

Florida Transportation Modeling Newsletter

March/April 2010

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Long-Awaited NHTS Data is Here!

By: FDOT Systems Planning Office

The National Household Travel Survey (NHTS) collects travel data for selected households on all trips, all modes, all purposes and all areas (rural and urban) making it one of the most comprehensive travel surveys available to planners and modelers. The NHTS is a tool in the urban transportation planning process that provides data on personal travel behavior such as trends in travel over time, trip generation rates, trip lengths, mode splits, auto occupancy rates, temporal distribution, and data for various other planning and modeling applications.

of Florida modelers to determine the most pressing needs of the Florida modeling community. The survey concluded that the following are the three top priorities of the Florida modeling community:

- Review and post-process NHTS data for use in the next Long Range Transportation Plan (LRTP) update cycle and activity-based models;
- Integrate land use and transportation modeling; and
- Incorporate time-of-day modeling into the FSUTMS framework.

The FDOT and the Florida Metropolitan Planning Organization Advisory Council (MPOAC) funded an add-on program to the NHTS. The 2009 NHTS data is finally available. The FDOT received the data the first week of March in Statistical Analysis System data file formats and converted the NHTS database to Microsoft Access format to ensure that Metropolitan Planning Organizations (MPOs) can read and access the data.

The geographic location data has been geocoded and converted to shapefiles. The final dataset has 15,884

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Mark Your Calendar

**Model Task Force
Meeting May 25-27, 2010
Orlando**

(Registration details to be provided by email)

The Florida Department of Transportation (FDOT) Systems Planning Office and the Florida Model Task Force (MTF) recently conducted a survey

**The FDOT Systems Planning Office has Comprehensive Workshops Scheduled through May 2010.
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households, which is 1,884 more than the original sample size of 14,000 households requested for Florida. The FDOT will distribute the NHTS data to MPOs and Districts by mid-April through relevant data release agreements with the Federal Highway Administration (FHWA).

The Systems Planning Office, based on the modeling survey, plans to use the NHTS data to examine the following:

- Travel behavior at the individual and household level;
- Characteristics of travel, such as trip chaining, use of different transportation modes, amount and purpose of travel by time of week, and other attributes;
- The relationship between demographics and travel;
- Characteristics of rural travel; and
- Public perceptions of the transportation system.

The Systems Planning Office will analyze NHTS data to estimate travel demand model parameters for urban and rural travel behavior at the statewide level and by individual District. FSUTMS input parameters include, but are not limited to, trip production rates, trip length frequency friction factors, average trip lengths, mode splits, auto occupancy rates, percent peak period travel, and the temporal distribution of trips. These data will be summarized by trip purpose. The analysis will identify which independent variables have the greatest explanatory power related to the generation of person trips for each purpose.

The MTF will use NHTS data to develop time-of-day factors, a top priority based on the modeling community survey.

Figure 1 shows the distribution of household size from the NHTS data and compares it to the 2000 Census. The figure shows the sample (unweighted) data along with the weighted (to Florida households) data along with the distribution from the 2000 Census as a basis for comparison. Figure 2 shows the weighted distribution of trip purposes.

