MODEL TASK FORCE ADOPTS CUBE AS NEW FSUTMS ENGINE

The Florida Model Task Force (MTF) approved a motion to make Cube Voyager the new software engine for the Florida Standard Model, FSUTMS on October 6, 2004. This article summarizes the letter of understanding signed by the MTF tri-chairs and Citilabs.

PRICING

Public Agencies - Citilabs will provide a statewide license of FSUTMS Powered by Cube Voyager to all Florida public agencies except universities (addressed below). This license will not require a hardware key (dongle) to operate and will allow installation on as many computers as necessary within the public agency. The maintenance fee will remain $24,900 per year, renewable annually.

Public Universities - Citilabs will provide, free of charge, a teaching license of FSUTMS Powered by Cube Voyager to all public universities and colleges in Florida who request it. This license may be installed on university- and student-owned computers and will not require a hardware key (dongle) to operate. This license will expire every 90 days, but may be renewed free of charge through a simple e-mail request by the professor in charge of the license. Software updates will be provided free of charge.

Consultants and Other Private Entities - This offer applies only to consultants located or doing business in Florida. Citilabs will provide free upgrades from existing maintained licenses of the following products:

- Viper to Cube Base (FSUTMS version)
- FSUTMS Tranplan to FSUTMS Powered by Cube Voyager
- TP+ to FSUTMS Powered by Cube Voyager
- TransCAD Florida Edition to FSUTMS Powered by Cube Voyager

Companies that wish to take advantage of this offer must request this upgrade by September 30, 2005, for TransCAD and by December 31, 2005, for Citilabs products. Current (pre-paid) maintenance of FSUTMS/Viper/Tranplan or TransCAD Florida Edition can be exchanged for an equal duration of FSUTMS/Cube

In This Newsletter:

FDOT To Purchase InfoUSA For Entire State

The Systems Planning Office will be ordering InfoUSA employment data for all 67 Florida counties in January 2005. This information will be an important data source for zonal data development in the local, regional, and statewide model updates proceeding throughout the state. InfoUSA can serve as a point of comparison with other data sources, such as the Florida Department of Labor and Employment Security unemployment compensation employment data. The InfoUSA database will list employer name, address, SIC code, latitude/longitude, and number of employees.

Systems Planning will review the data before sending it to the FDOT district offices. Assuming there are no data delivery problems, CDs will be forwarded to all district modeling coordinators in February 2005. To obtain a copy of the CD or for more information, contact **Terry Corkery** of the Systems Planning Office: terrence.corkery@dot.state.fl.us, 850-414-4903, or your local district modeling coordinator.

Voyager maintenance. After this period, maintenance will be billed annually in advance based on current Cube Voyager rates. These rates are not expected to increase and have not done so for the last three years. Currently these rates are:

- Copy 1: $1,500
- Copy 2 through Copy 5: $900 each
- Copy 6+: $600 each

For further details on Cube software acquisition, contact **Wade White** of Citilabs: wwhite@citilabs.com; 410-990-0600.

TRAINING

Citilabs will provide two 4-day courses in FSUTMS Powered by Cube Voyager free of charge by February 28, 2005. In the coming months, FDOT will develop a new FSUTMS Comprehensive Workshop and as well as other supplemental workshops to fully implement the FSUTMS Powered by Cube Voyager training program.

The SPO will schedule a variety of workshops throughout the state each year. The number of offerings for each workshop will be determined by SPO based on whether registrations are exceeding capacity. Citilabs will be able to provide instructors for FSUTMS training workshops if requested by the SPO project manager under contract.

USER INTERFACE

Citilabs will prepare a user interface (UI) Cube Voyager launcher for FSUTMS, developed in HTML and supplied at no cost. The draft interface will be prepared by November 30, 2004. After MTF and SPO review and comment, the final interface will be prepared by December 31, 2004. Each release of the user interface will be beta-tested and approved by the SPO project manager. The user interface provides a list of all the models developed in Florida with each model's contact information. If a model is installed on your computer, the interface recognizes it and provides a quick way to start Cube and the corresponding catalog file.

MODEL CONVERSIONS

The MTF and SPO will schedule, prioritize and coordinate conversion of existing models. Citilabs will work closely with MPOs and local agencies and their designated consultants for conversion, explaining potential changes in the model's operation resulting as a consequence of the conversion. Any revalidation/recalibration efforts needed as a result of the conversion must be discussed with the appropriate FDOT districts, MPOs, and their representatives. All conversions will need to be completed by April 30, 2005, with FDOT district and MPO approval, unless otherwise directed by SPO project manager.

> **An important part of this work program will be to improve the documentation of FSUTMS Powered by Cube Voyager.**

WORK PROGRAM FOR FSUTMS

The MTF and SPO will develop a program for the long-term evolution of FSUTMS to meet Florida's multi-modal transportation planning needs over the coming years. The scope of services, cost and schedule of deliveries will be developed by the MTF Working Group and the SPO project manager to be procured by Department contractual services. An important part of this work program will be to improve the documentation of FSUTMS Powered by Cube Voyager.

Citilabs will act as technical advisor to SPO in the further development of the Florida Statewide Passenger and Freight Models. Citilabs will also provide support for integration of FAMOS, TBEST, T-LOS, and other transit software into the FSUTMS package, coordinating closely with FDOT Public Transit Office staff, the SPO and the MTF to decide on the most appropriate implementation/packaging strategy.

