



TAC Initiative Addresses Recycled Materials for Road Building

TAC is undertaking the development of a best practices guide for the use of recycled materials in road building projects.

The guide will assist agencies in determining what types of recycled materials are available and their potential use in road construction projects. The TAC project reflects growing concerns over climate change and recognizes the importance of green construction practices.

Recycling technologies are advancing and construction materials such as wood, concrete and asphalt are being recycled in various transportation projects throughout North America. However, a comprehensive guide to these practices does not exist for Canadian practitioners.

TAC's initiative will review the practices and experiences of Canadian agencies and consider cost-benefit analyses.

A project steering committee is currently being formed and work on the terms of reference is expected to begin in September.

The project was recommended to the association's Chief Engineers' Council by the Soils and Materials Standing Committee and the Environment Council.

Sponsoring the project are the **New Brunswick Department of Transportation, Nova Scotia Transportation and Infrastructure Renewal, the Ministry of Transportation of Ontario, Prince Edward Island Transportation and Infrastructure Renewal, the Ministry of Transport of Quebec, Saskatchewan Highways and Infrastructure** and the **cities of Edmonton, Montreal, Saskatoon and Winnipeg.** 

Active Transportation Report Coming Soon

A new TAC report on active transportation in Canadian communities will soon be released.

The publication will help local, regional, provincial and federal government agencies to understand critical factors for the successful implementation of active transportation strategies.

In the context of urban transportation planning, active transportation often means cycling and walking only. However, the term generally refers to any form of human-powered transportation including walking, cycling, wheeling, in-line skating, skateboarding, ice skating and canoeing or rowing.

(cont'd on p. 2)

2010 TAC Annual Conference and Exhibition

Adjusting to New Realities

September 26-29

World Trade and Convention Centre
Halifax, Nova Scotia

Sorry, it's too late to book exhibit space – the show is sold out – but you can still register as a conference delegate!

A comprehensive registration package, including an advance program, was sent to most recipients of the print version of *TAC News* in early summer. The same information is available on the association's website at www.tac-atc.ca. Delegates are also encouraged to register online and qualify for a major prize!



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Active Transportation Report (cont'd from p. 1)

The report is intended to provide advice to Canadian communities on all aspects of active transportation strategies and initiatives, ranging from policy and design to programs and the nuances of different Canadian contexts such as rural or suburban communities. The publication relates experiences based on a survey of TAC member municipalities, as well as on interviews and focus group discussions with practitioners in the field.



The active transportation questions and lessons discussed in the report span key topics like leadership, partnerships, public involvement, financial and human resources, knowledge and skills, policy and planning, travel facilities, improving safety and security, as well as influencing individual travel choices.

The project was initiated by TAC's Sustainable Transportation Standing Committee and conducted by the **IBI Group** and **Noxon Associates**.

A publication notice will be posted on TAC's website once the report becomes available. 

Environmental Award Conferred for MTO / Transport Canada Border Crossing Initiative

The **Ministry of Transportation of Ontario (MTO)** and **Transport Canada** are TAC's 2009 Environmental Achievement Award recipients in recognition of the Detroit River International Crossing Environmental Assessment Study.

The award, which recognizes exemplary contributions to the protection and enhancement of the environment or particularly innovative approaches to solving an environmental problem, will be presented during the September TAC conference in Halifax.

The environmental assessment study will help provide a long-term solution to improve the flow of road traffic at Canada's busiest land border crossing, the Windsor-Detroit Gateway. After four years of study and over 300 public consultation sessions, a new access road and an inspection plaza are currently under construction.

The 11-kilometre Windsor-Essex Parkway will feature a six-lane freeway, 11 tunnels and a four-lane service road. International-bound traffic will be dropped below the line of sight of local communities. This new parkway, which links Highway 401 to the U.S. interstate highway system, will provide enough capacity to accommodate projected traffic volumes.

The parkway construction will minimize impacts on Windsor-Essex's unique flora and fauna, as well as existing communities. Residents will benefit from about 120 hectares of added green space and 20 kilometres of trails along the corridor. Endangered species and natural habitat will be protected through restoration and enhancement measures. Other benefits include reduced noise and air pollution by eliminating stop-and-go conditions and improved traffic flow between Canada and the United States.

Five other nominations from other association members were evaluated by an Environment Council panel: Highway A-25 Completion Project (**Ministry of Transport of Quebec, Concession A-25** and **Kiewit-Parsons**); The Harmonized Environmental Construction Operations (ECO) Plan Framework (**Alberta Transportation, City of Calgary** and **City of Edmonton**); Farm Windbreaks Communications Program and Cooperative Projects (**Ministry of Transportation of Ontario**); Adapting to Climate Change in a National Historic District – Front Street Paving Project, Dawson City, Yukon (**Yukon Highways and Public Works**); and Town of Richmond Hill Snow Storage Facility (**Town of Richmond Hill, ON**).

A session based on the award will be held at TAC's Halifax conference. 

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TAC is a national association with a mission to promote the provision of safe, secure, efficient, effective and environmentally and financially sustainable transportation services in support of Canada's social and economic goals.

