

New statewide freight model to focus on intermodal connectivity

by Huiwei Shen and Terrence Corkery, FDOT Systems Planning Office, Tallahassee

Freight transportation plays a critical role in Florida's economic development. The Commodity Flow Survey (CFS) of 1993 measured \$172 billion of goods shipments weighing 346 million tons handled in Florida, accounting for approximately three percent of the value and four percent of the weight of total U.S. freight shipments (excluding pipeline shipments). Even more noteworthy is the percentage of these freight movements that stay within Florida. The 1993 CFS shows that about 63 percent of the value and approximately 82 percent of the weight of total shipments originating in Florida were shipped to destinations within the state. This high level of intrastate freight movement calls for significant planning efforts at the statewide level to ensure smooth, efficient, and safe transportation of goods and services.

In recognition of the critical role played by freight transportation in a region's economy, recent legislation at the federal and state levels have explicitly called for the consideration of freight movements in transportation planning processes. Both the Intermodal

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Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) emphasized the importance of intermodal connectivity and freight transportation as major drivers of economic development. A similar thrust has also occurred at the state level. In September 1997, the Florida Senate Committee on Transportation made the following observation: "because metropolitan areas have differing priorities, economic development, the movement of freight, and the connection between regional freight hubs (i.e., seaports, airports) are not always looked at from a regional or statewide perspective." The committee recommended that economic development variables be incorporated into statewide planning models with explicit consideration of intermodal connectivity and freight movements.

In response to these federal and state legislative initiatives, the FDOT Systems Planning Office, in cooperation with the Freight Subcommittee of the Model Task Force, is spearheading a major effort to develop an Intermodal Statewide Highway Freight Model for Florida. The scope of services for this project includes ten tasks aimed at evaluating the current state-of-the-practice approaches and available databases, developing and testing new freight modeling methodologies, and coordinating and documenting activities completed as part of this project. The improved freight modeling processes developed under this study will be incorporated into FSUTMS.

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Central
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to relocate**
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New statewide freight model to focus on intermodal connectivity

Continued

The following is a brief summary of each task activity included in this project:

Task 1, Evaluation of Existing Freight Forecasting Models will include an evaluation of freight models throughout Florida and the United States and an assessment of available techniques with an emphasis on statewide modeling efforts.

Task 2, Inventory of Existing Freight/Truck Surveys and Databases, will be a comprehensive inventory of surveys and published databases on freight and truck movements available throughout Florida and the United States.

Task 3, Model Specification, will identify policy decisions that need to be analyzed with the Intermodal Statewide Highway Freight Model. The MTF Freight Subcommittee and the Statewide Freight Stakeholders Task Force will direct this initiative.

Task 4, Data Needs Identification, will ascertain all data needed for developing the Intermodal Statewide Highway Freight Model.

Task 5, Data Collection and Assembly, will compile and analyze data in preparation for model development.

Task 6, Model Development, will convert the model

specifications and data collected during previous tasks into a working truck freight model.

Task 7, Model Validation and Refinement, will test, evaluate, and refine the truck model until model estimates of truck activity match observed conditions.

Task 8, Model Integration and Implementation, will fully integrate the truck/freight model into the FSUTMS model stream, with special programs and script files developed for this purpose.

Task 9, Study Coordination, will ensure that for the duration of this study, all efforts will be coordinated with the Statewide Freight Stakeholders Task Force, the MTF Freight Subcommittee, MPOs, and FDOT staff.

Task 10, Documentation, will provide technical memoranda summarizing the activities and findings of each task. Near the conclusion of the study, these "tech memos" will be compiled and incorporated into a final report and an executive summary.

The firm of Cambridge Systematics, Inc. (CSI) will lead the consultant team consortium for this study, to completed by December 2000. For further information, please contact Huiwei Shen at (850) 488-4642.

Employment data comparison emphasizes importance of multiple data sources

by Fang Zhao and Albert Gan, Florida Int'l University, and Shi-Chiang Li, FDOT District Four

To prepare for the upcoming updates of the Miami-Dade, Broward, and Palm Beach urban models, as well as the Southeast Florida Regional Planning Model (SERPM), the FDOT District Four and Six offices have been evaluating appropriate commercial sources of employment data to supplement the ES-202 employment file. The ES-202 file, compiled by the Florida Department of Labor and Employment Security for worker's compensation purposes, has been the main source of employment data for developing ZDATA2 files. Two key shortcomings of the ES-202 data necessitate supplemental sources of employment data. First, the data set does not include all small employers. Second, Florida Statutes require that information about individual employers in the ES-202 files be kept confidential; only employment totals by TAZ can be obtained. Using aggregate data is problematic because an employer conducting business at multiple locations may report all employees from a single location. Estimations required to adjust such records may result in significant inaccuracies.

