SEFTC
Southeast Florida Transportation Council

# Regional Transportation Technical Advisory Committee
# Modeling Subcommittee (RTTAC-MS)
# Meeting Agenda

**March 30, 2026 – 10:00 AM to 12:00 PM EST**

## Microsoft Teams meeting

## Join:

https://teams.microsoft.com/meet/27980393465328?p=1WYKRoq3wTncpIbD1E

Meeting ID: 279 803 934 653 28
Passcode: 4HR7yb6p

**Dial in by phone**

+1 786-530-8279,,63935704# United States, Miami

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I. **Introductions** (5 minutes)

II. **SERPM 9.62 Model Updates (**20 minutes –Srin Varanasi/Nizamul Mojumder, The Corradino Group**)**

III. **SERPM 9.62 Model Adoption** (10 minutes – RTTAC-MS members)

IV. **VISUM Tech "Bytes"** (30 minutes- Ranga Sai Chimbili – FDOT D4/ Nizamul Mojumder- The Corradino Group)

   a. Graphic Parameters and Links Display

   b. SERPM9 Select link analysis demonstration

V. **Member Discussion-** (5 minutes)

VI. **Next Meeting (Remote Format: April 27, 2026) Discussion** (5 minutes)

**RTTAC MS Meeting Minutes (January 5th, 2025)**

The RTTAC-MS meeting was held in a hybrid format, with RTTAC-MS members attending in person at the FDOT D4 offices and other participants joining remotely via a Teams meeting.

| Name | Email |
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| D4-DO3, PLEM<br>(Trang Phan, Mary-Tery Vilches, Paul Flavien, Sai Ranga Chimbili) | RTTAC-Ms members in-person attendance |
| Brown Jr, James | James.BrownJr@dot.state.fl.us |
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**1. Introductions**

- Meeting opened with RTTAC-MS members' introductions.
- Representatives from FDOT districts, MPOs, and the SERPM technical team were present.

**2. SERPM 9.61 (VISUM) Platform Status**

***Overview***

- SERPM 9.61 is the next official platform step—moving from the SERPM 9.52 Cube model to a VISUM-based version.
- The team shared that the VISUM model has been tested on both calibration and forecasting workflows and is in good shape for adoption.

***Conversion and Calibration Work***

- The Cube model was converted to the VISUM platform through multiple rounds of testing and coordination with the PTV team to resolve conversion issues
- Closed-loop calibration was completed, and parameters were adjusted to get VISUM results behaving as expected.
- Documentation and a user guide are still being finalized.
- VISUM training is planned for early 2026.

***Network Updates and Model Basis***

- The Cube model (9.52) was previously adopted, and the members have decided to move to VISUM instead of continuing updates to Cube.
- The team re-imported the official Cube networks because the early PTV conversion used older network versions.
- Post-LRTP refinements (cost-feasible network updates) from the three MPOs were carried into VISUM for both the 2019 and 2050 networks.

***System Enhancements***

- A newer ActivitySim version (from the 9.52 model) was implemented in the VISUM model.
- Highway assignment and ActivitySim results were rechecked after the network and parameter updates.
- RMSE and reporting scripts were added to VISUM to reduce manual reporting effort.

***Transit and Park-and-Ride Updates***

- The team reviewed and corrected access rules where needed (examples discussed included ramps and MAZ connectors).
- Fare and transfer rules were previously misapplied, and they have been properly implemented in this version.
- Park-and-ride representation was improved. Earlier PNR locations were tied to central nodes, which created unrealistically long walk paths to stops and impacted ridership.

- New PNR zones were added closer to stops to shorten walk connectors.
- Around 70 PNR zones were added to both 2019 and 2050 networks.

***Validation Summary (VISUM vs. Cube)***

- The focus was on confirming a clean conversion—VISUM results comparable to Cube—rather than re-calibrating the model to survey data at this time.
- Auto ownership results were comparable between Cube and VISUM.
- Activitysim model results by different segment were consistent.
- Region-wide volume-to-count ratio around 1.01.
- Some deviation remains on collectors/local roads; freeways and toll roads generally performed well.
- Miami-Dade remains the most challenging area historically, but results were described as improved and within an acceptable range.
- Broward and Palm Beach results were generally strong.
- Issues near external stations and the US-27 corridor were noted and appear in both Cube and VISUM.

***Transit Validation***

- Route-level validation was reviewed; many routes were within ~25%, with some remaining deviations.
- A pattern was noted where premium transit may be underestimated while non-premium may be overestimated.
- Park-and-ride ridership still has room for improvement.
- Metrorail transfers and mover interactions continue to be challenging, consistent with prior Cube results.

***Run Environment***

- The group discussed recommended settings:
    - For 256 GB RAM machines: ~8 processors and explicit chunking were noted as helpful to avoid failures.
- Next step is to test the model on FDOT machines before public release.

***Select Link Analysis (VISUM)***

- VISUM select link handling differs from Cube; path information is stored internally in the VISUM version file.
- Select link results are tied to the last executed assignment period, so users may need to rerun a specific time period assignment to get the desired select link outputs.
- Daily select link output is not currently available in the statewide VISUM models; the team is aware and will review potential solutions for future releases.

- Time-period select link analysis is available and is expected to cover most study needs.

**3. SERPM 9.61 Model (in the VISUM platform) Adoption**

- The group discussed adopting SERPM 9.61 (VISUM) as the official model.
- Public release timing depends on final testing on FDOT machines, with the target noted as the end of the week or by Monday if no issues are found.

**4. Member Discussion:**

- Training is planned around January 26 (discussed as 10:00 AM–3:00 PM with lunch).
- Participants were encouraged to bring laptops. The model will not be run end-to-end during training; instead, pre-run results will be used for hands-on exercises.
- The team will send recommended computer configuration guidance ahead of the session.

**5. Next Meeting**

The meeting was originally scheduled for February 23 but was postponed to March 30, 2026.

**Adjournment**

- With no further business, the meeting was adjourned.

# Proposed RTTAC MS MEETING DATES

## 2026

**January**

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**September**

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**November**

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**December**

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Quarterly Updates

Remote Progress Meeting

SERPM9 VISUM Training