The Association is a neutral forum for gathering or exchanging ideas, information and knowledge on technical guidelines and best practices.

In Canada as a whole, TAC has a primary focus on roadways and their strategic linkages and inter-relationships with other components of the transportation system.

In urban areas, TAC's primary focus is on the movement of people, goods and services and its relationship with land use patterns.

TAC's Salt Management Guide to Be Updated

Since the release of TAC's *Salt Management Guide* in 1999, many advancements have been made in this field. In order to keep the guide current, the association is launching a project to incorporate new research and lessons learned into another edition of the publication.



When applied under the right conditions, salt continues to be an inexpensive and highly effective deicer of choice. As all Canadians rely on the country's extensive road network for a range of reasons, proper and efficient use of deicers such as salt is critical to restoring and maintaining safe driving conditions.

Influencing Travel Behaviour Project Launched

TAC has recently launched a project to examine effective strategies for influencing travel behaviour and to identify the policy and program tools that can most effectively influence transportation choice within key market segments.

The project will address barriers and impediments to sustainable urban transportation that present challenges to decision-makers, transportation professionals, planners and the general public.

Efficient and effective passenger transportation systems are critical to the environment, economic vitality and quality of life in Canadian cities. All orders of government in Canada are establishing targets to reduce greenhouse gas emissions from transportation and larger urban areas need to reduce road traffic congestion levels. Changing transportation behaviour has been identified by governments and researchers as a critical approach to meeting these objectives.

While TAC's project will recognize key opportunities in the areas of land use and transportation supply, it will focus its practical guidance on tools and techniques usually associated with the field of transportation demand management and the pursuit of modal shift. In the context of the current policy environment, the project will consider the need and opportunity for sustained and dramatic long-term shifts in travel choices and identify realistic barriers to short-term action.

Current transportation behaviour patterns have been shaped by a wide range of factors such as land use, existing infrastructure and vehicle stock, as well as prevailing cultural norms.

Social marketing, or the systematic application of customer-oriented marketing concepts, tools and techniques to achieve specific behavioural

goals for the good of society, provides a framework for understanding current behaviours and the obstacles that prevent individuals from making more sustainable choices.

Overseen by the Maintenance and Construction Standing Committee, the project will include a literature review, a survey of road authorities and the development of recommended changes to update the 1999 edition.

The final deliverable will be a comprehensive reference guide to the best salt management practices.

The project steering committee is being formed and work will soon commence in order to formulate terms of reference and to select a consultant. The project is expected to be completed by the spring of 2012.

The project sponsors are **Alberta Transportation**, the **British Columbia Ministry of Transportation and Infrastructure**, **Manitoba Infrastructure and Transportation**, the **New Brunswick Department of Transportation**, **Newfoundland and Labrador Transportation and Works**, **Nova Scotia Transportation and Infrastructure Renewal**, the **Ministry of Transportation of Ontario**, the **Ministry of Transport of Quebec**, **Saskatchewan Highways and Infrastructure**, **Transport Canada**, the **Salt Institute**, **Halifax Regional Municipality**, the **Region of Waterloo** and the **cities of Burlington, Edmonton, Moncton, Ottawa, Toronto** and **Winnipeg**. 

Recommended by the Sustainable Transportation Standing Committee of TAC's Urban Transportation Council, the project will examine lessons learned from successful social marketing strategies and techniques and determine how they can be applied to transportation.

The project steering committee has developed the terms of reference and is finalizing the consultant selection process. The production schedule calls for completion of the work in the fall of 2011 and subsequent publication of a report.

The effort is being funded by the **Ministry of Transport of Quebec**, **Transport Canada**, **Halifax Regional Municipality**, the **Region of Waterloo** and the **cities of Edmonton, Hamilton, Montreal, Saskatoon** and **Toronto**. 

FOR YOUR AGENDA

TAC's Spring 2011 Technical Meetings will be held in Ottawa April 14 to 18. The meetings provide an opportunity for all of the association's councils and committees to convene.



Montreal's Bike-sharing Program Wins Sustainable Urban Transportation Award

The **City of Montreal** has been chosen as the 2009 winner of TAC's Sustainable Urban Transportation Award for the implementation of the BIXI bike-sharing program and the development of 50 kilometres of new bicycle lanes.

The award recognizes outstanding contributions by association members to the development and enhancement of sustainable urban transportation, as well as innovation and transferability to other Canadian communities.

With 10,000 subscribers and 100,000 daily users in 2009, the award-winning bike-sharing program provides a sustainable mobility solution to local residents. A fleet of 5,000 bicycles located at 400 stations throughout the city is available, 24 hours a day, seven days a week.



The Société de vélo en libre-service, the agency that manages the BIXI program on behalf of the City of Montreal, has signed business agreements with Boston, London (England), Minneapolis and Melbourne to develop similar models for active transportation initiatives.

Under the City of Montreal's 2008 transportation plan, 50 kilometres of new bikeways were added in 2009, extending the island's cycling network to 500 kilometres.