The final version of the letter of understanding is posted on the MTF website at its new location: www.dot.state.fl.us/planning/mtf. In accordance with the letter, the Systems Planning Office has begun distributing the new software package, FSUTMS Powered by Cube Voyager, to public agencies that had previously received TransCAD Florida Edition or FSUTMS Version 5.5. Transit agencies will receive their copies from the FDOT Public Transit Office.

A COMPARISON OF DMV VEHICLE TAGS TO CENSUS-REPORTED AUTO OWNERSHIP

By: Shi-Chiang Li, Joan Shen
and Scott D. McDermott

Auto ownership is a primary FSUTMS trip production variable used by all variations of the trip production models in Florida. The significance of this variable is evident when comparing trip production rates among different auto ownership levels. Higher auto ownership consistently yields higher trip production rates, all other trip production variables being equal. In other words, the higher the auto ownership, the higher the number of trips produced per household.

To facilitate the application of auto ownership for trip productions, zonal auto ownership data has to be supplied at the transportation analysis zone (TAZ) level. The zonal auto ownership data is available from the Census for the census decennial years. For the non-census years, it is widely believed that the vehicle registration database available from the Department of Motorized Vehicles (DMV) can be a reliable source to develop the zonal auto ownership data. The correlation, however, was unclear between auto ownership data reported from census and those developed from the DMV database. For this reason, FDOT District 4 Planning and Environmental Management (PL&EM) Office, performed comparisons between zonal auto ownership derived from three different sources for Broward County. This article summarizes the comparison results. The three data sets being compared are:

1999 Broward County ZDATA1B file: This data set was based on the 1990 Census. The County augmented it to the 1999 level with County's Certification of Occupancy (CO) database. The zonal auto ownership figures were augmented based on the housing structure types issued for the COs. The compilation of the original

> ## It is widely believed that the vehicle registration database available from the Department of Motorized Vehicles (DMV) can be a reliable source to develop the zonal auto ownership data.

1990 ZDATA1 was the same as to be described below for the 2000 Census Special Tabulations.

2000 Census Special Tabulation: Question 43 of the Census Long Form asked "*How many automobiles, vans, and trucks of one-ton capacity or less are kept at home for use by members of this household?*" The long form was distributed to about 1 of every 17 households in urbanized areas. The answers to long form questions were then expanded based on the census geography to the entire population. Strictly speaking, auto ownership from the census is not an actual count of vehicle population, but an expansion of polling counts.

To support the 2000 model validations, FDOT Central Office requested the Census Bureau to provide various zonal data tabulations based on different trip production structures used in the state. (The TAZ boundaries for all the Florida urbanized areas were provided to the Bureau for these tabulations. So, the tabulation can be performed at TAZ level rather than the Census geography structure.) The "special tabs" contain the figure for each permutation of trip production variables for each TAZ. (For example, for the "legacy" FSUTMS trip production structure, the special tabs report the exact number of single-family households of three persons having two cars within each TAZ.) The special tabs can then be directly aggregated to various versions of the ZDATA1 files for modeling.

2001 DMV Vehicle Registration Tag Database: The DMV's Vehicle Registration Tag Database contains several features for each vehicle tag. Among them, two are somewhat applicable to derive zonal auto ownership figures. The first one is the **Vehicle Use** field, which has seven classes:

- Private
- Taxi
- Police
- Lease
- Commercial
- Vessel
- Long Term Lease

The second applicable field is **Vehicle Type**, which has the following classes:

- Amphibian
- Auto
- Bus
- Motorcycle
- Mobile Home
- Pickup
- Tools
- Truck
- Travel Trailer
- Vessel
- Vehicle Trailer

Obviously, these classification schemes are not directly comparable to the Census or the ZDATA1 "auto ownership" in definitions. Therefore, assumptions had to be made to bring the DMV data in line with the Census and FSUTMS auto ownership definition. The assumptions are:

- Only "Autos," "Motorcycles," and "Pickups" in the DMV **Vehicle Type** data field can be applied for household trip making.
- Further, only the "Private" class of the **Vehicle Use** data field is to be used for household trip making.

The DMV database is updated continuously for the entire Florida vehicle fleet. The version extracted for this analysis was for October 2001. Within it, 1,269,253 vehicles met the aforementioned criteria for Broward County. This number is substantially higher than the 1,015,408 vehicles estimated by the 1999 Broward ZDATA1, or the 1,025,044 vehicles reported by the 2000 Census Special Tabs. Although these three data sets are of three different years, the large difference of around 25%, signifies a caution against directly applying DMV registrations as zonal auto ownership.

At the zonal level, however, the correlation appears to be very high (R2 = 0.92) for the total number of autos reported by the 1999 ZDATA1 and the comparable number aggregated from the DMV vehicle registration. The scatter graph shown below illustrates their correlation. A similar correlation analysis was also performed for the zonal total vehicles derived from the 2000 Census special tabulation (compared again to the DMV data), which, ironically, has a lower correlation of R2 = 0.79. Perhaps this discrepancy is due to a number of zones having DMV vehicle registrations but no autos as reported by the census.

A scatter graph is useful to identify questionable zonal data. For example, **Figure 1** below points out that several zones have no vehicles as reported by the ZDATA1, but have vehicles registered for private use (i.e., those data points falling on the Y-axis of the graph). Although there are several explainable reasons, it is obvious the data for these zones warrants further review.