Among the many commercially available data sources, InfoUSA (formally Contacts Influential) and Dun & Bradstreet (D&B) are perhaps the most popular in

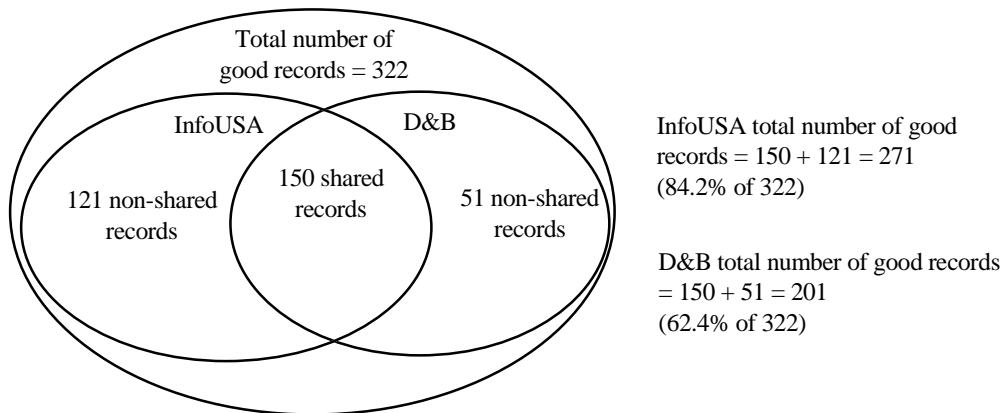
transportation planning circles. To assess the quality of these two data sources, the Lehman Center for Transportation Research at the Florida International University (FIU) conducted a comparative study of these data in July 1999. The results were reported in a recent project meeting of Southeast Florida Regional Travel Characteristics Study (Travel 2000) and are briefly summarized below.

Both InfoUSA and D&B were contacted and asked to supply a test data set containing employment data for selected business types for the 33174 zip code area in west Miami-Dade. The businesses comprised retail services, including restaurants (SIC codes 72 to 79), and personal care businesses, such as hair salons and nail manicure shops (SIC 92). The data set supplied by InfoUSA contained 288 records, compared to 225 records from D&B. Street addresses from both data sets were successfully geocoded to points on the GIS maps (success rate of 99.7% for InfoUSA records and 97.8% for D&B records). This is important because aggregation of employment data by TAZ requires business locations to be accurate.

Employment data comparison emphasizes importance of multiple data sources *Continued*

After comparing the two sets of geocoded records, it was found that only 150 businesses appeared in both companies' data sets. In other words, 137 InfoUSA records were not in the D&B data set, and 70 D&B records were not in the InfoUSA data set. Assuming that the 150 businesses reported by both were valid, an attempt was made to verify the rest by telephone. For businesses that could not be reached by telephone, field visits were made. As a result, 121 of the 137 InfoUSA businesses and 51 of the 70 D&B businesses were successfully verified and found to exist. Others could not be verified because they were vacant, were a residence, or were occupied by a different business. A few of them did not have sufficient information for verification. Adding the verified businesses in the InfoUSA data set (121) and the D&B data set (51) to the 150 records that existed in both data sets brought the total number of verified businesses to 322. For these 322 businesses, the coverages are 84.2% and 62.4% for InfoUSA and D&B, respectively, as illustrated in Figure 1.

Figure 1. Comparison of Employer Coverages



Individual employment sizes from both data sets were also compared. Some InfoUSA employment sizes were given in ranges, as opposed to a specific number. As might have been expected, only a low 20% of the employment sizes between the two data sets agreed. However, most non-agreed employment sizes were reasonably close, although a few records of larger businesses did show some significant differences, as illustrated in Table 1.

Table 1. Larger Inconsistencies in Selected Records.

Business Name	InfoUSA Emp Size	D&B Emp Size	Size Checked
Don Pan Intl Bakery	75	20	20
Thunder Wheels Skating Ctr	3 ¹	50	30
Tiger Direct Inc.	100	200	>230
Total	175	270	< 280

¹ The employment size was given as a range between 1 and 5. An average is used here.