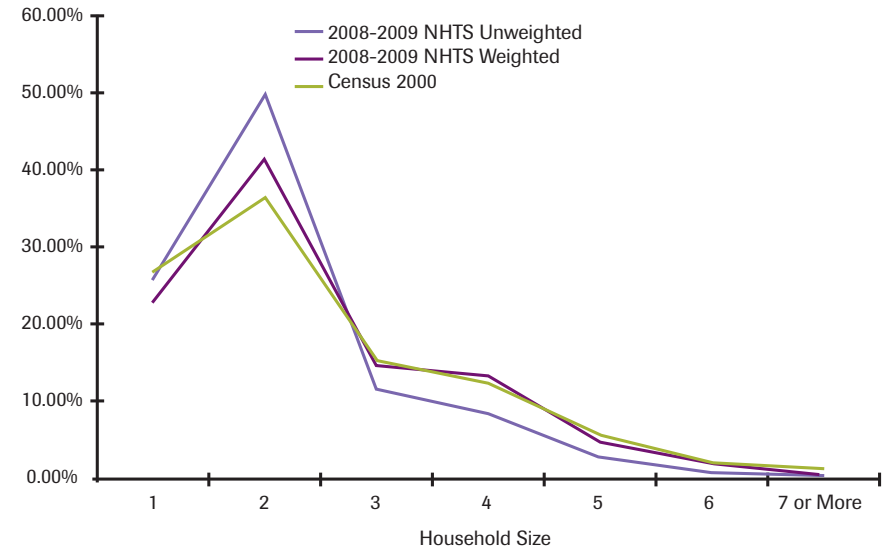


Figure 1. Florida Household Size Distribution

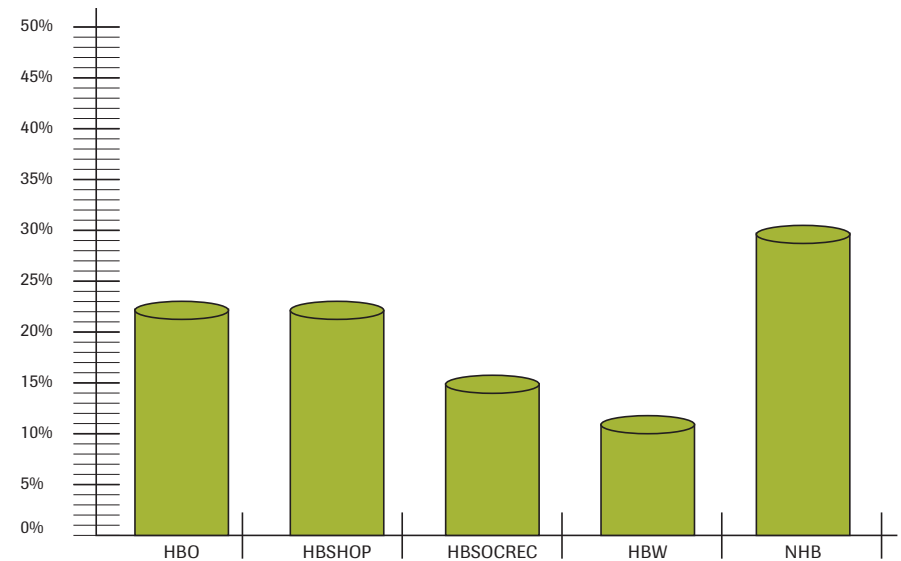


Figure 2. Florida Trip Purpose Distribution

Frequently Asked Questions Related to Air Quality

By: FDOT Systems Planning Office

Q: Which regions are likely to be designated as new ozone nonattainment areas?

A: Based on 2007-2009 ozone monitoring data and the least stringent standard of 70 parts per billion (ppb), the following core-based statistical areas (CBSA) will likely be designated:

- Pensacola-Ferry Pass-Brent
- Panama City-Lynn Haven
- Tampa-St. Petersburg-Clearwater
- Bradenton-Sarasota-Venice
- Orlando-Kissimmee
- Lakeland-Winter Haven

Final designations will be based on 2008-2010 ozone monitoring data. Additional areas may be designated if EPA's final standard (expected for release in August 2010) is lower than 70 ppb (proposed between 60-70 ppb).

Q: Will designation as a new ozone nonattainment area affect Long Range Transportation Plans?

A: EPA is expected to issue final ozone nonattainment area designations in July 2011. Nonattainment areas will have one year from designation (Summer 2012) to demonstrate transportation conformity. MPOs will be required to demonstrate conformity for any certification documents (i.e. LRTP and TIP) regardless of when they were adopted.

Q: What can be done in preparation for being designated as a new ozone nonattainment area?

A: Establish an interagency consultation committee at the regional level and begin discussing data inputs and sources, methodologies, and planning assumptions (i.e. socioeconomic data, transportation projects, vehicle age and type mix, meteorological data, etc.). In addition, consider integrating

the FSUTMS air quality postprocessor (AQPP) framework into the FSUTMS travel demand model in order to calculate emissions.

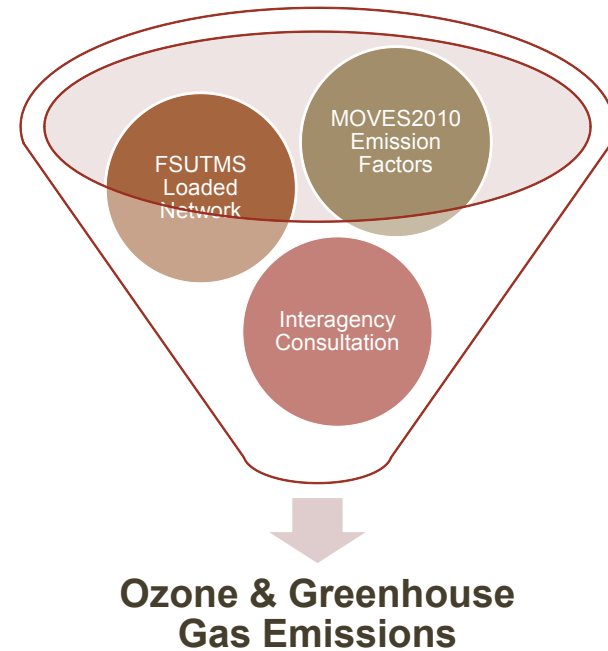


Figure 1 is a broad overview of inputs required to calculate ozone and greenhouse gas emissions.