The implementation of the BIXI program and the addition of new bikeways required an investment of approximately 30 million dollars. The program will provide many benefits to cycling enthusiasts including



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improved quality of life, more equitable sharing of the road network and redefinition of public space to enhance sustainable mobility.

Five other nominations were evaluated by a Sustainable Transportation Standing Committee panel: Edmonton Transportation Planning Branch 2009 Achievements (**City of Edmonton**); Integrated Strategic ITS Planning and Operations Platform for Public Transit Networks in Quebec (**Roche**); Dufferin Street from Steeles Avenue to Langstaff Road: Dufferin Street – Another Step Towards Sustainability (**York Region, ON**);

The Commuter Train Network Reaches New Heights with the Addition of 160 New Railcars (**Metropolitan Transportation Agency, Montreal**); and Transportation Master Plan Update: Moving Towards Sustainable Transportation (**York Region, ON**).

The 2009 Sustainable Urban Transportation Award is slated to be conferred during the association's upcoming Halifax conference. Nominees will present their projects during a session to be held at the conference. 

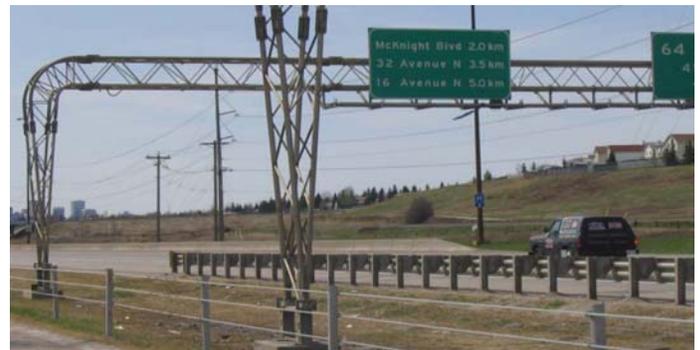
Alberta Transportation Honoured for Contribution to Roadway Safety

The winner of TAC's 2009 Road Safety Engineering Award is **Alberta Transportation** in recognition of its high-tension median cable barrier program.

The award honours exemplary contributions by a TAC member in Canadian roadway safety engineering and infrastructure. It also encourages the development and implementation of roadway safety countermeasures, guidelines and safety management systems for roadway design and operations.

Consistent with *Canada's Road Safety Vision 2010*, Alberta Transportation's pioneer program calls for the installation of high-tension median cable barriers on multi-lane divided highways with relatively narrow medians. Scheduled between 2006 and 2010, three phases covering 144 kilometres are being implemented on Alberta Highway 2, the primary highway linking Calgary to Edmonton. The initial phase of installation on the Deerfoot Trail in Calgary, completed in 2007, was the first major high-tension median cable guardrail project in Canada.

When an errant vehicle hits a high-tension cable barrier, the cables absorb the energy of the impact and cushion the vehicle rather than deflecting it back into the traffic stream. This safety measure also helps to prevent fatalities and serious injuries caused by vehicles crossing over the median into opposing traffic lanes.

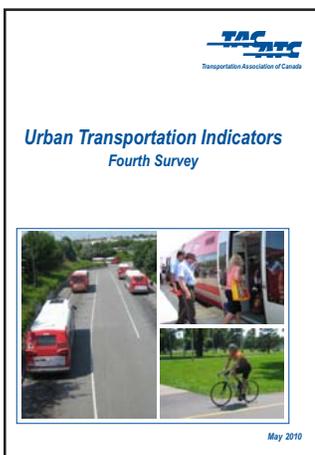


Alberta Transportation has developed innovative ways to adapt this technology with a view to accommodating local requirements and conditions. The cost-effective program will serve as a template for future installations in Canada.

Two other submissions, reviewed by a panel reporting to the Road Safety Standing Committee, were received: LED Roadway Lighting Satellite Series Street Light (**LED Roadway Lighting Ltd., Halifax**) and Westmount Road Traffic Calming Plan (**District of West Vancouver**).

The award will be presented at TAC's upcoming Halifax conference. 

Urban Transportation Indicators Survey Results Published Online



A report on the fourth edition of TAC's urban transportation indicators (UTI) survey was recently released on the association's website.

The UTI surveys assess progress by Canadian urban areas on key sustainable transportation initiatives.

The new survey report was based on data gathered during the 2006 Canadian census for 33 census metropolitan areas (CMAs). The report also contains supplementary data from 31 CMAs that responded to a detailed TAC survey which looked at transportation financing, as well as transportation and land use. Also included is Kent Marketing data on fuel sales and summary statistics from the Canadian Urban Transit Association.

The report is available as a free download in the reading room of TAC's online resource centre. The French version will be posted shortly.

The database of raw data collected during the fourth survey is also available through the resource centre. 

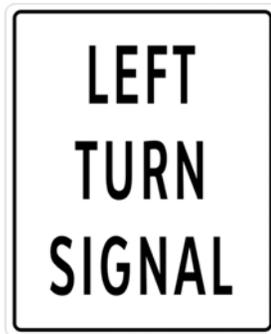
Three New Traffic Signs Approved

Three new signs will be added to TAC's *Manual of Uniform Traffic Control Devices for Canada* as part of the next manual update planned for 2011.

