



Ohio Travel Demand Model Users Group Autumn Meeting

The meeting was held on Friday, September 9, 2022, at the Don Scott Airport and commenced at approximately 10:00 AM. This was a in-person MUG meeting.

The OTDMUG Chairman Rob Bostrom started the meeting with a welcome and round introduction.

Greg Giaimo made a motion to approve June 2022's meeting minutes. Sam Granato seconded. The motion passed. No attendees required membership.

Andrew Rohne briefed on the status of the MUG website and asked for presentation slides from the summer meeting to post them on the website.

Zhuojun Jiang (ODOT) presented *Traffic Forecasting for the New Intel Facility*. He provided details on the traffic modeling work ODOT conducted for the Intel Phase 1 certified traffic development. The presentation covered the land use assumption for the Intel facility, base year model validation, the application of ODME and CT development. Zhuojun finally gave a short-out to MORPC for their leading the efforts on the future land use forecasting for the Intel full build scenario, which would be the basis for the Intel Full Build certified traffic development.

Vince Bernardin (Caliper) presented *A Look at Toledo's Integrated ActivitySim-TransModeler ABM-DTA Model*. He showed us how Caliper implemented ActivitySim model for Toledo using TransCAD for the user interface and integrated with TransModeler for the DTA part. TransModeler is a mesoscopic model in terms of DTA. Vince demonstrated the model in TransCAD on creating scenarios, running the model, and dashboard for reporting. He also shows the 2D and 3D animation of DTA in TransModeler. Rebekah asked if the Python codes of the ActivitySim were changed for this integration (Yes) and if the changed codes were synchronized to the GitHub repository (No).

Rob Bostrom (CDM Smith) presented *Marysville Corridor CAV Modeling*. He introduced the CAV study along the US-33 Corridor from Honda Marysville Auto Plant to Dublin. New scenarios with 100% CAV penetration were added to the study. VMT/VHT, travel time/delays, and throughput were the performance measures for scenario comparison. The biggest takeaway from the study was that the adoption of CAV can delay the needs for roadway capacity improvements due to the increased throughputs.

Greg Giaimo (ODOT) gave a brief presentation on the ODOT Network Calculator update (version 2.1). The new version addressed the spaghetti codes in the old version and converted most Network modules to Matrix modules, and the runtime was improved.

In other business, Rebekah would update the status of the refreshment fund: \$56.13 was spent on refreshments, \$56.13 was donated at the meeting, leave a balance of \$75. Rebekah mentioned the 3C model training schedule (on November 14 and 15) and a draft agenda would be sent out to the 3C MPOs (i.e., OKI, MORPC, and NOACA) for comments. All the MPO modelers would be welcome to attend the 2-day training. The Winter meeting will be in person at the Don Scott Airport on November 18, 2022, and there will be a retirement cake for Greg Giaimo who will retire by the end of 2022.

The meeting was adjourned at approximately 1 pm.