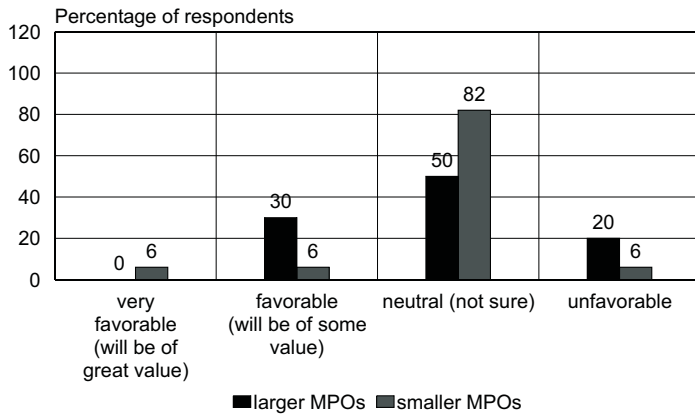
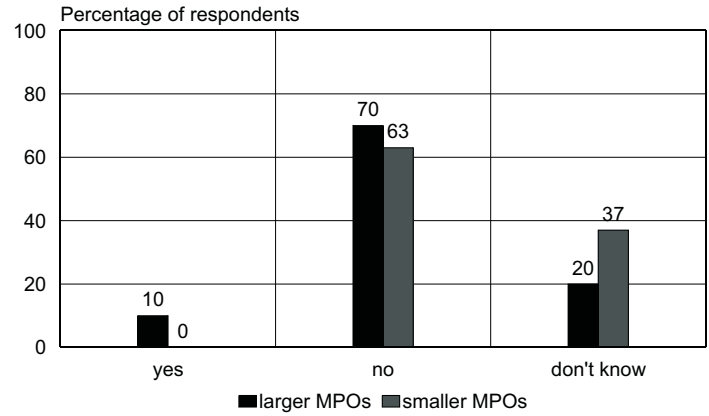


What is your opinion about the development of TRANSIMS at this stage?



Does your MPO plan to start using/testing TRANSIMS components over the next two years?



What do you believe are the main benefits of integrating simulation capability in transportation modeling software? Answers are provided in no particular order.

- Better understanding from the public and elected officials with simulation.
- Ability to study specific highway corridors.
- Visualization-helps decision makers and public understand transportation demand modeling and applications.
- If model files can be transferred easily into a simulation package, such as Synchro/SimTraffic or CubeDynasim, it will for example allow for a faster turnaround on traffic impact analysis.
- It will provide consistency with travel demand model output and provide effective visual results to elected officials and general public.

- Once the model is constructed, the platforms do not have to be reconstructed for simulation capabilities. Right now, TRANSIMS requires too much input work for each simulation.
- Presentations to elected officials and general public.
- Better individual trip tracking capabilities do help.
- More accurate representation of the travel demand phenomena and dynamic traffic aspects.
- Good for operational analysis.
- More accurate measurement of behavioral responses to local conditions.

In your opinion, how important is it for improved techniques to be developed (by software vendors and/or funded research) for each of the following. Please provide a score from 0 to 10 with 0 being not important at all and 10 being extremely important.

Technique	Average Score	
	Larger MPOs	Smaller MPOs
Integration of land use and transportation models	8.3	9.5
Activity-based modeling	6.9	7.3
Peak spreading	6.1	6.6
Integration between micro-simulation and travel demand modeling and transportation planning	6.4	8.5
Modal split	6.0	7.2
Required accuracy of input data for the demand modeling process	8.2	8.5
Freight modeling	6.3	7.1
Trip chaining	7.0	6.3
The interaction between congestion on a transportation network and number of trips generated (activities taking place) and trip distribution (where the activities take place)	7.0	6.8
Speed balancing	5.7	5.7
Parking cost modeling	4.6	4.9
Carpool modeling	4.0	5.4