The signs stem from volunteer projects conducted under the auspices of TAC's Traffic Operations and Management Standing Committee.

Left Turn Signal Sign

The purpose of this sign is to avoid potential confusion that may arise where left turns are prohibited and drivers see red and green signals simultaneously when approaching an intersection. TAC's current traffic manual permits the installation of two different sets of signals facing the same intersection approach. One set of signals controls left turn movements while the other controls all other movements.



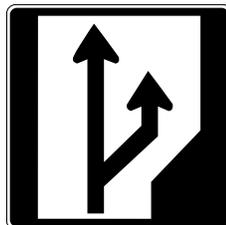
Vertical Visibility Constraint Sign

Many jurisdictions encounter situations where there is inadequate sight distance on vertical crest curves. The purpose of this sign is to warn motorists to reduce their speed in advance of a crest vertical curve due to limited stopping sight distance. A supplementary tab sign – "Limited Visibility" – may also be used.



Passing / Climbing Lane Length Sign

Drivers are currently only provided with information about the length of a passing or climbing lane just before the lane ends. While this gives them sufficient time to either pull back into their lane or complete their passing manoeuvre, some drivers feel uncomfortable passing when they are unsure of where the lane ends.



An optional supplementary tab sign – "For X km" – may now be used below the "Passing Lane Ahead Sign" at the beginning of the passing / climbing lane to inform motorists of the overall length of the lane. 

PEOPLE IN THE NEWS

Hon. **Chuck Strahl** has been appointed minister of transport, infrastructure and communities for Canada.

Hon. **Sam Hamad** has been named minister of transport of Quebec.

As of early September, **Bruce McCuaig** will be the new president and chief executive officer of Metrolinx, replacing **Rob Prichard** who will now chair the Board of Directors. Mr. McCuaig is moving from the Ministry of Transportation of Ontario where he held the position of deputy minister.

Anthony Karakatsanis will become the new president and chief executive officer of the Morrison Hershfield Group Inc. in October.

At the New Brunswick Department of Transportation, **Nancy Lynch** is the new director of planning and land management and **Kelly Rodgers-Sturgeon** has become director of transportation policy.

At TransLink (South Coast British Columbia Transportation Authority), **Brian Mills** has taken on the role of director, service and infrastructure planning, and **Tamim Raad** is now director, strategic planning and policy.

At the City of Moncton, **Elaine Aucoin** has been appointed director of environmental planning and management, succeeding **Richard Landry** who retired from the city earlier this year.

Terry Schmidt has assumed the position of project director, Saskatchewan Roads and Highways Group, Prairie Roads and Highways Region, at EBA Engineering Consultants Ltd. 

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Warm Mix Asphalt May Pave Way to Drop in Greenhouse Gas Emissions

Editor's Note: In this contribution to TAC News, the Materials Engineering Branch of Manitoba Infrastructure and Transportation reports on the expected reduction of greenhouse gas emissions associated with the use of warm mix asphalt for roadway paving. Proposed by TAC's Climate Change Task Force, the feature is one in a series of articles to profile climate change initiatives of member organizations. Other organizations are encouraged to contact the newsletter editor with a view to submitting articles or briefs highlighting their own projects in this area.

Manitoba Infrastructure and Transportation successfully completed its first warm mix asphalt (WMA) project this past June.

The project consisted of a 50 mm bottom lift with approximately 35% recycled asphalt product (RAP) and a 50 mm top lift with 100% virgin material. The objective of the project was to gain experience with different WMA technologies (Advera, Sasobit and Evotherm) for virgin and RAP mixes. The work covered approximately 14 km with 3-km WMA sections and one-km hot mix asphalt (HMA) "control" sections to allow for transition from each product.

Warm Mix Asphalt Benefits

Lower fuel costs due to lower mixing temperatures, decreased emissions at both the asphalt plant and at the paving site, better compaction of mixtures and longer haul capability are touted as the main advantages of WMA versus conventional HMA technology.

Emission Testing

Manitoba Infrastructure and Transportation engaged Boma Environmental & Safety Inc. to evaluate emissions during production of each HMA and WMA mix. The firm monitored mobile asphalt plant baghouse discharge, occupational exposure at the road paving site and residuals from freshly laid asphalt.

At the asphalt plant, discharge gases were sampled and analyzed for total volatile organic compounds (VOCs), carbon dioxide (CO₂), carbon monoxide (CO), oxygen (O₂) and nitrogen oxides (NO_x). In addition, excess air and efficiency of propane combustion in the rotary drum mixer were simultaneously monitored.

While initial testing has been concluded, a full analysis and report have not yet been completed. From the initial data, several points are evident.