Table 2 provides some statistics on the Southeast Florida employment databases of the two companies. The prices quoted by the two companies for the entire databases for Miami-Dade, Broward, and Palm Beach counties were comparable, at six cents per record.

Table 2. Comparison of Employment Databases from InfoUSA and D&B (Southeast Florida)

Database Features	InfoUSA	D&B
Total number of records	180,750	200,533
Number of records with street addresses	180,033	197,444
Number of records with exact employment size	167,699	160,426 ¹
Number of records with estimated employment size	13,051	40,106 ¹

¹ The numbers were provided as estimates by Dun & Bradstreet due to insufficient time to obtain the actual statistics.

Employment data comparison emphasizes importance of multiple data sources *Continued*

The results from this study indicate that both InfoUSA and D&B databases have good addresses for geocoding purposes. With regard to employment sizes, while many are in a reasonable range, significant errors exist. Additionally, both data sets missed a significant percentage of businesses. When a single commercial data source is used, a 60-85% coverage of businesses can be expected. Multiple data sources can improve this percentage, which has been done, for example, by the Tri-County Regional Planning Commission (TCRPC) in Lansing, Michigan. In Lansing, using multiple sources to supplement the database similar to the ES-202 file resulted

in an increase in the number of employers from 10,000 to 16,000.

An accurate employment data set is essential for accurate modeling. Significant errors in employment distribution could contribute to trip distribution errors and degrade model accuracy. This study revealed that individual commercial employment data sets are not comprehensive or accurate enough to substitute for the ES-202 file. It is apparent from this exercise that using multiple data sources including both ES-202 and commercially available employment files to cross-verify each other for employment sites and sizes is the best approach to developing FSUTMS ZDATA2 files.

Ask Harry...

by Harry Gramling, FDOT Systems Planning Office

This column will appear in Florida Transportation Modeling regularly and will be dedicated to providing information on new features and releases of FSUTMS, along with users' questions and answers that may be of general interest.

FSUTMS Version 5.40 is scheduled for a November-December 1999 release. Continuing past practice, V54 will be shipped to all government V53 users. As always, the shipment will include a "must read" document describing all changes in detail. Following is a "light" description of enhancements included in Version 5.40.

The highway-assignment module has been modified to permit the user to specify that capacity and volume-over-capacity ratios be stored and reported relative to either model capacity or maximum capacity. Model capacity (Version 5.30 default) includes the impact of the UROAD Factor, while maximum capacity uses the capacity directly from SPDCAP (without UROAD's impact).

HEVAL, in the analysis mode, will provide six additional summary reports. Also, a new ASCII report has been added to provide volume and capacity information in a two-way format. Historically, HEVAL has summed all "purposes" stored in the HRLDX file. A new parameter permits the user to specify the maximum "purpose" or "load" that will be reported. Currently, HEVAL reports produced during a "selected zone analysis" double-count selected zone volumes.

Transit connector software (AUTOCON, WALKCON, etc.) will be "standardized" so that all models can use the same executable files. This should alleviate current incompatibility problems.

Attention: Users of the SELECTED ZONE ANALYSIS feature of FSUTMS – Have you labored to develop the matrix update code to specify zones to be analyzed? This process can involve hours of effort and is highly conducive to error making. The MATRIX UPDATE program (UTABLE.EXE) has been modified to simplify this process. Users may now add a new specification in the "\$PARAMETERS" section of MATRIX UPDATE script files used in selected zone analyses. The new parameter (PROJECT ZONES = list) will save time and help prevent coding errors.

Viper users: The new GIS-Tools feature has been purchased and will be distributed with public-sector versions of FSUTMS.V54.

The Land Use Subcommittee of the Model Task Force is currently evaluating the Urban Land Use Allocation Model (ULAM 98) software to provide suggestions for improvements to be included in the distribution copy of ULAM.

Please email your comments or questions to me (Harry) at harry.gramling@dot.state.fl.us or call (850) 922-0439, SunCom 292-0439. (Note: all Systems Planning Office staff will be assigned new telephone numbers effective when we move November 15, 1999. See article on Page 8.)

Census Transportation Planning Package under development

The following articles were published in the CTPP 2000 Status Report September 1999 which is a product of the CTPP Planning Group.

