

TAMC Board of Directors

Agenda Item 5: Funding for Adaptive Signal Operation on Hwy 68, 10/23/24

While it is encouraging to see the TAMC Staff is recommending that **the Board approve the use of \$300K of Measure X funds to purchase and install adaptive signals at 4 intersections**, it falls short of doing what is needed to really make significant improvements to the entire Hwy 68 corridor by only \$125K. The Board knows that after significant discussion, they unanimously voted in April to recommend that **adaptive signal controls be installed at all 9 intersections on Hwy 68**. The Board realized that the traffic challenges in peak commute times occur along the entire stretch of 68 and not just a few intersections. The Board also realized that the AI Adaptive technology works as a system that communicates between intersections along the **entire length** of the Hwy 68 corridor so that **all intersections need to have adaptive for it to work optimally and produce the best results**. Even the actual examples that have previously be given to the Board, of where this adaptive technology has produced great results in a variety of locations across the country, are using 10+ intersections along a specific corridor and not just a few intersections. (Colorado SR 119 with 13 intersections and Missouri SR 291 with 12 intersections) Caltrans had originally considered doing four but after careful analysis of the technology and its application on Hwy 68, they then asked the vendors to submit cost estimates for doing all 9 intersections, as the Board had recommended and as Todd had requested in his May 28 letter to Caltrans.

One of the main vendors being considered also gave input on doing just 4 intersections instead of all 9 by clearly stating **“if only four are done, the corridor will not be optimized and there could be some issues between the platoons leaving the adaptive section and then hitting the remaining five signals”**.

So why is TAMC staff suggesting doing adaptive at 4 instead of 9 intersections?

Cost?

It is estimated to cost **\$425K to do all 9 intersections** so there is only a cost increase of \$125K above the currently proposed \$300K. Currently available Measure X funds, that have been specifically allocated to improve the Hwy 68 corridor, exceed the cost of doing all 9 so why not use those funds to make significant improvements for the Public who supplied the funds through additional taxes? Remember that the originally proposed roundabouts would cost in excess of \$200 Million and that the Draft EIR alone, already cost over \$1 Million. So, spending just \$425K seems like a great cost/benefit and the opportunity to actually see today's AI Adaptive technology in action.

Complexity?

TAMC staff had expressed concerns that doing all 9 intersections may be too complex for Caltrans to install and operate but the vendors clarified that the installations are “white gloved”, so Caltrans would only give inputs on user defined settings, and the vendors would be doing all the configuration and implementation. Since the AI Adaptive technology works as a coordinated system, the set up and training would also work better to do all 9 intersections versus doing 4 initially and then doing another 5 at a later date. The training time, according to the vendor is the same for 4 or 9 intersection and the

only inputs that they need from Caltrans is their minimum green, yellow, red, and ped clearance times which is what they already have now.

Caltrans participation?

While it is unfortunate that Caltrans seems to be unable to secure funding for installing adaptive along Hwy 68, they seem enthusiastic to install and maintain the technology along this corridor and observe the expected great results that this technology can provide. Caltrans District 5 recently reported in an email regarding the installation of AI Adaptive along Hwy 68..... "These discussions have transitioned from high level conversation at the onset, to more thorough detailed discussions involving an in depth look at firmware options, traffic counts, traffic analysis and review of existing infrastructure both in office and in the field to best support implementation of this pilot project. These detailed conversations have warranted regular monthly focus meetings with the TAMC/Caltrans team including specific functional unit input from other divisions in Caltrans as needed".

So, has TAMC staff asked Caltrans specifically , if they will agree to coordinate the installation of AI Adaptive at all 9 intersections and maintain it, if TAMC supplies the funds necessary for purchase of the equipment?

The Public wants and deserves the results that AI Adaptive will produce along the entire Hwy 68 corridor by installing it at **all 9 intersections** and so I urge the Board to vote to increase the use of Measure X funds to the level of \$425K to allow the project to move forward without additional delay.

Sincerely,

Dwight Stump