Mixing Temperatures

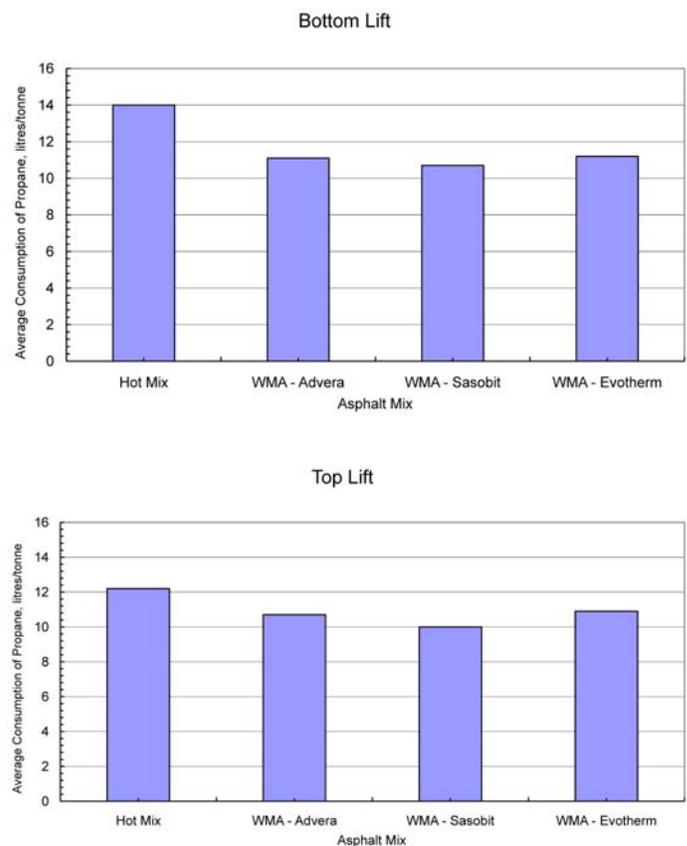
As expected, mixing temperatures for WMA were generally lower than for HMA and, correspondingly, so was the energy consumption. The average mixing temperature for HMA (both lifts) was 148 C while it was only 125 C for WMA, an average of 23 C lower for WMA.

Energy Consumption

Liquid propane was used as the fuel for the asphalt plant burner. There was a documented decrease in the fuel consumption rate at the drum

plant for the WMA technology. The lower mixing temperatures for WMA produced an average decrease in propane usage of 22% for the bottom lift and 14% for the top lift.

Average Consumption of Fuel in Rotary Drum

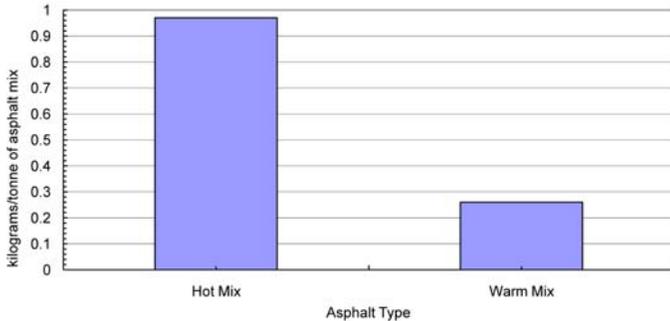


Emissions

As previously mentioned, full analysis of WMA emissions is not yet complete. Preliminary findings report a reduction in the mass emission rate of carbon monoxide (CO), which is measured by kilogram/tonne of mix for both HMA and WMA. While CO is not considered a direct greenhouse gas, a reduction of 73% is nonetheless significant.



Average Mass Emission Rate of CO in Rotary Drum Baghouse Emissions for Bottom and Top Lifts



The reduction in the amount of propane used should also lead to a corresponding decrease in air emissions from the asphalt plant, including the greenhouse gas CO₂.

Anyone interested in receiving more information on this project should contact Manitoba Infrastructure and Transportation (tel. 204-945-8982 or mebinquiry@gov.mb.ca).

FOCUSING ON TAC'S DOMESTIC AND INTERNATIONAL PARTNERS – PART 2

An overview of the organizations with which TAC has entered into collaboration agreements was presented in the last issue of *TAC News*. In addition to these partners, TAC has also developed strong ties with two other organizations: *PIARC – the World Road Association* and the *Transportation Research Board (TRB)*.

The linkages with TRB and PIARC offer advantages similar to those afforded under TAC's collaboration agreements, including broadening the perspectives of the work conducted by TAC's councils and committees, building on the knowledge base of these organizations and, very importantly, avoiding duplication of efforts.

- TAC has played a more active role in *PIARC – the World Road Association* via its *Canadian National Committee (CNC)* (www.cnc-piarc-aijpcr.ca) since the committee's inception about 10 years ago. CNC's mandate is to guide and coordinate the efforts of its Canadian participants in the road sector and to contribute to the objectives of the World Road Association (www.piarc.org). CNC also serves as a forum for sharing information on new technologies and practices relating to transportation infrastructure among Canadian firms, **Transport Canada** and PIARC's other national committees. As well, it fosters international dialogue in the road sector.

TAC's executive director holds a seat on the CNC Board and also chairs its Technical Liaison Committee. This group finds mechanisms to ensure the two-way flow of information between the international community and TAC's councils and committees and organizes a PIARC panel discussion at TAC's annual conference. TAC staff has also participated in Canadian delegations to PIARC's world road congresses. In addition, CNC-PIARC meetings are generally held in conjunction with TAC's spring meetings and annual conference.