Q: Can the FSUTMS AQPP be used to compare greenhouse gas emissions among model scenarios?

A: Yes. The FSUTMS AQPP calculates both ozone and greenhouse gas emissions and can be used to compare the system-level performance of an LRTP or study alternatives.

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Q: Has the FSUTMS AQPP framework been updated to reflect the December 2009 release of MOVES2010?

A: The major difference between MOVES2009 and MOVES2010 is that MOVES2010 provides emissions factors for non-running emissions (evaporative and cold starts). As a result, the FDOT is updating the AQPP framework to add the calculation of non-running emissions and other items impacted by the release of MOVES2010.

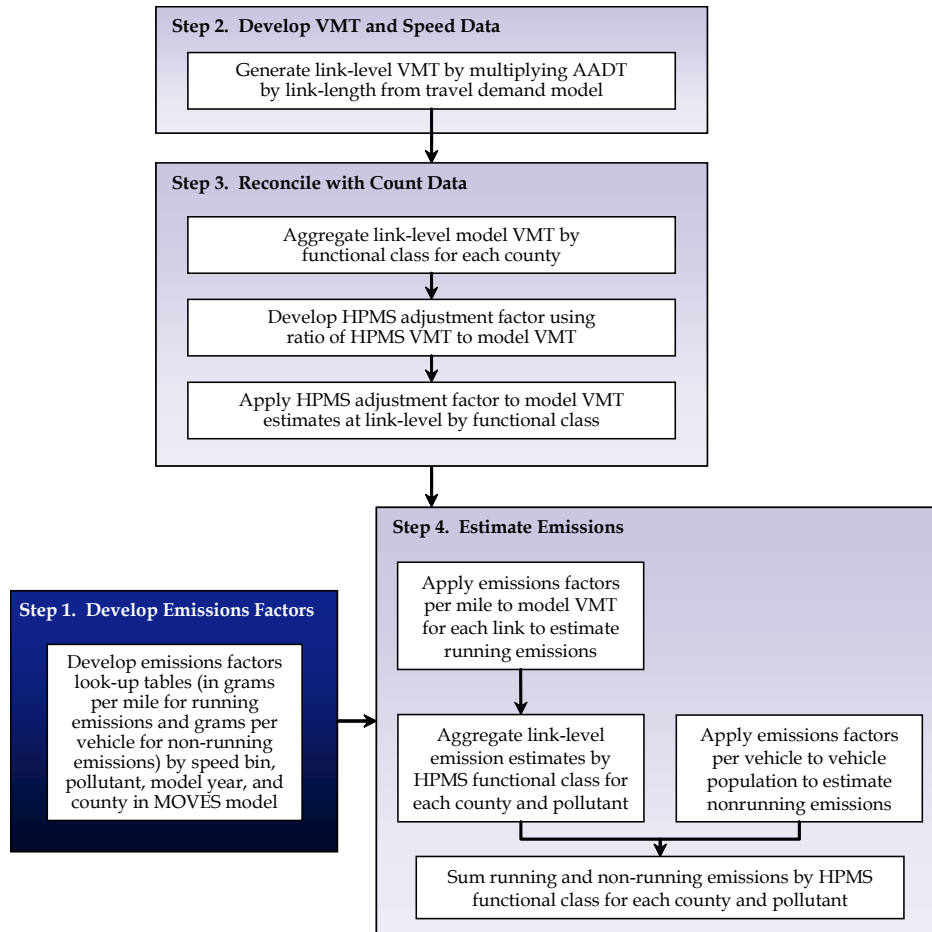


Figure 2 shows the updated process for calculating emissions within FSUTMS.

Q: What models already have the FSUTMS AQPP integrated and who is responsible for integrating the AQPP into the remaining models?

A: The Northwest Florida Regional Planning Model, which includes both the Pensacola-Ferry Pass-Brent and Panama City-Lynn Haven CBSAs, is currently the only model that includes the FSUTMS AQPP. Once the framework has been finalized which reflects the updates necessary for MOVES2010, FDOT Central Office will integrate the AQPP within the Tampa Bay Regional Planning Model, which includes the Tampa-St. Petersburg-Clearwater CBSA. Subsequently, FDOT Central Office will be working with Citilabs to transform the AQPP in to a more generic application that can be easily integrated within any FSUTMS/Cube Voyager model. Model owners (i.e. County, MPO or District) are responsible for integrating the AQPP within their own models.

The Northwest Florida and Tampa Bay RPMs are being integrated by Central Office as they were initially expected to be the only impacted areas prior to the proposed new ozone standards by EPA.