In conclusion, due to very different data classifications, it is challenging to extract out accurate auto ownership data directly from the DMV's vehicle registration database for FSUTMS modeling. For non-census years, growing the auto ownership data methodically using Certificates of Occupancy is likely to produce more accurate auto ownership data for ZDATA1 files. The DMV's vehicle registration, however, could be used to identify potential data discrepancies.
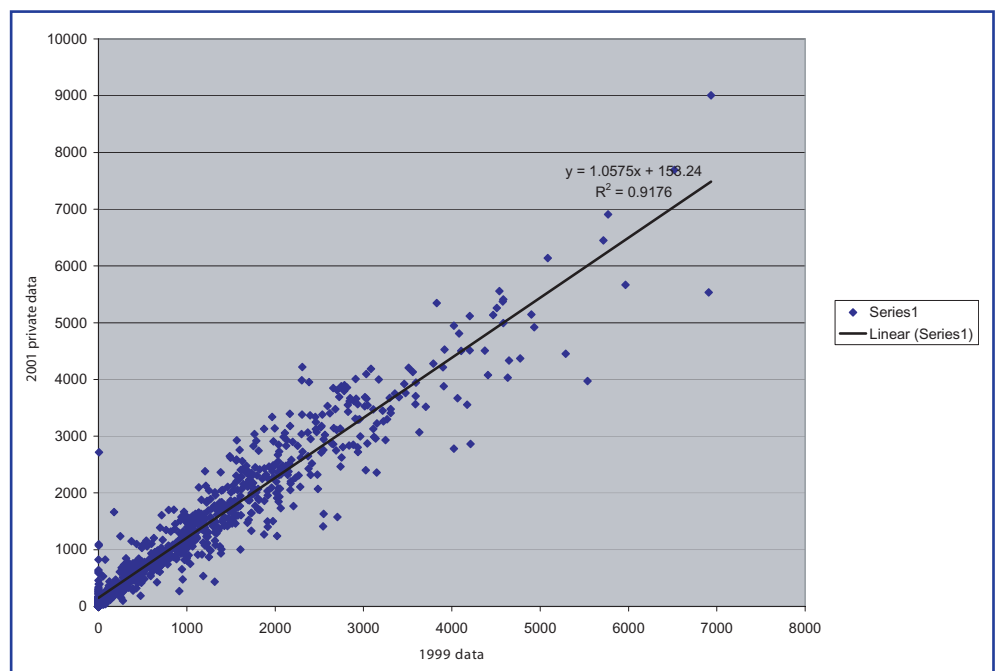

Figure 1. Scatter Graph

T-BEST: NOTHING BUT THE BEST FOR ALL YOUR TRANSIT PLANNING AND RIDERSHIP FORECASTING NEEDS

*By: Ike Ubaka, FDOT Public Transit Office, Tallahassee and
Ram M. Pendyala, Department of Civil and Environmental Engineering, USF, Tampa*

Have you been looking for a transit planning tool that:

- accurately forecasts transit ridership and accessibility at the individual route and stop level?
- accurately predicts changes in transit ridership due to changes in socio-economic characteristics of your area?
- allows you to precisely determine the impacts of service changes on stop-level ridership and transit performance?
- helps you test alternative route configurations to best meet the transit needs of your area?
- is interfaced with the ArcGIS package for powerful networkcoding, visualization, database management, and analysis capabilities?
- is completely menu-driven and very user friendly?

If you answered YES to any one of the questions above, then T-BEST is for you. T-BEST is a stop-level *Transit Boardings Estimation and Simulation Tool* that serves as a comprehensive transit planning system. Its menu-driven structure and powerful ArcGIS interface make it the ideal tool for planning and analyzing transit systems.

Background

Over the past few years, the Public Transit Office of the Florida Department of Transportation has been spearheading the development of transit demand forecasting models and transit systems planning tools for a wide variety of applications as part of its broader Transit Model Improvement Program. Quite often, transit agencies do not have the resources and staff to implement large-scale travel demand modeling systems or collect and assemble the elaborate databases needed to support such model systems. The model development efforts of the FDOT Public Transit Office have been focused on meeting the transit planning and modeling needs of a wide variety of planning agencies through the development of user-friendly tools that can be implemented in a wide variety of planning contexts.

Examples of model systems and planning tools developed under this initiative include the Integrated Transit Demand and Supply Model (ITSUP), Regional Transit Feasibility Analysis and Simulation Tool (RTFAST), Transit Level of Service software (TLOS), and Florida Transit Information System

T-BEST is a stop-level Transit Boardings Estimation and Simulation Tool that serves as a comprehensive transit planning system.

(FTIS). Among these tools, ITSUP and RTFAST, completed in 1999 and 2002 respectively, served as early attempts at developing stop-level transit ridership forecasting models with ArcView-based GIS visualization and data management capabilities. Over the past few years, the user community has shown substantial interest in using stop-level ridership forecasting models such as ITSUP and RTFAST and has provided useful feedback for the development of the next generation of stop-level ridership forecasting models.