- Similarly, TAC has maintained links with the *Transportation Research Board (TRB)* for many years. TRB (www.trb.org) has a mission to promote innovation and progress in transportation through research. In an objective and interdisciplinary setting, TRB facilitates the sharing of information on transportation practice and policy by researchers and practitioners, as well as stimulates research and offers research management services that promote technical excellence. The organization also provides expert advice on transportation policy and programs. Finally, it disseminates research results broadly and encourages their implementation.

Discussions on the signing of a collaboration agreement were held a few years ago with TRB. The outcome was that it was preferable to continue to work collaboratively without a formal agreement since such an arrangement offered the greatest flexibility and the best opportunities for both parties.

Collaboration between the organizations includes e-linkages between libraries, access to databases, reciprocal invitations to each other's annual conferences and preparation of meetings held in conjunction with the other's annual conferences and technology transfer.



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TAC Foundation Awards 39 Scholarships for 2010-11

The TAC Foundation's 2010-11 program will support 33 scholarships for university graduates and undergraduates. Six additional scholarships, each valued at \$1,000, will also be presented to entrance level students.

The foundation's scholarship fund for the current academic year, valued at \$158,000, will help these successful candidates pursue their education in transportation-related disciplines. Congratulations to all recipients!

Name	Degree	University/College	Scholarship Donor	Amount
Yongsheng Chen	Postgraduate	Ryerson University	HDR iTRANS	\$10,000
Diana Podborochynski	Postgraduate	University of Saskatchewan	Waterloo Alumini (Carl Haas, Susan Tighe, Ralph Haas and Frank Meyer)	7,500
Thomas Baumgartner	Postgraduate	University of Manitoba	LEA Consulting Ltd.	5,000
Marie-Christine Desharnais	Postgraduate	École Polytechnique de Montréal	Provinces/Territories	5,000
David Duong	Postgraduate	University of Waterloo	Canadian Council of Motor Transport Administrators	5,000
Samah El-Tantawy	Postgraduate	University of Toronto	Morrison Hershfield Limited	5,000
Timothy Wing-Chang Fok	Postgraduate	University of California - Berkeley	Delcan Corporation	5,000
Quingfan Liu	Postgraduate	University of Manitoba	EBA Engineering Consultants Ltd.	5,000
Katie Lutz	Postgraduate	Carleton University	Stantec Consulting Ltd.	5,000
Maryam Moshiri	Postgraduate	University of Manitoba	Hatch Mott MacDonald Ltd.	5,000
Mohammad Adnan Mushtaq	Postgraduate	University of Waterloo	SNC-Lavalin	5,000
Nicolas Muth	Postgraduate	Ryerson University	AMEC	5,000
Colin Wandzura	Postgraduate	University of Saskatchewan	Cement Association of Canada	5,000
Joshua Wang	Postgraduate	University of Toronto	Albert M. Stevens	5,000
Karim El-Basyouny	Postgraduate	University of British Columbia	MMM Group Limited	4,500
Craig Milligan	Postgraduate	University of Manitoba	Provinces/Territories	4,500
Duane Guenther	Postgraduate	University of Saskatchewan	Provinces/Territories	4,500
Riad Mustafa	Postgraduate	University of New Brunswick	Provinces/Territories	4,500
Bryce Sharman	Postgraduate	University of Toronto	3M Canada Company	4,500
Anne-Marie Langlois	Postgraduate	University of British Columbia	IBI Group	4,500
Glareh Amirjamshidi	Postgraduate	University of Toronto	Provinces/Territories	4,000
Pierre-Luc Fecteau	Postgraduate	Université Laval	Provinces/Territories	3,500
Brittany Roberston	Postgraduate	McMaster University	Provinces/Territories	3,000
Mark Hearson	Undergraduate	University of Manitoba	AECOM	5,000
Roanne Kelln	Undergraduate	University of Saskatchewan	Dillon Consulting Limited	5,000
Aleks Kivi	Undergraduate	McMaster University	McCormick Rankin Corporation	5,000
Jonathan Palmer	Undergraduate	University of British Columbia – Okanagan	TAC Foundation	3,500
Catherine Savoie	Undergraduate	Université Laval	TAC Foundation	3,500
Paul Kavanagh	Undergraduate	McMaster University	Municipalities	3,000
Fanny Seminario	Undergraduate	Université de Sherbrooke	Provinces/Territories	3,000
Damien Ch'ng	Undergraduate	Lakehead University	Provinces/Territories	3,000
Stanley Chan	Undergraduate	University of British Columbia	Provinces/Territories	3,000
Raymond Haffar	Undergraduate	University of Waterloo	TAC Foundation	3,000

The 2010 TAC Foundation Scholarship Committee, headed by Robyn McGregor, comprised: Curtis Bertholot, Yves Cadotte, Alan Carter, Jeff Casello, Al Cepas, Tony Churchill, Alan Clayton, Greg Cousineau, Lynne Cowe Falls, Guy Doré, Luis Escobar, Stephen Gardner, Khandker Habib, Murtaza Haider, Masood Hassan, Wei He, Eric Hildebrand, Art Johnston, Lina Kattan, Leonnie Kavanagh, Gord Lovegrove, Don McLeod, Eric Miller, Daryl Nixon, Sam Proskin, Chris Raymond, Jonathon Regehr, Richard Tebinka, Susan Tighe and Guy Tremblay. ☐

How the Scholarship Winners Are Selected

The TAC Foundation scholarship selection process takes approximately 10 months to complete, from informing academic institutions of application deadlines to receiving and tracking applications and reviewing academic and other criteria.