Q: When will the FSUTMS AQPP framework be finalized?

A: The first AQPP (within the Northwest Florida RPM) should be finalized to reflect MOVES2010 by late Spring 2010. The generic AQPP framework for integration into other models should be available by Fall 2010.

Q: When does MOVES2010 need to be run and who is responsible for running it?

A: FDOT Central Office ran MOVES2010 (for the purpose of testing the FSUTMS AQPP) to get base year emissions factors for the Northwest Florida RPM and Tampa Bay RPM using national defaults. However, each nonattainment area is responsible for running MOVES2010 using agreed upon local input parameters (i.e. vehicle age and type mix, etc.) as part of the regional interagency consultation process. In addition, the nonattainment area will need to run MOVES2010 for the baseline air quality year, horizon year, and interim air quality analysis years for each county and pollutant.

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Q: What model years are required for air quality conformity, and do I need to create models for those years?

A: The baseline air quality year will be the same for every model. However, the baseline air quality year will not always be the same as the validated base year for each travel demand model. If the baseline air quality year is different, the nonattainment area will be responsible for developing a model consistent with the air quality baseline year and the model will be treated as an interim year. The air quality model should not require rigorous revalidation as expected with a base year validation. For instance, if the base year of the validated model is 2006 and the air quality baseline year determined by the State in coordination with EPA is 2007, a 2007 air quality model will need to be created by interpolating the socioeconomic and external trip data and coding transportation improvements into the model network that were available for use in 2007.

In addition, air quality conformity must be demonstrated on the LRTP horizon year, as well as two interim analysis years no more than 10 years apart, and the first interim year must be within 10 years of the air quality baseline year. If the air quality baseline year is 2007 and the LRTP is year 2035, the air quality interim analysis years could be between 2015 and 2017 and between 2025 and 2027. Therefore, the nonattainment areas will require interim models with one of the matching years (2015-2017 and 2025-2027).

Q: Will FDOT provide training on how to run MOVES2010 and the FSUTMS AQPP?

A: Yes. FDOT Central Office is currently developing a webinar on how to apply the AQPP, including how to run MOVES2010 to get emissions factors for input into the AQPP. The first webinar is tentatively scheduled for May 2010. In addition, the FSUTMS Comprehensive Modeling Workshop will be updated next fiscal year to reflect a new lesson on air quality.

Q: Who do I contact to get the FSUTMS AQPP?

A: Diana Fields, FDOT Systems Planning Office, diana.fields@dot.state.fl.us, 850-414-4901.

The Passing of a Friend

It is with great sadness that we note the passing of our friend and colleague James Baxter, the former FDOT District One Modeling Coordinator. Jim passed away unexpectedly on January 1, 2010 after suffering a heart attack on Christmas Eve. He had a long career working for the Department, joining District Five in 1973, and transferring to District One in 1977. Jim served in many capacities with the FDOT, most recently as the District's Modeling Coordinator. The Department has recently named a conference room within

District One Headquarters in his honor as a tribute to his legacy and impact to planning in the District and throughout the State of Florida. Jim was a truly remarkable person, and it was a pleasure to know and work with him. Our friend, James Melburn Baxter, is greatly missed.



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The American Community Survey Statistical Analyzer Tool

By: Xuehao Chu, Ph.D., Center for Urban Transportation Research (CUTR) University of South Florida (USF)

Introduction

Transportation planners have relied heavily on the commuting and socio-demographic data from the long-form survey of the decennial census at various levels of geography. As many are aware, the 2010 Census long-form has been replaced by the short-form, which will continue to be counted every 10 years. However, the 2010 Census long-form survey has been replaced by the American Community Survey (ACS).

ACS data, while providing more current information, represent challenges for transportation planning professionals to use them effectively. The precision of estimates from the ACS are significantly lower than the precision of estimates from the traditional decennial census long-form survey. Transportation planning professionals must take into account the precision of estimates from the ACS when they use these estimates either individually or for comparisons. A few difficulties in overcoming the precision challenge include the following:

- Estimates in published ACS tables at American FactFinder come with a margin of error, but without other measures of precision. This makes it difficult for transportation planning professionals to judge the usability of these estimates.
- Some estimates do not come with any measure of precision. While necessary statistical procedures and formulas are available in various documents from the U.S. Census Bureau, they are not easily accessible to many transportation planning professionals.
- When the procedures and formulas are accessible, they typically involve statistical procedures and formulas that many transportation planning professionals do not feel comfortable working with.

ACS Analysis Tool

The Center for Urban Transportation Research (CUTR), in coordination with the Florida Department of Transportation, Public Transit Office, Tallahassee, conducted a research project to develop a tool that helps transportation planning professionals overcome difficulties in using ACS data.