TAZs are Due on October 1, 1999

Most of you are working hard to complete your TAZ definitions to be submitted to the Census Bureau Geography Division.

Why are they due on October 1, 1999?

One of the goals of the CTPP Working Group is to get the CTPP 2000 data delivered earlier than in previous decades. Defining TAZs now will improve our chances of getting the CTPP data delivered to us by late 2002 or early 2003. TAZs will be added to the tabulation geography of the individual records rather than in a post-processing step using equivalencies between census blocks and TAZs, as was done in 1990.

The Census Bureau will enter the TAZ geography into the central TIGER database between October '99 and Jan '00. They will issue TIGER/Line 99 in early 2000 for the TAZ verification phase. TIGER/Line 99 will include TAZs that you have submitted as well as (near final) 2000 Census tract boundaries. You will have a short window (about one month) of opportunity to review your TAZs and make corrections to submit to the Census Bureau.

Is October 1 the real deadline?

No, October 1 is the "official" deadline. However, the Census Bureau Geography Division recognizes that errors in some of the TIGER files caused delays in delivering some of the TIGER/Line 98 files to you for the TAZ-UP program. However, if you cannot meet the October 1 deadline, you **MUST** send an email to ctpp@fhwa.dot.gov on or before October 1, and let us know that you still plan to submit TAZs but will be late. You must submit your TAZs by October 29, 1999.

How do I submit my TAZs?

The instructions for submittal are on page 9 of the "Reference" section of the TAZ-UP manual. If you are not using TAZ-UP, you should have received paper instructions on the file format and submittal instructions. If you have questions, please send an email to ctpp@fhwa.dot.gov, or call 1-202-366-5021, to ask Nanda Srinivasan for assistance. If you have difficulty with the electronic file submission to the Census Bureau, please call Valerie Murdock at 301-457-1099.

LREF Now Called Workplace Update (Work-UP)

The Local Review of Employer Files (LREF) program that described in previous CTPP Status Reports has undergone a name change. This project is now being called the Workplace Update (Work-UP). The new name still relays the overall nature of the project and highlights the similarities with the TAZ update project that is currently underway. Both programs involve the use of an extension to ArcView GIS with the TIGER/Line 98 files and local updating.

Under the Work-UP project, MPOs will use an extension to ArcView GIS to evaluate the commercial employer database Census licensed for their area. The extension will include the following capabilities:

Data Management

- 1) Sort the file by ZIP code, street name, type of business, number of employees, or census geography (such as tracts or block groups).
- 2) Select and work on only those records the Census Bureau was not able to geocode.
- 3) Add employer names and addresses to the file. Correct Names and Employer Addresses and Re-geocode
- 4) Correct the names and addresses of employers, re-geocoding the address against the TIGER/Line 98 file and placing a new point on the map. If the new address cannot be geocoded, the user will be able to assign the employer record to a point by clicking on the employer's location on the map.

Any changes or deletions made by the MPO will be written to a transaction file which will be returned to Population Division at Census. The verified employer list will be used in place-of-work block coding after the 2000 Census. The automated phase of the coding will use both the address and the employer name information provided by the respondents and choose the best match. For responses that fail automated (machine) coding, Census Bureau clerks will attempt to geocode them using both the address and employer name information. Thus the quality and completeness of the employer database will directly affect the quality of the place-of-work data released in the CTPP 2000.

Progress implementing the Workplace Update project has been slow, and as a result the schedule has slipped. The process to contract with a vendor to produce an ArcView extension is finally well underway at Census and should be completed this month. Shipment of the employer files and Work-UP extension to the MPO's will probably not occur until late November or

Census Transportation Planning Package under development *Continued*

early December. This will constrict the amount of time MPO's have to review the file to four months, instead of the six months we were hoping for. Once the contract is in place for the development of the Work-UP extension, the Census will contact the MPOs by mail to find out who is interested in participating in the program. In the meantime, questions can be referred to Clara Reschovsky or Phil Salopek in the Journey-to-Work and Migration Branch at (202) 366-5000, option #4, or (301) 457-2454.

We Want Our Cake, and We Want to Eat it Too!!

On June 25th, the Bureau of Transportation Statistics hosted a working group to discuss the standard set of tabulations to be produced for the CTPP 2000. Attendees came from different sectors of the transportation planning field including large MPOs, small MPOs, state DOTs, transit agencies, and private consultants. The highest priority expressed by the group was the wish for custom tables on demand. Paul Reim from the Central Transportation Planning Staff (CTPS, the MPO for Boston) summed up the general sense of things as, "Keep everything and give us more!"