T-BEST represents a culminating effort towards developing a truly operational and user-friendly stop-level ridership forecasting software package that offers full GIS-based functionality and network coding capability. The software not only incorporates many of the features and methodologies of its predecessors (i.e., ITSUP and RTFAST), but also includes a host of new methodological developments that make it a very powerful transit planning and analysis package.
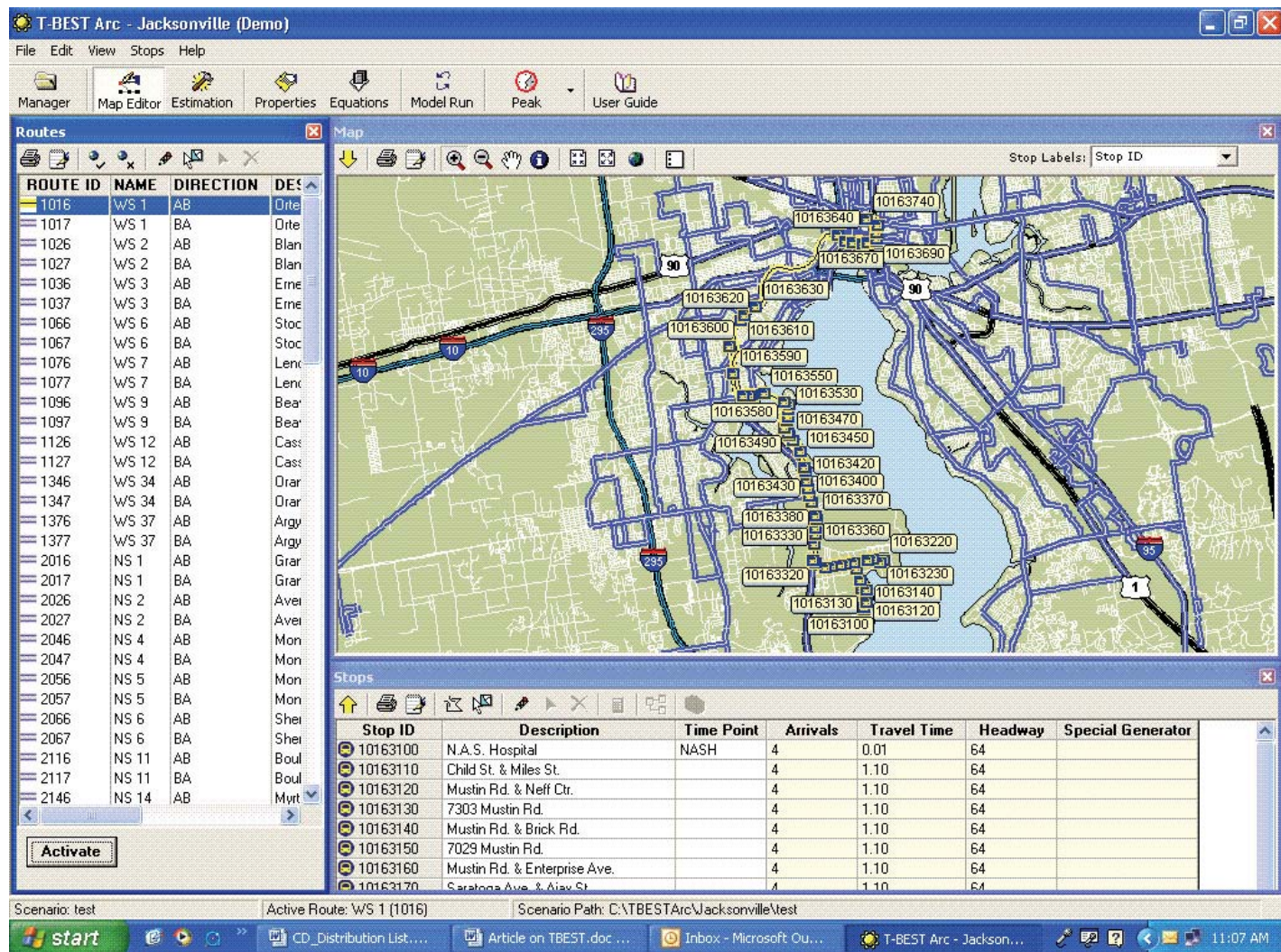
Figure 1. Sample T-BEST Screen Showing Interactive Map Editor Window

CUTR Faculty Xuehao Chu and Steve Polzin teamed up with Ram Pendyala of the Department of Civil and Environmental Engineering at the University of South Florida to develop a comprehensive ridership forecasting methodology for T-BEST. Software programming services were provided by Rodney Bunner, GeoDecisions, Inc. of Tampa.

The T-BEST Methodology

T-BEST is a comprehensive transit analysis and ridership forecasting model that is capable of simulating travel demand at the individual stop level while accounting for network connectivity, spatial and temporal accessibility, time-of-day variations, and route/stop competition and complementarity. The current version of T-BEST has been calibrated using socio-economic, transit network, and automated passenger count (APC) (ridership) data from Jacksonville. Socio-economic data used for model development were derived from the 2000 Census and InfoUSA employer databases.

In the context of T-BEST, ridership is defined as the number of boardings at a stop. T-BEST distinguishes among stops at the same location, by route and direction. Thus, it is a "micro-level" model that can provide ridership estimates at a very fine level of detail. However, T-BEST can also be used to obtain more aggregate route level, segment level, location-based, or system level measures through the aggregation of stop-level outputs. By simulating ridership at the level of the individual stop, the model intends

to provide a strong platform and robust framework for modeling transit ridership in a region by time of day and day of week.