The *ACS Statistical Analyzer* tool can be used to assess the precision of individual estimates in terms of several measures of precision without the need to work directly with the statistical procedures and formulas involved. The tool is comprehensive and covers a full range of functions and sub-functions for transportation planning professionals to derive measures of precision in individual estimates and to compare estimates.

Release of ACS Statistical Analyzer

The implementation of the *ACS Statistical Analyzer* is expected to reduce agencies' cost and lessen the technical barriers to dealing with the precision of ACS estimates. These direct benefits, in turn, can lead to wider and more effective use of ACS data for transportation planning. It is anticipated that the *ACS Statistical Analyzer* tool will be released for use by late-March 2010.

For more information, you may contact Daniel Harris, Transit Planning Project Manager, at (850) 414-4532, daniel.harris@dot.state.fl.us.

Improved FSUTMS Comprehensive Workshops

The Florida Department of Transportation (FDOT), Systems Planning Office has improved the FSUTMS Comprehensive Workshop by updating the course content and delivery mechanism. The objective of revamping the comprehensive workshop is to provide users with training and material that is directly relevant to their day-to-day modeling needs. Lesson and exercise materials address the specific needs of the modeling community and act as independent reference materials. Transportation planning model users who work for a Metropolitan Planning Organization (MPO) or the FDOT, for example, will find the material more geared towards lessons and exercises

that reflect what is typically required in performing day-to-day modeling activities.

The lesson plans are broken into two sections: 1) A modeling introduction section and 2) A modeling applications section. The first day and one-half focuses on the modeling introduction section and the remaining two and one-half days focuses on modeling applications. The lessons include a series of redesigned hands-on exercises so that students can apply the lessons learned in the lectures. As part of the comprehensive workshop revamp, the exercises have been redesigned to be independent reference materials for the users.

Code in a Transit Line


Guided Exercise 37: Code in a Transit Line

Estimated time: 30 minutes

In this exercise, you will code a transit bus line. Cube allows you to code all types of transit from bus all the way up to heavy rail and commuter rail transit. For buses, the highway network is the underlying transportation network over which the transit characteristics are coded. For guided transit, a separate transportation network is required in addition to the transit characteristics or route file.

Step 1: Navigate to the Olympus model

In this step, you will open the Olympus model using the FSUTMS launcher icon. The FSUTMS launcher is a convenient mean to locate and open the various Florida models and set their directories, etc.

- Click on the **FSUTMS Launcher** .
- This brings up the FSUTMS launcher from the desktop.
- Select **Statewide and Training Models** on the FSUTMS Welcome Screen.

This brings up a list of the statewide models and the models used for training purposes like Olympus and the Cube FTOWN training model. Among the statewide models is the turnpike tolling model and official Florida Statewide Model.

Step 2: Create a new scenario

In this step, you will create a new scenario for the bus line that is to be added. This technique was referred to in previous exercises in this workshop. The model year for the scenario and the alternative designation will be changed.

- Using techniques learned earlier, create a new scenario that is a child of **Base** and call it **Newline**.

You will use the add child menu option to create the child scenario on which the alternative year and letter designation will be changed.

The introduction section covers the following topics:

1. An introduction to the travel demand model, typical model applications, an explanation of the Florida Standard Urban Transportation Model Structure (FSUTMS), and FSUTMS standards and guidelines.
2. Typical FSUTMS data input files and methods used to update zonal and network information.

The goal of the introduction is to familiarize the students with the FSUTMS model and its constituent parts. Once students are comfortable and familiar with the basics of developing FSUTMS models, the next series of lessons address specific applications of the FSUTMS model such as:

1. Model applications for Long Range Transportation Planning (LRTP):
 - Required activities from the modelers' perspective and how to apply the model during the plan update process.

Figure 1: Screenshot from Comprehensive Workbook Exercise

2010 Workshops

2. Modeling applications and techniques to support the Federal Transit Administration (FTA) New Starts applications and how to use models to develop credible and defensible travel demand forecasts.
3. How to use models as a tool for subarea and highway corridor studies:
 - The lecture focuses on how to refine the model within a corridor, how to code the network for complex roadway types, and test alternatives to relieve congestion along the corridor.
4. How to use the model to perform traffic impact analysis:
 - Lecture and exercises focus on using FSUTMS for DRI modeling and for select link and zone analysis.

The new workshop material and format will help modelers understand the FSUTMS modeling framework and will enable them to apply their knowledge about model theory to every day modeling activities. The workshops provide materials designed for individual instruction, as well as classroom time. The materials provide a logical series of instruction and exercises that permit a modeler to reference both methodology, applications and desired results without facing the issue of memory recall after the workshop is completed. Every step of the modeling process is described with the help of text and visuals.

