

## **Adaptive Signal Pilot Study Funding and Number of Intersections**

TAMC Board Members,

At the April 24 Board meeting **the Board voted unanimously to recommend to do an Adaptive Signal Control Pilot Study at all 9 intersections along the Hwy 68 corridor** to achieve the best evaluation of how this new technology will improve the traffic challenges along this entire stretch of highway.

What has happened since to support the Board's decision and **what funding will be available** if Caltrans decides to agree with that decision and move forward with a pilot study at all 9 intersections? While Todd Muck has sent a letter to Caltrans on May 28 stating that an objective is to "identify and **fund** a pilot project to implement adaptive signal operations at each signalized intersection along the entire corridor", **it is unclear as to the funding commitment**, if any, by TAMC for the pilot study as to source and amount. Caltrans and Miovision (a company that is a leader in Adaptive Systems) have been in active communication recently about the details of the Pilot Study and **Caltrans has asked for the cost of doing all 9 intersections**, as the Board recommended. It turns out that **the cost of the Adaptive System at all 9 intersections is only \$245K**, which is only **\$110K** more than the **\$135K** cost of doing just the 4 most eastern intersections, originally proposed by Doug Bilse. These costs even include the perpetual license for detection and counts, wireless communications, configuration, training, and the required hardware. Miovision has also stated that **training would be the same regardless of the number of intersections** so the training for 9 would be the same as 4. Miovision also confirmed that any concern that TAMC staff had regarding the amount of input that signal operators must make to the existing signal controllers for 9 intersections is unfounded, since their system requires no more than the ones currently in place.

So, if Caltrans wants to do the pilot study at all 9 intersections to really test the AI Adaptive System along the entire corridor, which makes logical sense, so that it can be compared to the projected results of doing 9 roundabouts along the same corridor, **what will TAMC do to support the effort?** One of the main advantages of this technology is improving traffic along the entire corridor by communicating between intersections and individual Board members have already pointed out **the need for that improvement in the western section of the corridor as well as the east**, which is why the vote was unanimous to do all 9 intersections. If Caltrans can provide some funds but not the total, will TAMC supply funds for the balance? While Doug has stated that TAMC is "committed to contribute financially to the pilot project", he also stated that "**financing may ultimately limit the number of signals started in the pilot project**". **Will TAMC commit to supply funds for the entire \$245K or whatever shortfall there is beyond available Caltrans funds to be sure that the pilot study includes all 9 intersections?** I had asked Doug and Todd about putting the funding subject on the agenda for the June 26 meeting since decisions are being made about the pilot study now at Caltrans and the Board was not meeting again until August, but it was felt to be unnecessary.

I urge the Board to request that TAMC staff fully support the Board's vote to do the Adaptive Pilot Study at all 9 intersections, including funding the project fully or to whatever supplemental level that is necessary to support Caltrans decision to do the study at all corridor intersections. Since, according to staff, there is over **\$50 Million set aside from Measure X funds for the Hwy 68 Corridor improvement**,

surely \$240K can be used to fund the pilot study that could show that Adaptive Signal Controls will produce significant traffic improvement along the entire eight-mile section of Hwy 68 and **save the taxpayers over \$200 Million** on roundabouts that may not be necessary. Doug Bilse described that very scenario in a recent article in the Carmel Pine Cone on Page 11.

[Carmel Pine Cone, May 24, 2024](#)

Many in the Public and even entities like the Pasadera HOA fully support the Board's decision to recommend that Caltrans do an AI Adaptive Signal Pilot Study **at all 9 intersections on Hwy 68** to determine the impact that this exciting technology can make on the traffic challenges in this area. Thank you for taking the steps necessary for funding the study and being sure that everyone at TAMC is on board with your decisions.

Thank you,

Dwight Stump