Standard CTPP

First, the group agreed that the traditional CTPP package of standard tabulations should be produced. One basic requirement for the CTPP is to maintain compatibility between the 2000 and the 1990 packages. It will cover all the basic tables, especially those which have typically been used in the 4-step travel forecasting models, while adding new tables to meet the transportation planning needs associated the Americans with Disabilities Act, Environmental Justice, and Welfare-to-Work. Some examples include the number of vehicles available in a household by race; poverty status by mode to work; and, the travel time to work by earnings.

The group also recommended that standard deviation on the means for variables such as travel time should be added to the package. As the final tables are drafted the CTPP Planning Group will share the list with the transportation planning community for review and comment.

Tables on Demand

The attendees used many of the tables in the 1990 CTPP, but

they sometimes needed tables that were not part of the package. There were two methods to meet these demands. First, contract with the Census Bureau for a special, individual tabulation, and second, to use another source such as the Census Public Use Microdata Sample (PUMS). A system for tabs-on-demand could greatly reduce the need for these two alternatives. It could provide a faster way to obtain custom defined tables and reduces the programming time and money needed to produce standard tabs.

At the Census Bureau, a tabs-on-demand program is being developed and called the American Fact Finder. It is online at <http://www.census.gov>. This system will provide the Census 2000 data across a variety of subject areas summarized at their home or residential location.

A critical question concerns the role that American Fact Finder can play in fulfilling the transportation planning needs. The key difference between standard census tables and the CTPP has been the use of the workplace geography as a summary level. The CTPP 2000 Planning Group is grappling with the practical issues of how to provide tabs-on-demand and at the same time address disclosure and geographical concerns. Another issue is whether or not the American Fact Finder can be augmented to accommodate the transportation planning needs or should a separate query system be developed.

Summary

Given the concerns of the invited group of CTPP data users, two separate paths will be pursued. CTPP 2000 will include many of the same tables as the 1990 CTPP for Statewide Elements Parts A, B and C and the Urban Elements Parts 1, 2, and 3. The CTPP Planning Group will work diligently to develop a tabs-on-demand system which meets both the needs of the transportation community as well as the Census Bureau's needs regarding confidentiality. The CTPP Planning Group is striving for the overall goals of speedier delivery, better employer geocoding, improved delivery mechanisms and high quality data.

Data Collection Programs for MPOs and State DOTs : Beyond CTPP

By Paul Branch, FTA

The CTPP 2000 data in combination with other regional surveys can be very beneficial to transportation planners. Transit

Census Transportation Planning Package under development

Continued

operators, Metropolitan Planning Organizations (MPOs) and State Department of Transportation should be deciding what other data should be collected in conjunction with, or in close proximity to the decennial census. This will ensure supplemental data collection efforts, surveys, and studies that support the usefulness of CTPP 2000 are collected to parallel census data.

At the regional level, the CTPP is well suited to the task of estimating and validating trip distribution and modal choice models for journey-to-work. However, journey-to-work data from the CTPP may be too coarse for detailed route-level transit planning or fine-tuning an existing service. Census data can be supplemented by on-board ridership surveys, on-off counts, and other sources to carry out finer analyses. Surveys done in conjunction with the decennial census are important because the Journey to Work question in the Census addresses only one mode, and not multiple modes. For example, if a person drives to a park and ride, and then rides a bus or a rail, it is not reflected in the data. Secondly, the issue of trip chaining is not addressed, and we know that many workers make stops on their way to work, e.g. to drop off a child.

The transit operations planners are responsible for efficiently tailoring the supply of transit service to meet anticipated or actual demand. Primarily, the transit operations planner has two major objectives; to maximize service effectiveness and its efficiency. Census data supplemented by other auxiliary data can help in addressing these objectives by providing information on travel characteristics and socioeconomic characteristics. CTPP provides data on residence to work flows. The data such as population, age of residents, number of physically handicapped people, income levels, vehicle ownership etc., can help in efficiently addressing transit operation issues. The CTPP can provide data to understand ridership markets. MPOs and transit operators should consider surveys independent of the decennial census to augment the CTPP data. For example, the Delaware Valley Regional Planning Commission (DVRPC) has developed a number of transportation surveys (planned over several years) to supplement CTPP 2000 data. A few of these surveys include:

Household Travel Surveys – These surveys will obtain information on regional trip generation, trip distribution, and modal choice. **Center City Cordon Survey** – This survey project monitors and assesses traffic crossing the cordon delineating the Philadelphia Central Business District (CBD). **Regional Rail Survey** – On-board surveys of regional rail riders

are being conducted for selected portions of the regions' rail system. This survey provides valuable information on how regional travelers access and use rail transportation.