For more information on the workshop series, please contact Diana Fields at diana.fields@dot.state.fl.us or visit the website: www.fsutmsonline.net/modeling_training.aspx for course descriptions and registration information.

FSUTMS Workshops Schedule and Details

The Systems Planning Office is hosting five FSUTMS workshops for the Florida transportation modeling community. In addition, FDOT is hosting a series of workshops that focus on CUBE GIS and Avenue at four locations across the state to ensure that students can participate without facing the issue of travel restrictions. Workshop titles and dates are listed below:

FSUTMS Comprehensive Modeling Workshop

- March 8 – 12, 2010 (completed)
- April 19 – 23, 2010
Embassy Suites Tampa/USF, 3705 Spectrum Blvd., Tampa, FL 33612

FSUTMS Executive Summary Modeling Workshop

- April 8, 2010 (completed)
Florida DOT Central Office Burns Building Auditorium 605
Suwannee St., Tallahassee, Florida 32399
- May 4, 2010
Homewood Suites, 8745 International Drive, Orlando, FL 32819

FSUTMS/VOYAGER Scripting Workshop

- May 10 – 13, 2010
Embassy Suites Tampa/USF, 3705 Spectrum Blvd., Tampa, FL 33612

For more information on the workshop series and to register, please visit www.FSUTMSOnline.net/modeling_training.aspx or contact Terry Corkery at terrence.corkery@dot.state.fl.us.

2010 Workshops

SHRP2 C10A Jacksonville: Partnership to Develop an Integrated Advanced Travel Demand Model and a Fine-grained Time-sensitive Network

By: Milton Locklear, FDOT, District 2; Denise Bunnewith, Executive Director of the NFTP; Joe Castiglione and Stephen Lawe, Resource Systems Group, Inc.

State and regional planning agencies are increasingly adopting more advanced transportation modeling practices. However, modeling methodologies, whether demand-oriented (such as activity-based model systems) or supply-oriented (such as detailed dynamic traffic assignment and traffic micro-simulation), are rarely used in conjunction with each other.

The Transportation Research Board's (TRB) second Strategic Highway Research Program (SHRP 2) has recently selected Jacksonville, Florida to receive a federal grant to integrate demand- and supply-side simulation techniques together. The goal of the SHRP 2 C10A Jacksonville grant is to improve the capabilities of transportation models to respond to increasingly complex policy questions. Travel demand forecasting and transportation network simulation tools currently used by agencies are typically insensitive to the complex and dynamic interactions between demand and supply, where traveler behavior responds to network conditions and network conditions respond to traveler behavior. Decision-makers are constantly evaluating policies and projects that seek to improve mobility and transportation network performance, such as adding highway capacity, improving traffic operations, adding transit capacity, introducing priced roads, and providing better traveler information.

Jacksonville's new model system will have greatly enhanced sensitivities by dynamically integrating advanced demand- and supply-side model components that incorporate significantly more detailed behavioral information, such as:

- person-level values-of-time and values-of-reliability;
- detailed spatial information including parcel-level employment and household data; and
- detailed temporal information, including minute-by-minute simulation of travel choices and second-by-second network simulations.

The detailed and dynamically integrated Jacksonville model system is comprised of three primary components: DaySim, TRANSIMS, and MOVES, as shown in Figure 1.

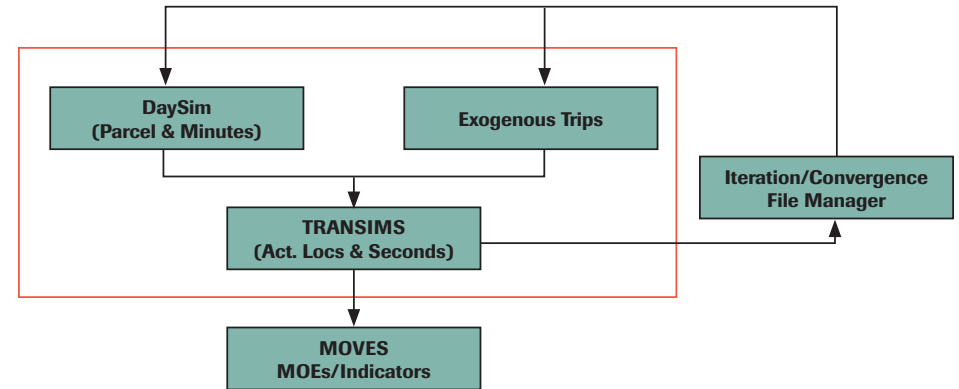


Figure 1. Integrated Model System Components

DaySim provides estimates of travel demand and is an activity-based model system that has been implemented in many other regions, including Sacramento, Seattle, and Denver. DaySim simulates 24-hour tour-based activity patterns for all regional travelers using parcels as the core spatial units, half-hour time periods as the core temporal units, and a synthetic population representing all regional travelers. The project team is implementing DaySim in Jacksonville by assembling detailed databases of parcel-level housing units and employment by industrial sector, as well as socioeconomic information derived from the Census and local forecasts. In addition, the team is enhancing DaySim to include improved sensitivity to road pricing and other policy options.