The T-BEST Software

The T-BEST software is a comprehensive package that allows users to set up databases, manage databases and scenarios, execute model runs and accessibility/impedance calculations, compute boardings estimates, and view output reports in a tabular form. Users can interactively modify routes and stops, add and delete routes and stops, change route and stop attributes including socio-economic characteristics, and select subsets of stops and routes for analysis using the graphical user interface offered by T-BEST. Figure 1 shows a typical map editor interface of

T-BEST. There are essentially three elements in this interface; i.e., the route window that includes a complete listing of routes and their attributes, a map window that includes full interactive mapping capability, and a stops window that includes a complete listing of selected stops and their attributes.

The tool bar at the top of the screen includes several buttons for executing the various functions of T-BEST. The *Manager* button allows users to manage scenarios and define system-wide parameters for different scenarios. The *Map Editor* button brings up a screen similar to that shown in Figure 1 and allows users to interactively modify the scenario using the map and tables. The *Properties* button allows users to define system-wide variables for the particular scenario including identification of fares, transfer
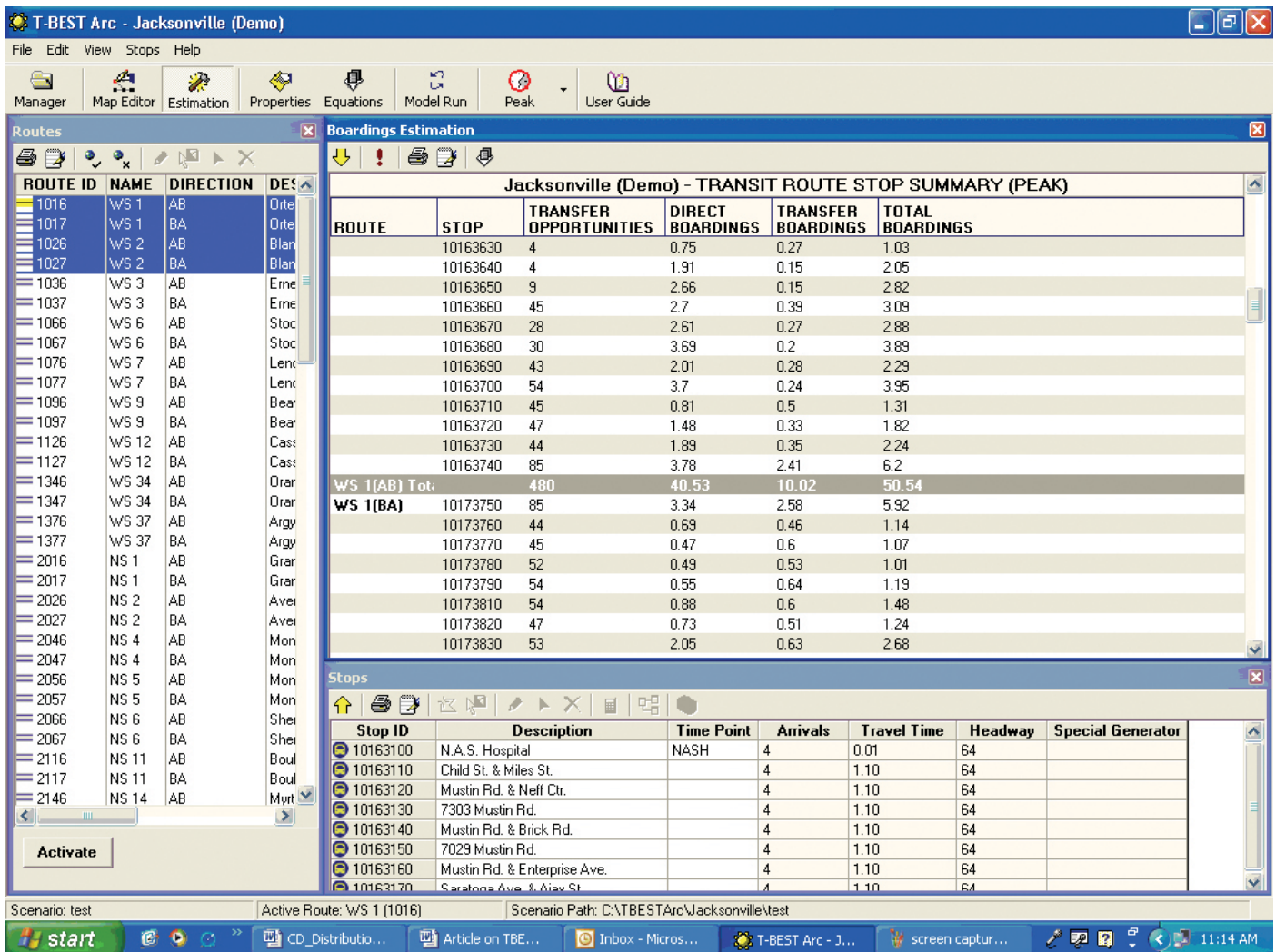
Figure 2. Stop-Level Boardings Estimation Output Table

hubs, and interlining routes. The *Equations* button allows users to bring up the table of model coefficients for each time period with the possibility to modify the coefficients for a particular scenario. The *Model Run* button, when activated, will execute a full run of the T-BEST model including all accessibility and impedance computations for the network. However, actual stop- or route-level boardings estimates are obtained by clicking the *Estimation* button. The pull-down menu corresponding to the *Peak* button allows users to choose an alternative time period for analysis. Finally, the *Users Guide* button brings up the entire Users Guide in a PDF document.