This cycle allows the foundation to carefully select the candidates that will benefit from graduate and undergraduate scholarships in relevant transportation-related disciplines.

Volunteer scholarship reviewers have the difficult yet rewarding task of choosing the recipients from numerous high-calibre applications. It is their belief in the students' potential that contributes to moulding the transportation leaders of tomorrow.

The Scholarship Committee chair assigns three reviewers for each application to examine the submission, apply rating criteria and ensure the accuracy of the information provided.

Most of the standard rating criteria for graduate and undergraduate scholarships, such as educational achievement, employment relevance and academic references, are similar. However, the extracurricular component for undergraduates has an assigned weighting equal to

educational achievement. The objective is to reward students with leadership potential.

This component is split into academic activities such as engineering competitions and student associations, while external leadership roles include charitable organizations, sports and cultural activities. All students must provide an outline of their career objectives and the selection of the study program must reflect the potential contribution to the industry.

A list of the 2010-11 scholarship recipients appears in this issue of *TAC News*. 

New Donor On Board

In other news, the **Canadian Council of Motor Transport Administrators** has committed to helping transportation students further their education by making a new substantial (gold level) donation to the foundation. To obtain additional information on becoming a donor or a volunteer, contact the foundation at foundation@tac-atc.ca

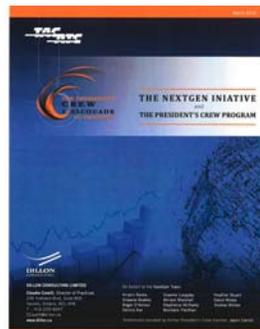
Private Company and Municipality Selected for Educational Achievement Award

Two TAC members will receive the association's 2009 Educational Achievement Award. **Dillon Consulting Limited** is being recognized for its NextGen Initiative and President's Crew Program, while the **Regional Municipality of Waterloo** is being honoured for its Smart about Salt program.

The Educational Achievement Award was created to recognize outstanding contributions by an association member in the area of education or training relating to an in-house or external program that has one or more noteworthy elements of innovation, demonstrable payoff, widespread recognition, improved skills sets, improved practices, or provides the foundation for future and better business practices.

The first recipient – Dillon Consulting Limited – was chosen for its training initiatives, which were developed to assist in the integration of new employees into the company and to support the improvement of future business practices.

In 2007, Dillon's Next Generation (NextGen) Development Team created an in-house training program for new graduates joining the company. NextGen also operates the President's Crew year-long program aimed at helping participants hone their leadership skills through a series of corporate projects and initiatives.



Working in tandem, these two innovative programs will help mould future leaders for the company and ultimately provide a fresh perspective for Dillon employees in a constantly changing transportation environment.



The second recipient – the Regional Municipality of Waterloo – will be honoured for its Smart about Salt program, which was created to expand winter salt management awareness beyond the public sector and improve best practices among snow removal contractors and private facility managers.

Launched in 2008, Smart about Salt first introduced contractors and large facilities to industry best practices. The program guides participants through four steps – registration, implementation, designation and yearly renewal.

Contractors, facilities and residents will reap numerous benefits from this initiative. Enhanced knowledge acquired by designated program participants will result in improved customer service for residents and a greater awareness of the impact of salt loading on municipal drinking water. Other benefits include the introduction of new technologies, enhanced training for employees and improved site drainage and material storage practices.

The award submissions were evaluated by a selection committee consisting of members of the Knowledge Management Committee of TAC's Education and Human Resources Development Council.

The winners will receive their awards during the 2010 TAC conference Awards Luncheon. 

TAC Urban Transportation Council Voices Concern about 2011 Census and Discontinuation of Long-form Questionnaire

TAC's Urban Transportation Council (UTC) has expressed its members' serious concerns about the recent decision to replace the mandatory long-form census questionnaire with a new and voluntary national household survey.

The concerns were made known in a letter sent by UTC chair Claudio Covelli to Wayne Smith, acting chief statistician of Canada, in late July.

The letter noted that Canadian census data is highly regarded for quality and consistency and that it has been invaluable to transportation professionals in conducting analyses and supporting informed decisions to advance transportation policies, programs and best practices.

The letter expressed concern that the expected negative impacts to the reliability, relevance, interpretability and consistency of data collected via the voluntary survey would be significant. It went on to say that the loss of the data collected through the mandatory long form would have an impact on the ability of transportation professionals to understand and forecast the activity patterns and transportation needs of Canadians, as well as to plan for the delivery of relevant services by all levels of government. This would be to the detriment of the country's productivity, social and economic well-being.