DaySim generates an "activity list" which is then input to TRANSIMS in order to identify the specific routes that travelers use to traverse the Jacksonville region's transportation networks. The Jacksonville model implementation uses the TRANSIMS Router, which identifies the specific routes used by travelers and the TRANSIMS Microsimulator which simulates network performance on a second-by-second basis. The project team is developing a regional road system that incorporates information on network attributes far in excess of a typical "4-step" model system, such

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as the location, timing and coordination of traffic signals and other traffic controls and the presence of turn lanes and other roadway geometries. TRANSIMS is far more sensitive to detailed operational strategies (such as coordinated signal systems) and operational effects (such as queuing) due to the detailed network information and the detailed travel demand from DaySim. Figure 2 illustrates the level of spatial detail in the Jacksonville core in the initial TRANSIMS network.



Figure 2. Proposed Jacksonville Network Detail

MOVES is the Environmental Protection Agency's (EPA) new emissions modeling system. The project team will use MOVES to provide estimates of mobile source emissions for a broad range of pollutants using the detailed network performance indicators produced by TRANSIMS. The MOVES estimates are based on detailed information on vehicle types, operating attributes, and road types. The Jacksonville project represents the first integrated linkage of all three of these tools.

The project team will evaluate the sensitivity of the model system by testing an extensive set of "real world" transportation policies and improvements, once the new dynamically integrated model system has been implemented. A core goal of this model development project is the practical application of the model to other regions and agencies.

The project team is focused on using data that is readily available and applying data processing methods and tools that are re-usable. In addition, the project team is also focused on ensuring that model run times are reasonable, that the model system is scalable to regions of different sizes, and that complete documentation on model and data development and application is available.

The project consultant team is being led by Resource Systems Group in coordination with the active support of the Florida Department of Transportation (FDOT) and the North Florida Transportation Planning Organization (NFTPO). At present, the individual model inputs and components are being implemented, and the integrated model system designed. Model development is expected to be largely complete by 2010 with sensitivity testing and policy analyses to be performed in 2011.

For more information, please contact Milton Locklear (FDOT District 2) at milton.locklear@dot.state.fl.us. You may also connect to the link for the SHRP 2 website: <http://144.171.11.40/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=2829>.

North East Regional Planning Model: Version 4.0 is Now Available

The major tasks for the 2035 North Florida TPO Long Range Transportation Plan are complete. As a result, the NERPM Version 4.0 is now available to the modeling community. Milton Locklear is the contact for the model and you may request a copy by email: milton.locklear@dot.state.fl.us or send a written request to this mailing address: District 2 Jacksonville Urban Office, 2198 Edison Ave. Mail Station 2812, Jacksonville, FL 32204

Model Task Force (MTF) Activity for 2010

The Model Task Force (MTF) is working on three priorities that were identified at the MTF meeting in November 2009.

Land Use Transportation Model Integration

Whitehouse Group, Inc. is conducting a series of webinars on the land use transportation integration and prepared a white paper on case studies of land use or integrated transport/land use models in Florida and the United States. The first webinar focused on basic approaches to land use models and the challenges, opportunities, results and sensitivities of these approaches. Dr. Zhong-Ren Peng (University of Florida), Dr. Michael Clay (Auburn University), and Wade White (Whitehouse Group) presented on the various types of land use models and the advantages and disadvantages of each. The second webinar focused on the data needs for land use models: speakers included Mary Stallings (Grimail Crawford), Steven Lawe (Resources Systems Group), and Wade White (Whitehouse Group).

Advanced Toll Modeling

An FTP site is under development as a repository for various scripts and documentation to ensure all users are accessing and uploading the correct resources. Various ramp-to-ramp scenarios were tested including the following: no toll, simple toll, complex toll, and selected companies and a test case for HOT lanes in Voyager was developed.

Time of Day Modeling

Cambridge Systematics, Inc. has reviewed the traffic count data from 2004 to 2008 and developed a database of count information by facility type and county. The objective of this exercise was to get a sense of what type of count data is available for different geographies in Florida. The database has individual hourly counts with month and weekday/weekend information coded along with the number of count locations and hourly counts in each hour, by county and facility type. In addition, hourly rankings for AM (Hr 1 to 12) and PM (Hr 13 to 24) counts by county and facility type were also developed.