Through the metropolitan transportation planning process, the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) jointly fund transportation planning activities in urbanized areas by formula to the States. These additional surveys can be included in your Statewide and Unified Planning Work Programs.

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FDOT Systems Planning on the move (...literally!)

Office to relocate; new phone numbers to be announced

by Terrence Corkery, FDOT Systems Planning Office

After November 15, 1999, don't panic if you find the Systems Planning Office in Tallahassee is vacant and the phones are disconnected. We're not trying to avoid you! On that date, Systems Planning will be reunited with Central Office in FDOT's Haydon Burns Building. Systems Planning staff, along with the Office of Policy Planning and the Transportation Statistics Office, have been stationed in leased office space the past five years during the Burns Building renovation. Our Mahan Drive location was particularly beneficial to the traffic modeling section---two doors down the street from Sister Fay's palm reading and fortune telling service. All three planning offices will be returning to the second floor of the Burns Building, thus

completing the floor-by-floor renovation project.

Because the Burns Building renovation includes a new telephone system, all personnel will be assigned new phone numbers. The new numbers of key planning staff will be announced in the next issue of *Florida Transportation Modeling*. (If you haven't received the next issue within three months, send a search party!) Systems Planning's mailing address will remain unchanged at 605 Suwannee Street, MS 19, Tallahassee, FL 32399-0450 (which is the Burns Building address---all mail had been hand-delivered by FDOT mail room staff).

Northeast Florida starts new FSUTMS users' group

by Imran Ghani, FDOT District 2 Planning Office

Florida Department of Transportation, District 2 in cooperation with Jacksonville MPO is pleased to announce the formation of the NE Florida FSUTMS Users' Group. Membership is open to all private and public entities.

always have some network and zonal data errors and until now there was no formal mechanism to correct these errors. The users' group will be the forum for discussion on what is working and what needs to be corrected.

The purpose of the users' group is to act as a technical peer review committee for the JUATS model. Initially the users' group will only review input files for the JUATS model but FDOT would like to extend this review process to surrounding county models in the near future. Since current land use projections and highway construction schedules are crucial to the validity of the traffic forecasts, FDOT District 2 and Jacksonville MPO have agreed to set up a process to update the zonal data and highway/transit files every 4-6 months. A model the size of Jacksonville will

The users' group will also feature speakers from around the state on the latest developments in the modeling field and innovative techniques that are being applied in other areas.

The first meeting took place on October 6, 1999. The speakers at the meeting were Imran Ghani (FDOT), Dale Eacker (DCA), Mike Bown (TPS) and Denise Bunnewith (MPO). If you would like to be informed of next meeting dates, please call Denise Bunnewith (904) 630-1903 or Imran Ghani (904) 360-5682.

American Institute of Certified Planners Year 2000 registration and exam deadlines

by Jeanette Berk, Advanced Planning, Inc.

If you are interested in national planner certification through the American Institute of Certified Planners, now is the time to act.

Registration Fee is \$240.00

Exam Date is May 13, 2000

The application submission deadline is **Monday, December 6, 1999**. An application fee of \$40 and a listing of all education and experience requirements must be submitted prior to the December 6th date.

If you want to use the fax-on-demand service, dial 1-800-800-1589. The form numbers you will need are:

4015 - 2000 AICP Membership Application

4017 - 2000 AICP Exam Registration Information

4018 - Selection Code Tables for AICP Application

Registration Deadline, Fee and Exam Date

Monday, March 6, 2000 is the deadline for receiving exam registrations in Washington, D.C.

Please call AICP in the Washington, D.C. office at (202) 872-0611 or e-mail at AICP@planning.org if you have any questions.

Good luck!