Figure 2 (page 7) shows an example screen of stop-level boardings estimation output. T-BEST provides the number of transfer opportunities, direct boardings, and transfer boardings at each stop and for each route by direction. If the output is requested at the route level (as opposed to the individual stop level), then a series of performance measures are reported in the output table. This is shown in **Figure 3**.

Training and Software Availability

The T-BEST installation CD (or setup files downloaded from the T-BEST websites) includes census data, employment data, and highway network data for the entire State of Florida. ArcView must be installed on the local machine. Users only need to define and provide transit system (i.e., route and stop) data for T-BEST. The coding and definition of transit stop and route attributes can be done completely within the T-BEST map editing and database management interface,

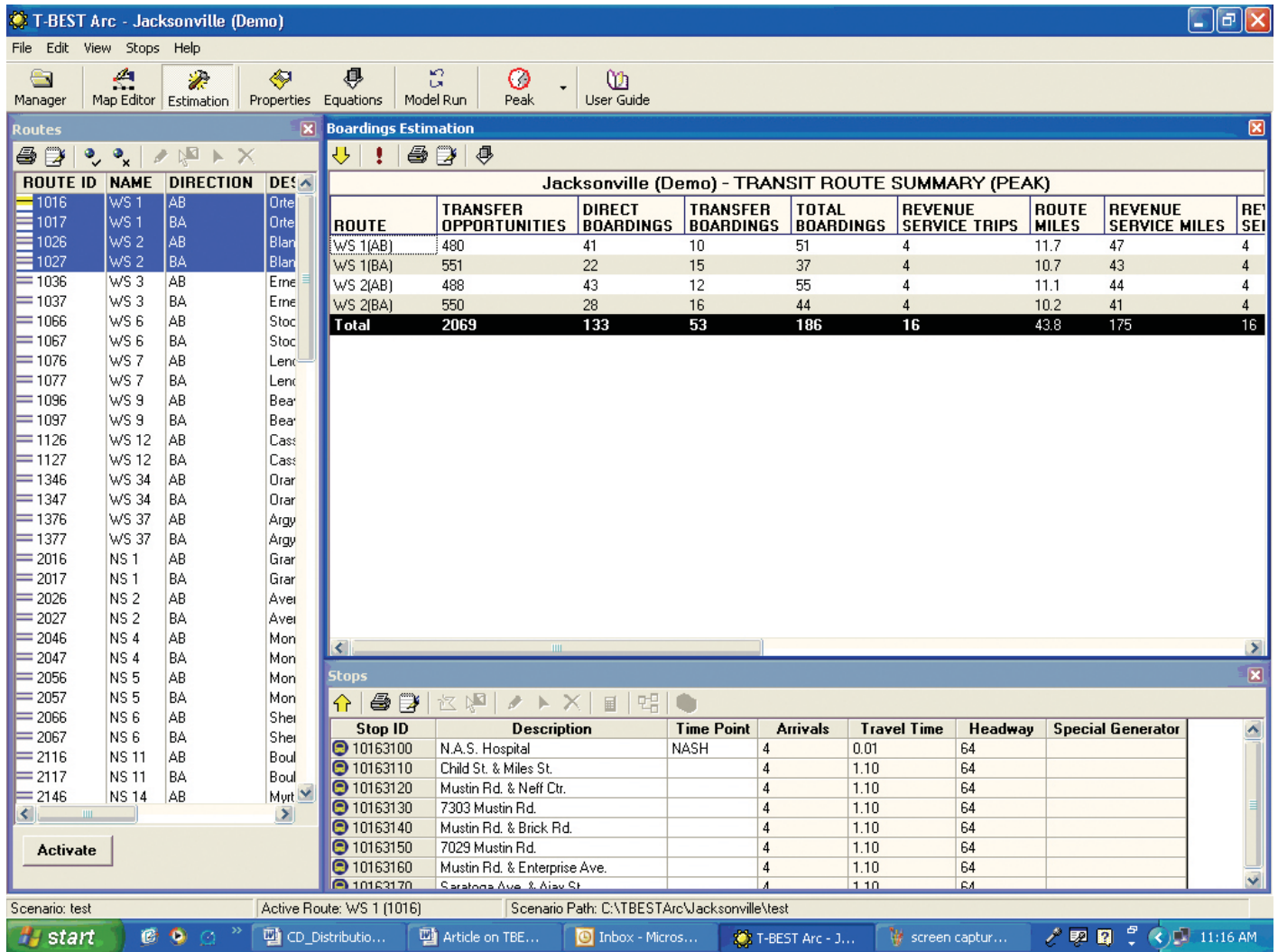*Figure 3. Route-Level Boardings Estimation Output Table*

thus providing a user-friendly capability for setting up T-BEST in a local context.

The T-BEST software package is free and may be obtained from Ike Ubaka, the T-BEST Project Manager at the FDOT Public Transit Office who may be reached by calling (850) 414-4532 or sending e-mail to ike.ubaka@dot.state.fl.us. The software may also be obtained from **Ram Pendyala**, Department of Civil and Environmental Engineering - University of South Florida, who may be reached by calling (813) 974-1084 or sending e-mail to pendyala@eng.usf.edu. The software will also be available for download within the next few weeks at both the FDOT Public Transit Office website (http://www.dot.state.fl.us/transit/default.htm) and the Center for Urban Transportation Research (CUTR), University of South Florida website (http://www.cutr.usf.edu).