The project team is looking at distribution of count sites within model areas by dense urban and rural portions of model area and gathering household surveys from Florida to help develop time of day factors. Additionally, the project team is reviewing the recently released NHTS data set to determine usage for development of time of day factors.

Citilabs Delivers New Software Release

Citilabs released Cube 5.1, which includes new features in Cube Base, Voyager, Avenue and Land. In addition, Citilabs has updated its demonstration models, which are available at <http://www.citilabs.com/tutorials.html>. Three new model applications are highlighted:

- Activity-Based Model;
- Land Use-Transport Interaction Model; and
- Land Use Model.

The Activity-Based Model is a complete application covering the typical aspects of the activity-based methodologies and approach; please note the parameters within this setup are generic. A user should estimate local model parameters using the local agency's data.

The Land Use-Transport and Land Use Models highlight the integration of Cube Land within the Cube suite of modeling tools. For further information, contact Michael Clarke at mclarke@citilabs.com

Citilabs has opened a new research and development office in Tallahassee located at 316 Williams Street, Tallahassee, Florida 32303.

The Panhandle Transportation Applications and FSUTMS Users' Group

Resides in the Panhandle of Northwest Florida. Sixteen counties are represented, including four MPO/TPO urban areas and two planning councils. Meetings, when scheduled, are usually held on the same day as the quarterly MPO meetings and are held at the Washington County Public Library, 1444 Jackson Avenue (U.S. Hwy. 90), Chipley, FL from 1:30 p.m. to 3:00 p.m. A notice will be sent to members prior to users' group meetings. For additional information, please contact Linda Little by email: linda.little@dot.state.fl.us. No meetings are scheduled at this time.

The Northeast Florida Transportation Applications Forum

Jointly organized by the FDOT, District 2 Planning Office and the North Florida TPO. The meetings are held at the North Florida TPO facility on 1022 Prudential Drive, Downtown Jacksonville, 32225 from Noon to 2:00 p.m. The meetings are open to the public and private sector. Professionals are encouraged to either bring their own lunch or order pizza by the slice. For additional information concerning the Forum, please contact Milton Locklear by email: milton.locklear@dot.state.fl.us. Scheduled meeting dates:

May 27, 2010
September 30, 2010

The Southwest Florida Users' Group

Meets at the Charlotte County-Punta Gorda MPO, 1105 Taylor Road, Suite G, Punta Gorda. For additional information, please contact Bob Crawley, FDOT District One, by e-mail: bob.crawley@dot.state.fl.us. No meetings are scheduled at this time.

The Tampa Bay Applications Group (TBAG)

A transportation planning users' group which meets quarterly to hear speakers address technical issues on travel demand modeling and project applications. Previous meeting topics, newsletters and presentations are available on the www.tbrta.com website under TBAG Archives. The meetings are brown bag and are held at the Florida Department of Transportation, District 7 Office, 11201 N. McKinley Drive, Tampa, Florida, 33612 from 12:00 p.m. to 2:00 p.m.

The meetings are free and open to all transportation planning professionals. If you are interested in receiving meeting notices, the TBAG newsletter and other users' group information, please contact Danny Lamb by email: daniel.lamb@dot.state.fl.us. Scheduled meeting dates:

May 20, 2010 (Rescheduled as June Training)
June 2 and June 16, 2010 TBRPM Training Dates
August 26, 2010
October 28, 2010
December 2010 (TBA)

Southeast Florida FSUTMS Users' Group

Promotes understanding and proper application of FSUTMS to the solution of transportation planning and engineering problems. The goal of the group is to enhance the accuracy and reliability of local travel demand models. Membership shall be granted any time during the year to interested individuals involved in FSUTMS applications. General membership meetings will be held quarterly. Special meetings may be held at such other times as considered necessary by the members. Meetings are tentatively scheduled to be held at the FDOT-D4 Headquarter first floor Auditorium from 9:30 AM to noon. For additional information, please contact Derek Miura at FDOT District 4 at (954) 777-4653. No meetings are scheduled at this time.

The Central Florida Transportation Planning Group

Meets quarterly to provide presentations on travel demand modeling, transportation planning, and growth management topics. The meetings are brown bag and all are welcome. The meetings are held at the FDOT, District 5 Urban Office, Lake Apopka Conference Room, 133 South Semoran Boulevard, Orlando, Florida 32807 from 12:00 p.m. 2:00 p.m. For additional information, please contact Betty McKee by email: betty.mckee@dot.state.fl.us. Scheduled meeting dates:

May 6, 2010
August 5, 2010
November 4, 2010

Users' Groups