

From: [barry_jones](#)
To: [Maria Montiel](#)
Cc: [Dwight Stump](#); [Elouise Rodriguez](#)
Subject: Letter to TAMC Board Of Directors for 26th June 2024 meeting
Date: Monday, June 24, 2024 4:32:07 PM

Hi Maria

Please submit this letter for distribution to the TAMC Board of Directors meeting on 26th June 2024.

Many Thanks
Barry

Dear Board Members

Although not on today's Board Meeting Agenda , I would like to draw your attention to the following, regarding the Hwy 68 Corridor Improvement project:

1) "Change in wording/correction needed to the April 24th TAMC Board meeting minutes" as noted in the joint letter to the TAMC Board from Dwight Stump and myself.

2) I understood that the outcome of the April 24th TAMC Board meeting was that the Board unanimously decided to request Caltrans to carry out a 9 Intersection pilot project to implement Adaptive Signal operations along the whole corridor..

A letter was sent (dated 29th May 2024) from Todd Muck to Scott Eades ,Caltrans, informing them of the position and also outlining a positive and realistic scope of work for the team, focussed on the whole corridor ie 9 intersections. Apart from a date of "this summer", for the implementation of signal coordination using existing equipment to improve flows along the whole corridor, this scope of work did not detail any timescales.

However I am aware that Caltrans have been in active communication with MioVision (who are the leader in real-time Adaptive Signal Systems) and have requested a proposal for implementing a Pilot project along the whole corridor, all 9 intersections . This I believe to be very good news....especially as the difference in estimated pricing (\$110k) is comparatively small...\$245k for 9 vs \$135k for 4.

Surprisingly, I am now hearing from TAMC staff that they would recommend a 4 Intersection pilot, rather than a 9 intersection pilot, even if Caltrans said they will do a 9 intersection pilot!

No factual reasons have been given by TAMC staff for this positioning, only questions relating to the existing 2070 controllers, which I believe have all been fully answered by the technical engineers at MioVision, indeed the requests for answers to the questions were facilitated by Dwight Stump and myself.

From a Public viewpoint, the relationship between TAMC and Caltrans seems to be a see-saw..

We continually hear TAMC say " that's a Caltrans decision...we cannot tell them what to do"

and now we are hearing... " if Caltrans say they will do a 9 intersection Pilot, we will recommend doing only 4"

Please let's get on the same page here and ensure that the TAMC Board's unanimous recommendation/request is actioned as soon as possible, by Staff for all 9 intersections.

I make this point because there will not be a TAMC Board meeting in July, and I am very concerned that if an acceptable proposal arrives at Caltrans in the near term, and funding decisions have to be made by TAMC to help

facilitate the Pilot project...then the TAMC Board need to be in a position to act swiftly without push back from TAMC Staff.

The sooner we get the Adaptive Pilot Project implemented, the sooner everyone will see improvements, together with the capture of accurate data to create the best designs for the Phase 1 intersections and also make optimum design decisions for the rest of the corridor.

Thank you for your time and consideration

Barry Jones