Two hands-on computer-based T-BEST training workshops will be held within the next six months. The first training session is scheduled for Wednesday, December 8, 2004, from 8 AM to 5 PM in the Department of Civil and Environmental Engineering Computer Laboratory at the University of South Florida in Tampa. To register for this free workshop, please send e-mail to pendyala@eng.usf.edu with full contact information including Full Name, Job Title, Agency, Complete Mailing Address, Phone, Fax, and E-mail.

It is envisioned that T-BEST will be further enhanced in the near future. Users are encouraged to provide feedback and comments on how T-BEST can be further enhanced to meet transit planning needs in the state to Mr. Ike Ubaka, the T-BEST Project Manager at the FDOT Public Transit Office.

USERS' GROUP MEETING DATES

The **Northwest Florida Users' Group** meets at the Chipley Public Library from 1:15 p.m. - 3:00 p.m. For additional information, please contact **Craig Gavin** at (850) 638-0250. Meeting dates for 2005 are provided below:

Wednesday, February 2, 2005
Wednesday, May 4, 2005
Wednesday, August 3, 2005
Wednesday, November 2, 2005

The **Northeast Florida Transportation Applications Forum** meets at the new First Coast MPO location on 1022 Prudential Drive. The luncheon meetings are held from 12:00 p.m. to 2:00 p.m. A workshop on NERPM 2030, within the Cube Voyager environment, will be held on January 19-20. At this time registration for this workshop is full. For additional information, please contact **Karen Taulbee** (904) 360-5652 or **Jeanette Berk** (904) 823-8982.

> **Special Meeting Notice:** The **Tampa Bay Applications Group** is holding a brown bag luncheon meeting on Cube Voyager on January 27, 2005 at the FDOT-District 7 Tampa Office from 12:00 p.m. to 2:00 p.m. All are welcome. For additional information, please contact **Kasey Cursey** at kcursey@gfnet.com.

The **Southwest Florida Users' Group** meets at the Charlotte County Airport at 2800 A-6 Airport Road, Punta Gorda. For additional information, please contact **Jim Baxter** (863) 519-2562.

The **Central Florida Traffic Data Users' Group** meets at the FDOT-District 5 Orlando Urban Office. For additional information, please contact **Simone Babb** (407) 482-7876.

The **Southeast Florida Users' Group** meets at the FDOT-District 4, "Old Auditorium". For additional information, please contact **Phil Steinmiller** (305) 377-5896.

The **Tampa Bay Applications Group** meets at the FDOT-District 7 Tampa Office from 12:00 p.m. to 2:00 p.m. For additional information, please contact **Danny Lamb** (813) 975-6437. Meeting dates for 2005 are provided below:

Thursday, March 31, 2005
Thursday, May 19, 2005
Thursday, August 18 2005
Thursday, November 3, 2005

2004-05 FSUTMS CUBE WORKSHOPS & SCHEDULE

To aid transportation professionals in Florida, the Florida Department of Transportation Systems Planning Office will present the following workshops teaching FSUTMS powered by Cube Voyager. The workshops will present the transportation planning modeling methods currently accepted in Florida.

The following three courses are discussed in further detail below:

1. Transition to FSUTMS/Cube Modeling Workshop
2. FSUTMS Comprehensive Modeling Workshop
3. FSUTMS Model Scripting Workshop

In addition to these Systems Planning Office workshops, the FDOT Public Transit Office is developing the FSUTMS/Cube Advanced Transit Modeling Workshop, to be offered later. Please e-mail PTO's **Tara Bartee** (tara.bartee@dot.state.fl.us) or **Ike Ubaka** (ike.ubaka@dot.state.fl.us) for the latest status on this workshop.

Transition to FSUTMS/Cube Modeling Workshop

During the transition as Florida changes its standard model software engine to Cube Voyager, FDOT is offering Cube Voyager workshops designed to get modelers acclimated to the new software package. This 4-day workshop, which will later be replaced by the FSUTMS Comprehensive Workshop currently under development, is based on Citilabs' Cube Voyager workshop offered throughout the country. It is designed for modelers who already have some modeling experience. The first half of the workshop focuses on applying Cube Voyager for model analysis, and the second half focuses on developing new models within Cube Voyager. There will be a total of four offerings of this workshop, including the November 1-5, 2004, Jacksonville session already completed.

FSUTMS Comprehensive Modeling Workshop

This 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 Cube Voyager, use the menu systems, interpret and create standard output results, and create and edit networks through a series of hands-on computer exercises. Previous Geographic Information System (GIS) experience is helpful for this workshop, but not required. This four-day workshop will be offered twice.

FSUTMS Model Scripting Workshop

This workshop is designed for the transportation modeler who requires an overview on interpreting and creating Cube Voyager scripts under Florida standards. The workshop will cover language elements, resources, batch mode, table and file opening, data manipulation, network creation, and path building. Detailed descriptions of the standard FSUTMS menu interface scripts will be discussed. A guest modeler with extensive Cube scripting experience will be invited to help prepare and teach this workshop. It is recommended that the FSUTMS Comprehensive Workshop or the Transition to FSUTMS/Cube Workshop serve as a prerequisite to the scripting workshop. There will be two offerings of this three-day workshop.

