes

The GIS Committee should be involved in the development and specification of GIS Themes.

Several themes of interest include:

- o barriers to be used in transit
- o link attributes by color
- o volume/capacity
- o volume/count
- o population density
- o level of service with GIS-TM standard imports
- o environmental justice (selected based on population groups)
- o bridges
- o maintenance schedules
- o transit routes
- o land use checks
- o facility constraints (environmental, historical, etc.)
- o desire line maps
- o mapping to examine origins and destinations
- o transfer matrices
- o bar charts showing various shares and trends
- o auto ownership by TAZ
- o zero-automobile households
- o mode split by purpose by zone
- o linkage to census data

FSUTMS should include defaults for colors and patterns, a default library for GIS layers, and a central repository to share themes.

A general list of thematic maps should be set up with a pull down menu where the user can select the desired theme.

Care should be taken to ensure that the colors can be easily discerned by those who may be colorblind or color-challenged.

### User Interface

The proposed user interface is good.

The map-based model selection interface is quite good, but there should also be an option to go directly to the model of choice.

The version number of the model should be clearly identified.

All current FSUTMS steps should be a part of the standard interface.

There is a need to be able to run more than one scenario at a time or stack runs sequentially in a batch job.

There should be an initial setup report and an automatic check for the required files.

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# FUTURE ENHANCEMENTS TO FSUTMS-TransCAD

## Summary of Group Discussions at Model Task Force Meeting, May 4-5, 2004 *Continued*

There should be a checkbox list for the users to specify the files that should be kept at the end of the run, with defaults already checked.

There is a need for model version control.

There should be a scenario management interface.

There should be buttons to edit, finalize, delete, etc.

There should be a way to save a run, delete or save temporary files, compress files, and archive.

There should be an option to name and password-protect a model run, perhaps in an archive library.

There should be an option to run Summit (for Transit New Starts Projects) and air quality emissions programs.

Before executing a command there should be an “are you sure?” question.

### **Miscellaneous**

The output file should be protected so that it cannot be modified (e.g., current binary format in TRANPLAN).

There is a need to run multiple sessions with one key.

The line layers need to be compatible across modal networks.

There should be

- o unlimited undo and redo capabilities
- o save and save as capabilities
- o an audit trail of user actions
- o a formal archiving ability
- o auto save option
- o an option to update multiple scenarios at the same time
- o an option to map landmarks and make them polygons

There should be a method to analyze version certifications between networks.

The error and debugging messages should be improved.

A method should be developed to check the speed-cap table.

There should be an option to compress files.

It should be easy to convert TransCAD output to a format compatible for input to ArcGIS, ETDM, etc.

The TransCAD training should be more focused on FSUTMS (travel demand modeling) and less on GIS functionality.

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# FSUTMS Users' Group News

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The next meeting for the **Northeast Florida Transportation Applications Forum** is set for Thursday **August 19, 2004**. The Applications Forum meet at the new First Coast MPO location on 1022 Prudential Drive. The luncheon meetings will be held from 12:00 PM to 2:00 PM. For additional information, please contact *Karen Taulbee (904)360-5652*

The **Tampa Bay Applications Group** will hold its next meeting on **August 26, 2004**. This brown-bag lunch meeting will be held from 12:00 PM to 2:00 PM at the FDOT-District 7 office. For more information, please contact *Danny Lamb (813) 975-6437*.

The **Southwest Florida Users' Group** meetings are held at the Charlotte County Airport (2800 A-6 Airport Rd., Punta Gorda, FL). For additional information about the group, please contact *Jim Baxter (863) 519-2562*

The **Northwest Florida Users' Group** will be holding their next meeting on **August 4, 2004 at 1:30 PM**. The meeting will be held at the Washington County Public Library in Chipley. For additional information, please contact *Craig Gavin at (850) 638-0250*.

STATE OF FLORIDA



DEPARTMENT OF  
TRANSPORTATION

The **Central Florida Traffic Data Users Group** meetings are held at FDOT District 5 Orlando Urban Office. For additional information about the group, please contact *Dawn Tuten(407) 482-7879*

The **Southeast Florida Users' Group** next meeting will take place on **September 16, 2004**. The meeting will be held at 9:30 AM at the FDOT-District 4 "Old Auditorium." For additional information, please contact *Phil Steinmiller (305) 377-5896*

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