

WHAT IS 'FSUTMS'?

FSUTMS stands for the **Florida Standard Urban Transportation Model Structure. The FSUTMS model structure consists of standardized computer software programs, urban area data formats, and operating procedures. These standards are common to all urban transportation models in Florida, and were developed for the primary purpose of reducing the time and effort required to produce long-range travel demand forecasts for Metropolitan Planning Organizations (MPOs) Long Range Transportation Plans. Under such standardization, the Florida Department of Transportation (FDOT) Central Office is able to efficiently provide software updates, procedural manuals, and technical support to both the FDOT districts and MPOs.**

The primary objective of travel demand forecasting is to predict the effects of various policies, programs, and projects on highway and transit facilities. These impacts are commonly quantified by representing the projected travel demand in terms of forecasted traffic volumes and transit ridership. Forecasting travel demand is an integral part of an area's MPO Long Range Transportation Plan.

Each urbanized area in Florida has an MPO, which is comprised of locally elected officials, who serve as the decision-making body for the expenditure of Federal and State transportation funds. The MPOs work cooperatively with the FDOT in developing an area's Long Range Transportation Plan. The Long Range Transportation Planning process sets the major transportation improvement priorities for a 20-25 year planning horizon. These improvements are based on expected future transportation revenues, as well as expected population growth.

Travel demand forecasting consists of four (4) primary steps: trip generation, trip distribution, mode choice, and assignment. However, to create the necessary input files for each of the four primary steps the FDOT has expanded these steps to a total of twelve (12) steps in the FSUTMS software. The twelve main steps in the FSUTMS software are:

- External Travel Model
- Trip Generation Model
- Highway Network Model
- Highway Pathbuilding Model
- Trip Distribution Model
- Transit Network Model
- Transit Pathbuilding Model
- Mode Choice Model
- Highway Assignment Model
- Highway Evaluation Model
- Transit Assignment Model
- Transit Evaluation Model

In Florida, as of 2003, there are currently 25 MPO planning models, 8 non-MPO planning models, 8 regional models, and 1 statewide model. The urban area MPO models and the Regional models are maintained cooperatively by the MPO and FDOT District Planning staffs; the non-MPO models are maintained by the County and FDOT District Planning staffs; and the State model is maintained by the FDOT Central Office Planning staff.