Registration Information

For registration information, log on to the FDOT Systems Planning Office Model Training Web site: http://www.dot.state.fl.us/planning/systems/stm/training/training.htm, or contact **Ms. Sandy Colson**: sandy.colson@dot.state.fl.us, 850-414-4937.

FSUTMS Transition to Cube Voyager Workshop 01/24/05

Hotel:	Grosvenor Resort
Dates:	January 24-28, 2005
Rate:	$99.00 Single/Double
Address:	1850 Hotel Plaza Blvd.
	Lake Buena Vista, FL 32830
Phone:	1-800.624.4109
	(Reservations – FDOT FSUTMS
	Workshop)
Fax:	407.827.6314
Starting Time:	Monday, 1:00 p.m.
Ending Time:	Friday, 11:30 a.m.
Res. Deadline:	January 2, 2005
Web Site:	www.grosvenorresort.com

FSUTMS Transition to Cube Voyager Workshop 02/07/05

Location:	Florida International University
	FIU Engineering College
	Engineering Information Center
	(EIC) (Computer Lab)
	10555 W. Flagler Street
	Miami, FL 33174
Dates:	February 7-11, 2005
Hotel:	TownePlace Suites Miami Airport
	10505 NW 36th Street
	Miami, FL 33178
Phone:	305.718.4144
	(Reservations – FDOT FSUTMS
	Workshop)
Rate:	$79 Single/Double
Starting Time:	Monday 1:00 PM
Ending Time:	Friday, 12:00 Noon
Res. Deadline:	January 23, 2005
Web Site:	www.fiu.edu, www.eng.fiu.edu, www.eng.fiu.edu/eic/

FSUTMS Transition to Cube Voyager Workshop 02/14/05

Hotel:	Embassy Suites Tampa
Dates:	February 14-18, 2005
Rate:	$93.00 Single/Double
Address:	University of South Florida –
	Bush Gardens
	3705 Spectrum Blvd.
	Tampa, Florida 33612
Phone:	813.977.7066
	(Reservations – FDOT FSUTMS
	Workshop)
Fax:	813.903.6600
Starting Time:	Monday 1:00 PM
Ending Time:	Friday, 12:00 Noon
Res. Deadline:	January 30, 2005
Web Site:	www.embassysuitesusf.com

FSUTMS Model Scripting Workshop 03/7/05

Hotel:	Homewood Suites
Dates:	March 7-10, 2005
Rate:	$93.00 Single/Double
Address:	8745 International Drive
	Orlando, Florida 32819
Phone:	407.248.2232

	(Reservations – FDOT Scripting
	Workshop)
Fax:	407.248.6552
Starting Time:	Monday 1:00 PM
Ending Time:	Thursday, 12:00 Noon
Res. Deadline:	February 20, 2005
Web Site:	www.homewood-suites.com

FSUTMS Model Scripting Workshop 03/21/05

Location:	Florida International University
	FIU Engineering College
	Engineering Information Center
	(EIC) (Computer Lab)
	10555 W. Flagler Street
	Miami, FL 33174
Dates:	March 21-24, 2005
Hotel:	TownePlace Suites Miami Airport
	10505 NW 36th Street
	Miami, FL 33178
Phone:	305.718.4144
	(Reservations – FDOT Scripting
	Workshop)
Rate:	$79 Single/Double
Starting Time:	Monday 1:00 PM
Ending Time:	Thursday, 12:00 Noon
Res. Deadline:	March 6, 2005
Web Site:	www.fiu.edu, www.eng.fiu.edu, www.eng.fiu.edu/eic/

FSUTMS Comprehensive Modeling Workshop 4/4/05

Hotel:	Embassy Suites Tampa
Dates:	April 4-8, 2005
Rate:	$93.00 Single/Double
Address:	University of South Florida –
	Bush Gardens
	3705 Spectrum Blvd.
	Tampa, Florida 33612
Phone:	813.977.7066
	(Reservations–FSUTMS
	Comprehensive Workshop)
Fax:	813.903.6600
Starting Time:	Monday 1:00 PM
Ending Time:	Friday, 12:00 Noon
Res. Deadline:	March 20, 2005
Web Site:	www.embassysuitesusf.com

FSUTMS Comprehensive Modeling Workshop 05/09/05
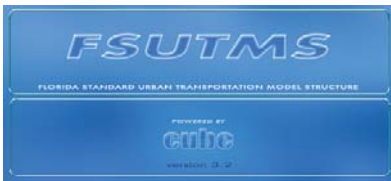
Hotel:	Hilton Daytona Beach/ Ocean Walk Village (Changes from Adam's Mark January 1, 2005)
Dates:	May 9-12, 2005
Rate:	$95 Single/Double
Address:	100 N. Atlantic Avenue Daytona Beach, FL 32118

Phone:	386.252.8678 (Reservations–FSUTMS Comprehensive Workshop)
Fax:	386.253.8841
Starting Time:	Monday 8:30 AM
Ending Time:	Thursday, 5:00 PM
Res. Deadline:	April 17, 2005
Web Site:	www.hilton.com (After January 1, 2005)

FDOT Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, Florida 32399-0450