In the letter, UTC requested information from Statistics Canada on the statistical value of the data that would be collected through a voluntary survey as opposed to the traditional mandatory long form.

The letter also noted that TAC has been engaged in discussions with Statistics Canada on the enhancement of the journey to work questions in the long-form questionnaire, as part of the 2011 census content public consultation. The association had recommended that additional information on mode of transportation, vehicle occupancy and departure time and duration be collected in future censuses. The letter reiterates TAC's interest in continued cooperation with Statistics Canada on this initiative. 

NEW MEMBERS

TAC is pleased to welcome the following new members:

ADT Advanced Integration

Toronto, ON

Taleen Merjania, Marketing Manager

Armac Drilling & Blasting

North Gower, ON

Ben Poirier

Atrel Engineering Ltd

Clarence-Rockland, ON

Jean Decoeur, President

CAP Management Services (Edmonton)

Edmonton, AB

Robert Brady

Darryl M. Robins Consulting Inc.

Miller Lake, ON

Laura Swanson, Vice-president

Town of Stony Plain

Stony Plain, AB

Peter Burden, Manager of Engineering

Transfield Services (Canada) Limited

Elk Lake, ON

Michael Major, Project Director

TRL Limited

Wokingham Berkshire, United Kingdom

Gavin Jackman

Donaldson MacLeod

Dunvegan, ON

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COMING EVENTS

2010

TAC Annual Conference & Exhibition

September 26-29
Halifax, Nova Scotia
Tel. (613) 736-1350
www.tac-atc.ca

Annual Conference of the Canadian Institute of Planners

October 2-5
Montreal, Quebec
Tel. (800) 207-2138
www.cip-icu.ca

Annual Meeting of the American Public Transportation Association

October 3-6
San Antonio, Texas
Tel. (202) 496-4800
www.apta.com

8th Malaysian Road Conference

October 10-13
Kuala Lumpur, Malaysia
www.mrc.org.my

9th National Conference on Access Management

October 10-13
Natchez, Mississippi
www.accessmanagement.info

Pavement Evaluation 2010

October 25-27
Roanoke, Virginia
Tel. (202) 366-1323
www.cpe.vt.edu/pavementevaluation/index.html

17th World Congress & Exhibition on Intelligent Transportation Systems

October 25-29
Busan, Korea
www.itsworldcongress.kr

Fall Conference of the Canadian Urban Transit Association

November 13-17
Vancouver, British Columbia
Tel. (416) 365-9800
www.cutaaactu.ca

Canadian Society of Value Analysis Conference

November 15-16
Montreal, Quebec
Tel. (613) 228-7138
www.scaav-csva.org

2010 INFRA Congress

November 15-17
Montreal, Quebec
Tel. (514) 848-9885
www.ceriu.qc.ca

Bridge Safety and Longevity Conference & Expo

November 18-19
Ottawa, Ontario
Tel. (902) 425-3980
www.bridgelife.ca

Annual Conference of the Canadian Technical Asphalt Association

November 27-December 1
Edmonton, Alberta
Tel. (250) 361-9187
www.ctaa.ca

7th International Bridge Engineering Conference

December 1-3
San Antonio, Texas
Tel. (202) 493-3023
www.TRB.org/Conferences/2010/IBEC

15th Annual Fields on Wheels Conference

December 3
Winnipeg, Manitoba
Tel. (204) 474-9097
www.umanitoba.ca/faculties/management/ti/conferences

Planning and Enabling Smart Transportation Summit

December 7-8
Toronto, Ontario
Tel. 1-866-298-9343
www.smarttransportation.ca

2011

90th Annual Meeting of the Transportation Research Board

January 23-27
Washington, DC
Tel. (202) 334-2934
www.trb.org/meeting

TAC Spring Technical Meetings

April 14-18
Ottawa, Ontario
Tel. (613) 736-1350
www.tac-atc.ca

TAC Annual Conference & Exhibition

September 11-14
Edmonton, Alberta
Tel. (613) 736-1350
www.tac-atc.ca

XXIVth PIARC World Road Congress

September 26-30
Mexico City, Mexico
www.piarcmexico2011.org

MEMBERSHIP HAPPENINGS

Tetra Tech, Inc. has acquired **EBA Engineering Consultants Ltd.**, a privately held firm headquartered in Edmonton. EBA president Paul Ruffell said Tetra Tech's corporate culture is closely aligned with EBA's values and goals and will provide the company with an excellent platform to offer enhanced career opportunities to its staff and more comprehensive solutions to its customers. The firm is joining Tetra Tech's Environmental Consulting Services' business segment and will continue to operate as a wholly owned subsidiary known as EBA, A Tetra Tech Company. With more than 600 employees and 10 offices in Canada, EBA provides natural science, engineering and arctic engineering services to the mining, energy and infrastructure sectors. Tetra Tech is a provider of consulting, engineering, program management, construction and technical services addressing the resource management and infrastructure markets. The EBA transaction is Tetra Tech's second major acquisition in Canada, following the acquisition of **Wardrop Engineering Inc.** last year. The company has about 10,000 employees worldwide.