FSUTMS Training Workshop Schedule 1999

Land Use and DRI Modeling Workshops

The **Land Use Modeling Workshop** is designed to provide details on how to prepare input files, execute model runs, and interpret model results using the Urban Land Use Allocation Model (ULAM). The ULAM software will be released along with FSUTMS Version 5.4 to Florida public agencies in November, 1999. The developer of ULAM is invited to teach this course. Land use planners from both the state and local levels are invited to make presentations on policy issues.

The workshop will start at 1:00 PM on October 18 and end at 12:00 PM on October 20, 1999. A block of rooms has been reserved for \$74 per night at the Ramada Plaza Hotel Gateway located on 7470 Highway 192 West, Kissimmee. Hotel telephone number is (407) 396-4400. Please make your hotel reservations as soon as possible to get this special rate.

This workshop is full. Watch for details on the next Land Use Modeling workshop in Jacksonville, tentatively scheduled for January 2000.

The **DRI (Development of Regional Impact) Modeling Workshop** provides instructions on advanced modeling methodologies used for DRI analysis. Detailed instructions and interactive computer exercises are provided to teach special assignment techniques such as Select Link/Build Trip Table, Select Link/Complex Weave Analysis, and Selected Zone Analysis. The completion of the Basic FSUTMS Workshop is not required but strongly recommended.

The workshop will start at 1:00 PM on November 1 and end at 12:00 PM on November 4, 1999. A block of rooms has been reserved for \$73 per night at the Hilton Oceanfront Resort located on 2637 South Atlantic Avenue, Daytona Beach Shores. Hotel telephone number is (904) 767-7350. Please make your hotel reservations as soon as possible to get this special rate.

REGISTRATION DEADLINE: October 25, 1999

There is no registration fee for these workshops. However, to assist us with preparations, all participants are required to register with the FDOT Systems Planning Office. Should you have any questions, please call me at (850) 488-4642.

TENTATIVE WORKSHOP SCHEDULE

Basic FSUTMS Workshop # 2

December 1999, Daytona

Land Use Modeling Workshop # 2

January 2000, Jacksonville

Fundamentals of Transit Modeling Workshop

February 2000 Orlando

Freight Modeling Workshop

March 2000, Orlando

Advanced FSUTMS Transit Modeling Workshop

April 2000, Daytona

Florida Modeling Application Conference

May 2000, Clearwater

Basic FSUTMS Workshop #3

June 2000, Tallahassee

For more information on training please contact:

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Systems Planning Office
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Tallahassee, Florida 32399-0450

Telephone (850) 488-4642
SC Tel. 278-4642
FAX (850) 921-6361
SC FAX 291-6361
E-mail: huiwei.shen@dot.state.fl.us

FDOT employees should register via TRESS (contact your training coordinator) and mail, fax, or e-mail registration information to Huiwei Shen.

Update on FSUTMS users' group meetings

CENTRAL FLORIDA

The Central Florida FSUTMS Users' Group next meeting is tentatively scheduled for **October 21, 1999** from 1:30-3:30 PM at the FDOT District 5 Office at 133 South Semoran Blvd. in Orlando. At the meeting the 2020 Lake County Transportation Plan and the Integrated Transit Demand Supply Model will be discussed. For more information about the meeting call Ms. Kacia DuHart at (407)482-7883.

TAMPA BAY

A Tampa Bay FSUTMS Users' Group meeting will be held on **October 13, 1999** at 11:30 AM at the District 7 Office at 11201 N McKinley Drive, Tampa. The meeting will focus on the complex relationship between land use and transportation. For more information call chairman Christopher Hatton at (813) 620-1460.

NORTHEAST

The Northeast FSUTMS Users' Group held its first meeting on **October 6, 1999** at 2:00 PM at the District 2 Jacksonville

Urban Office's Training Facility at 2250 Irene Street in Jacksonville. The meeting focused on the JUATS model network and socioeconomic data input files. For more information about future meetings call Imran Ghani at (904) 360-5682 or Suncom:824-8695.

SOUTHEAST

The Southeast FSUTMS Users' Group will hold its next meeting on **November 18, 1999** at 2:00 PM at the District 4 Office at 3400 West Commercial Blvd in Fort Lauderdale. The topic of the meeting will be the Southeast Florida Travel Characteristics Study. For more information call Shi-Chang Li at (954)777-4601 or Suncom: 436-4601.

SOUTHWEST

The Southwest FSUTMS Users' Group will be holding a meeting in the latter part of October or early November. For more information about future meetings call Jim Baxter at (941) 519-2562 or Suncom:557-2562.

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